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April 14, 2009

File Number 8000100

TO: Transportation Committee  
FROM: Diane Eidam, Chief Deputy Executive Director  
SUBJECT: Revised Agenda for the April 17, 2009, Transportation Committee Meeting

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

The agenda for the Transportation Committee meeting, scheduled for Friday, April 17, 2009, has been revised. The revised agenda is attached. The meeting will be held as scheduled at 9 a.m., but the Public Hearing regarding proposed amendments to the Regional Comprehensive Fare Ordinance will now be the only report item on the agenda. All other items originally included on the agenda will be postponed to future meetings.

If you have questions or a specific issue or topic that you would like to discuss at a future meeting, please do not hesitate to contact Diane Eidam, Chief Deputy Executive Director, at (619) 699-1920 or via e-mail at dei@sandag.org.

DEI/dda

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

**Members**

Jack Dale, **Chair**  
*Councilmember, Santee*  
(Representing **East County**)

Matt Hall, **Vice Chair**  
*Councilmember, Carlsbad*  
(Representing **North County Coastal**)

Jim Desmond  
*Mayor, San Marcos*  
(Representing **North County Inland**)

Carrie Downey,  
*Councilmember, Coronado*  
(Representing **South County**)

Tony Young, *Councilmember*  
**City of San Diego**

Ron Roberts, *Supervisor*  
**County of San Diego**

Harry Mathis, *Chairman*  
**Metropolitan Transit System**

Bob Campbell  
**North County Transit District**

Charlene Zettel  
**San Diego County Regional  
Airport Authority**

**Alternates**

Art Madrid  
*Mayor, La Mesa*  
(Representing **East County**)

Carl Hilliard,  
*Councilmember, Del Mar*  
(Representing **North County Coastal**)

Judy Ritter,  
*Councilmember, Vista*  
(Representing **North County Inland**)

Jim King,  
*Councilmember, Imperial Beach*  
(Representing **South County**)

Todd Gloria, *Councilmember*  
**City of San Diego**

Marti Emerald, *Councilmember*  
**City of San Diego**

Greg Cox, *Supervisor*  
**County of San Diego**

Bill Horn, *Chair Pro Tem*  
**County of San Diego**

Jerry Rindone  
**Metropolitan Transit System**

Dave Roberts / Jerome Stocks  
**North County Transit District**

Tom Smisek  
**San Diego County Regional  
Airport Authority**

**Advisory Members**

Pedro Orso-Delgado  
*District 11 Director, Caltrans*

Albert Phoenix (Barona)  
Francine Kupsch (Los Coyotes)  
**Southern California Tribal  
Chairmen's Association**

Gary L. Gallegos  
*Executive Director, SANDAG*



# **TRANSPORTATION COMMITTEE AGENDA**

**Friday, April 17, 2009  
9 a.m. to 12 noon  
SANDAG Board Room  
401 B Street, 7th Floor  
San Diego**

## **AGENDA HIGHLIGHTS**

- **PUBLIC HEARING REGARDING PROPOSED AMENDMENTS TO REGIONAL COMPREHENSIVE FARE ORDINANCE TO MODIFY EXISTING TRANSIT FARE STRUCTURE**

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### **MISSION STATEMENT**

*The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.*

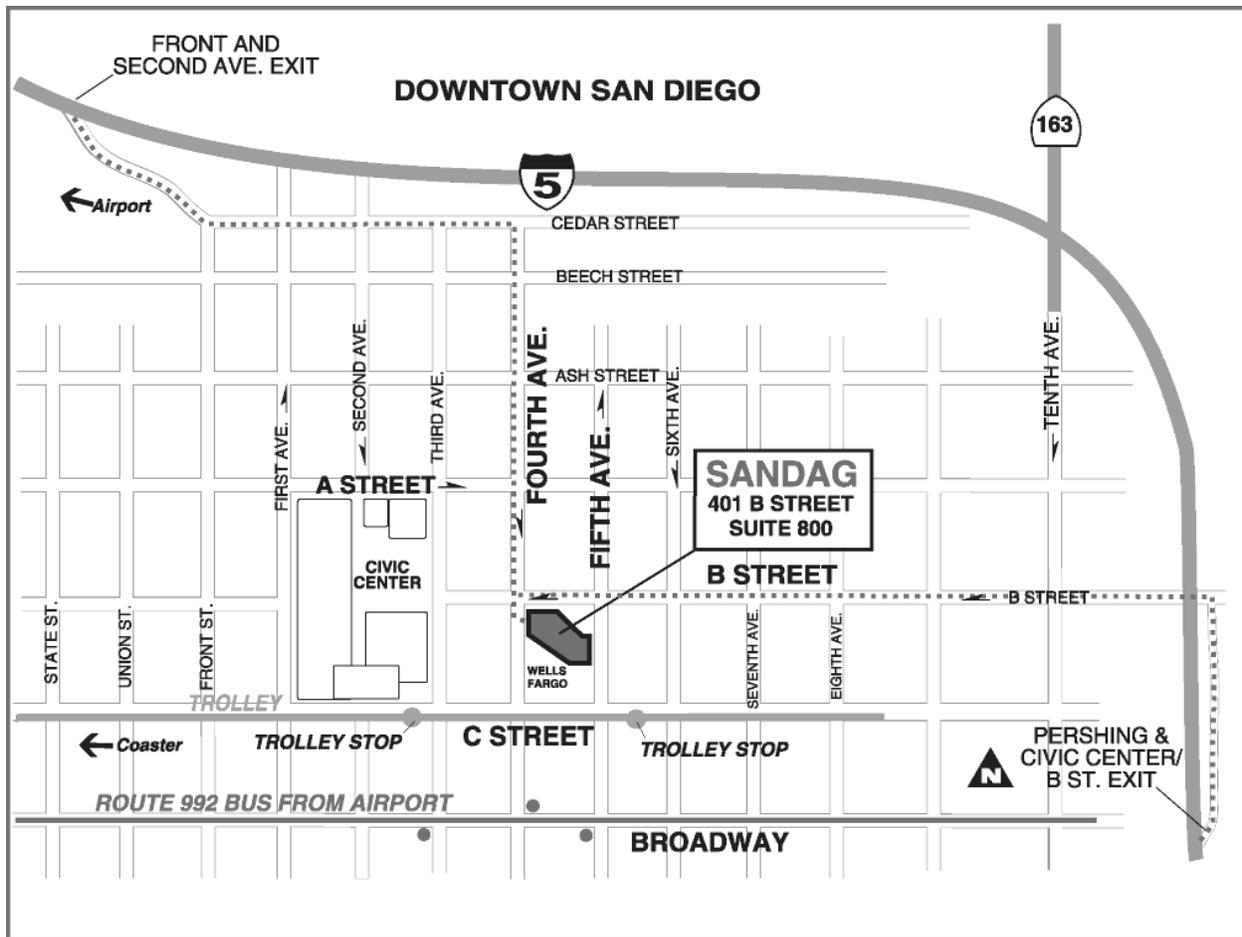


Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at [www.sandag.org](http://www.sandag.org) under meetings on SANDAG's Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Transportation Committee meeting.

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# **TRANSPORTATION COMMITTEE**

Friday, April 17, 2009

<b>ITEM #</b>		<b>RECOMMENDATION</b>
+1.	APPROVAL OF APRIL 3, 2009, MEETING MINUTES	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS  Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a "Request to Speak" form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.	
<b>REPORTS (3)</b>		
+3.	PUBLIC HEARING REGARDING PROPOSED AMENDMENTS TO REGIONAL COMPREHENSIVE FARE ORDINANCE TO MODIFY EXISTING TRANSIT FARE STRUCTURE (Dan Levy)  The Metropolitan Transit System (MTS) has declared a fiscal emergency and has taken action to reduce expenditures due to funding cutbacks from the State of California and falling sales tax revenue. The MTS Board has approved a strategy that includes \$4.7 million in savings from service reductions and \$2.2 million from addition revenue resulting from increases to Regional and Premium Pass prices, elimination of the downtown Trolley Zone, and discontinuing Community and Local Circulation special fares. SANDAG staff also is recommending changes to the Fare Ordinance to make adjustments to accommodate the transition to Compass Card. The Transportation Committee is asked to hold a public hearing on these proposed fare changes.	HOLD PUBLIC HEARING
4.	UPCOMING MEETINGS  The next meeting of the Transportation Committee is scheduled for Friday, May 1, 2009, at 9 a.m.	INFORMATION
5.	ADJOURNMENT	

+ next to an agenda item indicates an attachment

# TRANSPORTATION COMMITTEE

April 17, 2009

AGENDA ITEM NO.: **1**

**Action Requested: APPROVE**

## TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS MEETING OF APRIL 3, 2009

The meeting of the Transportation Committee was called to order by Chair Jack Dale (East County) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Jim Desmond (North County Inland) and a second by Supervisor Ron Roberts (County of San Diego), the Transportation Committee approved the minutes from the March 20, 2009, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chuck Lungerhausen, a member of the public, submitted written comments which he read into the record.

Supervisor Roberts commented that the members had been provided a copy of a letter from Supervisor Dianne Jacob regarding the recent tragic accident on State Route (SR) 67 and her request for support from SANDAG for additional safety improvements. He stated that he would like to see this item referred to in a future agenda so the committee can discuss in detail various safety improvement options for SR 67.

Pedro Orso-Delgado, Caltrans District 11 Director, commented that Caltrans is completing a scoping document regarding safety measures for SR 67. He commented that they are looking at various measures at different locations along the route. If a formal safety project is triggered by the scoping document it would be done with state resources, but if operational improvements are needed, Caltrans would need the support of SANDAG to make those improvements.

Chair Dale directed staff to place this item on a future agenda after the scoping document is completed.

## REPORTS

### 3. 2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NOS. 7 AND 8 (APPROVE)

Action: Upon a motion by Mayor Desmond and a second by Mr. Tom Smisek, San Diego County Regional Airport Authority, the Transportation Committee: (1) approved Amendment No. 7 to the 2008 RTIP revising SR 905 funding, and (2) recommended that the Board of Directors approve Amendment No. 8 to the 2008 RTIP and approve an amendment to the FY 2009 capital budget for SANDAG transit capital projects.

### 4. LONG-RANGE REGIONAL PLANS AND FORECASTS: A WORK PLAN TO COMPLY WITH SENATE BILL 375 (INFORMATION)

Coleen Clementson, Principal Regional Planner, presented the item. The passage of Senate Bill (SB) 375 and provisions included in the 2008 Settlement Agreement (Settlement Agreement) regarding the 2030 Regional Transportation Plan Environmental Impact Report (EIR) significantly change how SANDAG will prepare the next Regional Transportation Plan (RTP) and Regional Housing Needs Assessment (RHNA). Both also set the stage for a future update of the Regional Comprehensive Plan (RCP). SANDAG staff has responded to these new requirements in the draft FY 2010 Budget and Overall Work Program.

Ms. Clementson stated that compliance with SB 375 significantly changes how we will prepare the next RTP and RHNA. She reviewed the requirements under the provisions of the law regarding greenhouse gas (GHG) reduction targets, creation of a Sustainable Communities Strategy (SCS) to include extensive public outreach and adoption of a public participation plan for the SCS, synchronizing the RHNA and RTP process to be consistent with the SCS, and more extensive environmental review due to the CEQA streamlining provisions included in the law. The RTP Settlement Agreement further requires that SANDAG develop an Urban Core Transit Strategy and complete a study regarding the impediments to public transit as part of the 2050 RTP, to be adopted in July 2011. Other provisions of the Settlement Agreement have an indirect relationship to the RTP and are not specifically discussed in this report.

Ms. Clementson stated that the proposed work plan includes several key efforts. A regional growth forecast is produced every four years to reflect the most current economic, demographic, land use, and transportation data, and to keep pace with ongoing regional planning efforts such as the RTP and RCP. The last forecast provided growth projections and estimates to 2030. The upcoming forecast will provide growth projections and estimates to 2050. The Board of Directors will be asked to adopt the 2050 Regional Growth Forecast for planning purposes in early 2010.

The RTP Settlement Agreement calls for SANDAG to develop an Urban Core Transit Strategy that evaluates possible regional transit strategies that maximize peak-period transit mode share in the urban core. The strategy will result in three to four long-range strategic transit network alternatives that will be factored into the 2050 RTP. The transit network alternatives will be structured to significantly increase the attractiveness and use of transit, walking, and biking to make transit time-competitive with the private car and thereby to

reduce vehicle miles traveled (VMT) in the greater San Diego region. It is anticipated that SANDAG will release the Request for Proposals for this work in May and select a consultant this summer.

SANDAG is working with the San Diego County Regional Airport Authority (Authority) on the development of a Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP). The Authority is lead for the RASP, which will identify workable strategies to improve the performance of the regional airport system. SANDAG is the lead for the AMAP, which will develop a multimodal strategy to improve surface transportation access to airports. The development of the RASP and AMAP will be a coordinated process between the Authority and SANDAG. The overall schedule is designed to allow the RASP and AMAP to be incorporated into the 2050 RTP.

The SCS will be a new element of the RTP, as required by SB 375, to show how regional GHG targets would be achieved through development patterns, infrastructure investments, and/or transportation measures or policies that are determined to be feasible. Additionally, the SCS must be consistent with the RHNA and must address protection of sensitive resource areas, including areas protected under Habitat Conservation Plans (HCPs). If the SCS does not meet regional GHG targets an Alternative Planning Strategy (APS) must be developed that demonstrates what alternative and additional measures would need to be taken in order for the region to meet its target.

The adopted Smart Growth Concept Map, which identifies existing, planned smart growth areas linked to existing and planned public transit, along with the identified habitat planning areas, will serve as a basis for the SCS. Additionally, the results of the Regional Climate Action Plan (RCAP) will provide ideas for additional measures that could reduce GHG emissions.

Federal law requires that an RTP be prepared every four years. The planning efforts described in this report are key inputs or components for the development of a 2050 RTP that complies with SB 375, requirements of the Settlement Agreement, and air quality conformity. As part of the RTP development, goals and objectives from the 2030 RTP (adopted in 2007) will be revised and updated. The results of related work efforts, such as the Regional Climate Action Plan, Regional Energy Strategy Update, Regional Bicycle Master Plan, Comprehensive Freight Gateway Forecast, high-speed rail planning, corridor and sub-regional studies, collaborative projects with Tribal Nations, as well as interregional and Binational strategies, will be incorporated. Other major tasks include updates to the project evaluation criteria and plan performance measures, economic analysis of investment strategies, new revenue projections, and project cost estimates. Additionally, the 2050 RTP will be subject to any new requirements established in the federal surface transportation reauthorization, which is anticipated to be passed in 2010.

The EIR for the 2050 RTP will require analysis that has not been included in previous RTP EIRs. The RTP environmental analysis will include GHG baseline measurements and projections as well as potential mitigation measures that could reduce emissions. The EIR also will include analysis of the additional work products required by SB 375 and the Settlement Agreement.

SANDAG regularly involves the public in regional planning efforts. A public participation plan is being prepared to involve the public in every step along the way to develop the 2050 RTP and set the stage for a future RCP update. The plan will include the establishment of a new Regional Planning Stakeholder Working Group to provide input on the development of key work elements in the planning process, including the public participation plan. Additionally, there will be a series of public workshops and other means for involving the public and receiving input on the work products and draft 2050 RTP. SANDAG staff is making a special effort to consider alternative methodologies for engaging a wider diversity of citizens in the planning process, taking advantage of existing community networks.

Kevin Marks, a member of the public, commented that our economic system in the past has been based on growth, but for the future it will be based on sustainability. He stated that SB 375 is an anti-sprawl bill and is dangerous to real estate development. He stated that our society is dependent on automobiles, and the supply of liquid fuels will be very limited over the next couple of decades. Mr. Marks stated that there will need to be major changes to land use codes due to SB 375.

Elise Lowe, Executive Director of Move San Diego, expressed the agencies' support for staff efforts on the SCS. She stated that Move San Diego believes that with the changes coming to land use and transportation planning, this is an opportunity to redefine transit. Transit trip times need to be competitive with drive times and transit needs to be focused in our employment centers and smart growth areas.

Supervisor Roberts commented that transit is an integral part of any solution to meet SB 375 requirements but the state continues to cut funding sources for transit. We need to get the state to understand that transit is a fundamental ingredient to SB 375 in order to meet GHG reductions and reduce VMT.

Councilmember Carrie Downey (South County) stated that the SANDAG Energy Working Group has been developing an update to the Regional Energy Strategy and Regional Climate Action Plan, with the focus on the requirements of SB 375 and AB 32. She stated that public transit is an essential ingredient and we need to look at reallocating funding assets to the transit agencies; otherwise, we will have to make driving a car much more difficult and expensive.

Supervisor Roberts commented that there are many different strategies to address the requirements of SB 375; we don't have to make it difficult for the general public.

Councilmember Anthony Young (City of San Diego) asked whether there was funding allocated to meet the mandates of SB 375.

Supervisor Roberts stated that no funding is identified to support the efforts to meet SB 375 goals at the local level.

Councilmember Young stated that it would be beneficial to have a fiscal analysis to determine the impacts of these costs at the local level and asked if this was something SANDAG could work toward.

Gary Gallegos, Executive Director, stated that he has been appointed to the state Regional Targets Advisory Committee (RTAC) on SB 375 and the RTAC has identified two main issues. First, there needs to be an economic analysis of the impact of SB 375, and secondly, it needs to be determined whether the focus of SB 375 is GHG or VMT. The distinction is important in order to advocate for the right tools and flexibility to meet the requirements.

Councilmember Young requested clarification of the membership of the RTAC and whether it was a statewide committee or regional.

Mr. Gallegos stated that the RTAC is comprised of appointees from throughout the state.

Councilmember Young stated that he would like to know the impact to the San Diego region specifically from the unfunded mandates under SB 375.

Mr. Gallegos stated that the RTAC is identifying the impacts statewide, with the goal to break down the numbers to identify the regional impacts.

Supervisor Roberts stated that the RTAC will make recommendations to the California Air Resources Board. He stated that no one knows what the costs will be for SB 375 or AB 32. AB 32 is broader and focused primarily on GHG reduction. SB 375 is focused on reducing VMT. He stated the discussion with AB 32 has been for setting limits for various industries and allowing for credits when goals are met or exceeded. The state could publicly auction those credits and allocate those funds at the local level. He commented that there are solutions to the issues and we have to look at the long-term such as development of new fuels, hybrid and electric vehicles, and other global solutions.

Charlene Zettel (San Diego County Regional Airport Authority) stated that both MTS and NCTD have lost significant funding in the past two years and have had to raise fares and cut routes and service. She asked whether there has been any measurement of how this will affect global warming. She commented that with cuts in service making it more difficult for the public to get anywhere, we are forcing more people to use their cars because transit is no longer an efficient mode of travel.

Mr. Gallegos stated that even with the recent service cuts we are experiencing an increase in ridership, probably due to the economy.

Supervisor Roberts questioned whether those ridership numbers could have been even higher if transit had not lost funding and not had to cut service and raise fares. He stated that is the type of quantitative number analysis that we need to have and show to the state to support our arguments that transit must be funded.

Mr. Gallegos stated that this issue will be a primary focus of the SANDAG Policy Board and, over the next several months, the focus will be to find viable options and solutions to meet the requirements of SB 375 and to meet our SCS goals. He stated that our region is the first to include the requirements of SB 375 in its RTP update and we can expect scrutiny from other regions. He stated that there are many good opportunities that we can utilize to build our strategy and we can move forward after we get direction from the Policy Board.

Supervisor Roberts commented that one very significant aspect of this is going to be power generation. He stated that if we have electric cars we will need the energy to power them and, hopefully, that will be renewable energy. We also need to understand that we need to build the infrastructure to support the renewable energy with major solar installations, transmission lines, and windmills. One major issue that we face is the lack of public support for building this infrastructure. Supervisor Roberts stated that we need to understand the broader picture of what needs to be done to meet these goals and what can be done at the local level to support these goals.

Councilmember Downey stated that this agency needs to take the lead in finding solutions and making the difficult choices as we develop the regional energy strategy. We need to look at what choices must be made to meet the mandates of SB 375, and one of those choices may be to reallocate funds to transit.

Action: This item was presented for information.

5. FY 2010 TDA/*TransNet* BICYCLE AND PEDESTRIAN PROGRAM PROJECT SELECTION CRITERIA AND CALL FOR PROJECTS (APPROVE)

Chris Kluth, Associate Regional Planner, presented the item. The SANDAG Board of Directors allocates funds under the Transportation Development Act (TDA) and *TransNet* local sales tax program to support bicycle and pedestrian transportation projects in the San Diego region through a competitive process on an annual basis. For FY 2010, approximately \$8 million is available for allocation.

The proposed project evaluation criteria and application materials were developed with input from the SANDAG Bicycle-Pedestrian Working Group (BPWG) using criteria that support regional transportation goals consistent with the Regional Comprehensive Plan (RCP) and the RTP. These are the same evaluation criteria that were approved by the Transportation Committee for the FY 2008 funding cycle. There are no proposed changes to the criteria or allocation of points.

The proposed evaluation process for the program is consistent with the way SANDAG evaluates and prioritizes other components of the transportation system such as arterial, highway, and transit projects in the RTP. In addition, the evaluation criteria support the overall goals and objectives of the RCP and RTP to improve mobility and support smart growth development in the region.

The project application and review process includes an application workshop, project presentations, a review panel, and project Web page to ensure that the process is as open and transparent as possible.

Councilmember Young requested staff to review the basic criteria for the program.

Mr. Gallegos stated that pages 15 and 16 of the staff report were the matrices for the bicycle project evaluation criteria and the pedestrian project evaluation criteria. He stated that all the projects would be reviewed and scored based on those criteria and point values,

and the projects that score the highest would be proposed for funding up to the funding limit.

Councilmember Young asked whether there was a limit to the amount of funding that could be requested for any one project.

Mr. Kluth stated there was no cap set for project funding.

Mayor Desmond asked whether the funds had been fully programmed in previous years.

Mr. Kluth stated that all funds had been programmed in previous years. There was a reserve set in FY 2009 for the Inland Rail Trail Project. The portion of the project for which the reserve funding was set aside has been completed. Those funds are included in the current funding cycle.

Action: Upon a motion by Councilmember Young and a second by Councilmember Downey, the Transportation Committee approved utilization of the existing project evaluation criteria for FY 2010 TDA/*TransNet* Bicycle, Pedestrian, and Neighborhood Safety/Traffic Calming Program and authorized a call for projects.

6. *TransNet* TRIENNIAL PERFORMANCE AUDIT DRAFT REPORT AND RECOMMENDATION RESPONSES (DISCUSSION)

Charles "Muggs" Stoll, *TransNet* Program Manager, presented the item. The first triennial performance audit covering the first three years of activity of the *TransNet* Extension Program has been conducted by Sjoberg Evashenk Consulting, Inc., in accordance with the requirements of the *TransNet* Extension Ordinance. The ITOC first presented the *TransNet* Performance Audit Draft Report and the proposed responses to its recommendations to the Transportation Committee at its March 20, 2009, meeting. Based on feedback received at that meeting, the recommendation response matrix was updated for items 2, 5, 12, 14, and 22. The draft report and response matrix are being brought back for final comments from the Transportation Committee prior to presentation to the Board of Directors.

Mr. Stoll also stated one comment from the previous meeting was whether this audit should address increasing transit for seniors and students. In response, *TransNet* II began just this past April and this audit focused on major corridor projects development and activity. Also at the previous meeting, Mayor Desmond had commented that a cost-benefit analysis should be added to the recommended actions. That action has been included in the recommendations, where appropriate.

Mayor Desmond stated that the report reflects changes made to specific items in the audit, but those changes are not identified. He asked staff what those recommended changes were and if he could be provided a mark-up copy of the document in order to identify the specific changes.

Mr. Stoll stated that he could provide a mark-up copy that tracks the changes. He stated that the specific change to those items was to include the cost-benefit analysis; Caltrans and SANDAG are working with the ITOC to provide that analysis for those specific items.

Hamid Bahadori, ITOC, stated that this report is offering recommendations and is not a strategy for implementation. He stated that staff will work toward implementing strategies and including the cost-benefit analysis in that strategy so that future audits will be more quantitative.

Chair Dale stated that the audit document does not include a statement that we are spending the *TransNet* funds in accordance with the Ordinance and building the projects that we promised.

Mr. Bahadori stated that this audit is a performance audit and focuses on having the processes in place to meet the Ordinance requirements. The ITOC will be contracting for a fiscal audit, and that audit will focus on whether we are spending the funds and building the projects in accordance with the Ordinance.

Chair Dale commented that the auditors interviewed members of MTS, NCTD, and the City of San Diego, but not members of the other jurisdictions.

Mr. Bahadori stated that the focus of this performance audit was on those agencies because none of the other cities have had the opportunity to spend *TransNet* funds to date. The audit focused on those agencies that already have the structures and systems in place. The next performance audit will include the other jurisdictions who receive funds under *TransNet II*.

Action: This item was presented for discussion.

## 7. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Wednesday, April 15, 2009, at 9 a.m. at NCTD headquarters located at 810 Mission Avenue in Oceanside, California. This meeting will be a public hearing. The next regular meeting of the Transportation Committee is scheduled for Friday, April 17, 2009, at 9 a.m. at SANDAG and also will include a second public hearing.

Mr. Gallegos stated that there also will be a joint meeting of the Policy Board and the Transportation Committee on Friday, April 10, 2009, at 10 a.m., which will focus on the *TransNet* Ordinance.

## 8. ADJOURNMENT

Chair Dale adjourned the meeting at 10:06 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE  
SANDAG TRANSPORTATION COMMITTEE MEETING  
APRIL 3, 2009**

GEOGRAPHICAL AREA/ ORGANIZATION	JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	City of Carlsbad	Matt Hall (Vice Chair)	Member	No
	City of Del Mar	Carl Hilliard	Alternate	No
North County Inland	City of San Marcos	Jim Desmond	Member	Yes
	City of Vista	Judy Ritter	Alternate	No
East County	City of Santee	Jack Dale (Chair)	Member	Yes
	City of La Mesa	Art Madrid	Alternate	No
South County	City of Coronado	Carrie Downey	Member	Yes
	City of Imperial Beach	Jim King	Alternate	No
City of San Diego	----	Anthony Young	Member	Yes
	----	Todd Gloria	Alternate	Yes
	----	Marti Emerald	Alternate	No
County of San Diego	----	Ron Roberts	Member	Yes
	----	Greg Cox	Alternate	No
	----	Bill Horn/Slater-Price	Alternate	No
Metropolitan Transit System	MTS	Harry Mathis	Member	Yes
	MTS	Jerry Rindone	Alternate	Yes
North County Transit District	NCTD	Bob Campbell	Member	No
	NCTD	Dave Roberts	Alternate	No
	NCTD	Jerome Stocks	Alternate	Yes
San Diego County Regional Airport Authority		Tom Smisek	Member	Yes
		Charlene Zettel	Alternate	Yes
ADVISORY/LIAISON Caltrans	----	Pedro Orso-Delgado	Member	Yes
	—	Bill Figge	Alternate	Yes
SCTCA	—	Albert Phoenix	Member	Yes
		Francine Kupsch	Alternate	No

04/10/2009 11:40 AM

# TRANSPORTATION COMMITTEE

April 17, 2009

AGENDA ITEM NO.: **3**

## Action Requested: HOLD PUBLIC HEARING

PUBLIC HEARING REGARDING PROPOSED AMENDMENTS TO  
REGIONAL COMPREHENSIVE FARE ORDINANCE TO MODIFY  
EXISTING TRANSIT FARE STRUCTURE

File Number 3002300

### Introduction

The Metropolitan Transit System (MTS) has declared a fiscal emergency and has taken action to reduce expenditures due to funding cutbacks from the State of California and falling sales tax revenue. The MTS Board of Directors also asked its staff to consider fare increases as a means of reducing the amount of transit service that would have to be eliminated to create a balanced budget. The MTS Board has approved a strategy that includes \$4.7 million in savings from service reductions and \$2.2 million from additional revenue resulting from increases to Regional and Premium Pass prices, elimination of the downtown Trolley Zone, and discontinuing Community and Local Circulation special fares (Attachment 1). These changes would need to be implemented via amendments to the Regional Comprehensive Fare Ordinance (Fare Ordinance) with an effective date of July 1, 2009, in order for MTS to achieve a balanced FY 2010 budget.

In addition to the proposed MTS fare changes, SANDAG staff is recommending changes to the Fare Ordinance to support the Compass Card, along with other modifications that simplify the fare systems and provide new options for transit customers. These changes generally have very minor revenue impacts and have been discussed with and approved by the staffs of both MTS and the North County Transit District (NCTD).

The proposed fare changes being discussed were posted in English and Spanish on all MTS and NCTD services in advance of the public hearing. In addition, advertisements were placed in English and Spanish language newspapers.

### Discussion

Each of the proposed fare changes is discussed below. A Title VI Assessment of the proposed changes and alternatives is included in Attachment 2. Title VI of the Civil Rights Act requires that potential adverse impacts from the proposed changes on minority and low-income populations be identified and addressed.

### *Changes Requested by MTS*

- *Regional Pass.* The Regional Pass currently is priced at \$68. The Title VI Assessment concludes that an increase to \$72 would not create a disproportionate impact for minority and low-income populations. Senior/Disabled/Medicare passes would increase from \$17 to \$18, and Youth passes would increase from \$34 to \$36. The 14-Day Rolling Pass would sell for \$43 when it becomes available on the Compass Card. The Title VI assessment also concludes that these

increases would not create a disproportionate impact for minority and low income populations. MTS estimates these changes will raise an additional \$1.9 million annually.

- *Premium Express Pass.* The Premium Express Pass currently is priced at \$90 per month, and MTS has requested this pass be raised to \$100 per month. The cost of this price is substantially below the cost of passes offered by peer systems for similar services in California. The Senior/Disabled/Medicare Premium Express Pass would increase from \$22.50 to \$25, and the Youth Pass would increase from \$45 to \$50. The Title VI Assessment concludes that these increases would not create a disproportionate impact for minority and low-income populations. MTS estimates these changes will raise about \$40,000 annually.
- *Downtown Trolley Zone.* Currently, adult (regular fare) passengers may ride between any two Trolley stations from 12th and Imperial to County Center for \$1.25 each way. Passengers with Seniors/Disabled/Medicare identification may ride for \$0.60. All other trips on the Trolley network have a regular fare of \$2.50 and a Senior/Disabled/Medicare fare of \$1.25, with Day Passes available for all passengers at a price of \$5.00.

The Downtown Trolley Zone fare originally was created to promote ridership in downtown San Diego. MTS has determined that this promotional fare is not financially feasible during the current fiscal emergency. MTS estimates eliminating the Downtown Trolley Zone will generate about \$180,000 annually. The Title VI Assessment concludes that eliminating the downtown zone would not create a disproportionate impact for minority and low-income populations.

- *Community Bus Cash Fare.* The regular Community and Local Circulator cash fare in the region is currently \$1, and \$0.50 for Seniors/Disabled/Medicare passengers. This fare is charged on Route 851 (Spring Valley), Routes 871/872 (El Cajon), and Route 904 (Coronado). These routes are operated with small buses that generally cost less per mile to operate than the standard large urban transit coach; however, since these buses carry fewer passengers, the cost per seat mile is similar or exceeds the per seat mile cost of the larger buses. Eliminating this special fare category will improve the cost recovery of these routes and make cash fares for these types of routes consistent throughout the MTS service area. The Title VI Assessment concludes that eliminating the Community and Local Circulator fare would not create a disproportionate impact for minority and low-income populations. MTS estimates this change will increase revenues by \$72,000 annually.
- *Create a 14-Day Rolling Premium Pass.* Prior to 2008 the Fare Ordinance contained a provision to permit the sale of Regional Monthly Passes at half price from the Transit Store. In 2008 the Fare Ordinance was amended to change from a Half Monthly Pass to a 14-Day Rolling Pass, priced at 60 percent of a 30-Day or Calendar Pass. As preparations were being made to convert the Premium Express Pass to the Compass Card, it was found that the Transit Store also was selling Half Monthly Passes for the Premium Express Pass. Based on the current demand for the paper Premium Half Monthly Pass, it was determined that there would be market for a 14-Day Rolling Premium Express Pass as a replacement product for the paper Premium Express Half Monthly Pass. The 14-Day Rolling Premium Express Pass is proposed to be priced at 60 percent of the Premium Express 30-Day Rolling and Calendar Pass (the same as the Regional 14-Day Rolling Pass). The Title VI Assessment concludes that there are no disproportionate impacts on minority and low-income populations.

### ***Changes Associated with Compass Card***

- *Default Stored Value Fare.* Cash paying customers constitute about 20 percent of all passengers. It is anticipated that initially only about 10 percent of the cash-paying customers, or 2 percent of the total ridership, may convert to stored value.

MTS and NCTD requested SANDAG to make the default fare with stored value a day pass to reduce the likelihood of fare evasion. This means that the first time a passenger with stored value taps a validator it will result in the purchase of a \$5 Regional Day Pass. If a passenger wishes to ride only one or two times that day, he or she must inform the driver before they tap that they wish to pay a single fare. The driver will then select the appropriate fare on the control unit, and tell the passenger to tap. On the Trolley and SPRINTER, a passenger who wishes to buy a single-trip ticket must go to a Ticket Vending Machine, and purchase a paper ticket using the stored value on their Compass Card.

Similar rules and procedures would apply to the COASTER if the SANDAG Board of Directors approves creation of the Region Plus Day Pass (discussed below). This enhancement also would eliminate the need for COASTER passengers paying with stored value to tap on alighting. This addition to the Fare Ordinance does not involve any fare change and therefore no Title VI Assessment is necessary.

### ***Additional Modifications***

The introduction of the Compass Card provides an opportunity for new fare products and choices that simplify the fare system and provide new options for customers. These changes do not increase or change fares, rather they simply take advantage of available technology to improve the fare system.

- *Region Plus Day Pass.* Currently there is no day pass available for passengers using the COASTER and connecting to other bus or rail services. COASTER passengers receive a free transfer in one direction, but must purchase separate fares for each service in the reverse direction. The result is that most connecting passengers actually pay more in one direction than the return trip. The new Region Plus Day Pass would price this trip at \$14, but also allow passengers to make additional trips on any service on the same day. The introduction of this product also would permit passengers beginning their trip on the Trolley, SPRINTER, or any bus to purchase a single day pass product for most regional destinations. This is a new product, and there are no Title VI impacts as the existing underlying fares are unchanged. The Regional Fare Structure and Revenue Sharing Study determined that this change would be revenue neutral.

The implementation of this Region Plus Day Pass will mean that the same rules would apply on the COASTER as all other bus and rail services. The default fare when using stored value would be the purchase of a day pass. The Region Plus Day Pass is expected to eliminate the confusing fare procedures that currently exist for the COASTER, and also eliminate the need for acceptance of single trip COASTER tickets as transfers to MTS buses and trolleys.

This day pass also would replace the Premium Express Day Pass, which now sells for \$11 (an increase of \$3). The Title VI Assessment concludes that there would be no disproportionate impacts on minority and low-income populations for this change.

- *Regional Pass to Premium Pass Supplement.* Passengers holding Regional Monthly Passes currently are not permitted to pay a supplemental cash fare in order to ride a Premium Express route. This situation does not arise frequently; however, it does occasionally lead to disputes with drivers, delays in service, and produces an insignificant amount of revenue. In contrast, Regional Monthly Pass holders are permitted to use their passes to receive a \$2 discount on the cash fare for the COASTER. In the interest of developing a unified set of business rules for the Compass Card, staff believes that a similar option should be available to Regional Monthly Pass holders wishing to ride the Premium Express. This would be a new fare choice and therefore does not require a Title VI analysis.
- *Juror Day Passes.* In 2007 provisions were inserted into the Fare Ordinance to deal with the issuance and sale of day passes by SANDAG to Courts in San Diego. The wording was inserted in anticipation of the renewal of the Memorandum of Agreement (MOA) between SANDAG, the Courts, MTS, NCTD, and the Air Pollution Control District. The agreement with the Courts will expire on June 30, 2009, and all parties are in the process of negotiating a new MOA. It is recommended that the language in the Fare Ordinance be amended to reflect the future use of the Compass Card as well as the potential for an increase in the cost of the fare products to the Courts (the Courts purchase juror passes and distribute them free to jury patrons). Juror Day Passes currently are provided free of charge to prospective and actual jurors by the Superior Court, and no change is anticipated for that part of the program by the Court. This change does not require a Title VI Assessment.

### ***Implementation Costs***

As the proposed ordinance changes primarily deal with price adjustments to existing products, there are no anticipated third-party cost impacts since Compass program staff can perform the work. The modification of the Downtown Trolley Zone will also be facilitated through a price adjustment to match other trolley trips. The addition of the new fare products and associated business rules should not present an additional cost impact as vendor support will be provided under the annual maintenance contract with Cubic Transportation Systems.

### **Next Steps**

This is the second of two public hearings on the proposed fare changes. Staff is scheduled to bring forward a new fare ordinance for consideration by the Board of Directors at its meeting on April 24, 2009.

BOB LEITER

Director of Land Use and Transportation Planning

Attachments: 1. March 25, 2009, Letter from MTS Regarding SANDAG Comprehensive Fare Policy  
2. Title VI Assessment

Key Staff Contact: Dan Levy, (619) 699-6942, dle@sandag.org



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
(619) 231-1466 • FAX (619) 234-3407

March 25, 2009

ADM 121.1

Mr. Gary Gallegos  
Executive Director  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

RE: SANDAG COMPREHENSIVE FARE POLICY

Dear Mr. Gallegos:

For several years, the Metropolitan Transit System (MTS) has been forced to address operating deficits caused by reduced sales tax revenues and State Transit Assistance funding. The state's recent decision to completely eliminate its obligation to fund transit coupled with even lower sales tax revenues caused by the economic downturn have created a projected budget deficit of \$11 million for FY 2010. This letter is to formally request that SANDAG initiate an amendment to the Regional Comprehensive Fare Ordinance to assist MTS in addressing its fiscal crisis.

The MTS Board of Directors adopted a strategy for deficit reduction at its March 12 meeting. The strategy includes a number of initiatives designed to increase revenues and reduce costs. Although some service adjustments were ultimately needed to bridge the budgetary gap, minimizing service impacts was a key objective. Careful analysis based on extensive research and modeling contributed to finding a fair approach to solving this recurring revenue shortfall, and various alternatives were analyzed and deliberated. The MTS Budget Development Committee, Executive Committee, and the full Board of Directors believe they have approved a balanced budget strategy that will spread the impact of our funding crisis over all aspects of our organization. No one community, service, or group of individuals will shoulder the entire burden.

The Board's budgetary strategy includes \$4.7 million in subsidy savings from service adjustments, a \$4 increase in the adult monthly pass on July 1, 2009 (from \$68 to \$72), elimination of the Downtown Trolley fare, and an increase of one-way cash fares on Routes 851, 871/872, and 904 from \$1 to \$2.25. Commensurate increases would be made to the Youth and Senior/Disabled/Medicare Monthly Passes and/or cash fares. In order to accomplish the goal of a balanced FY 2010 budget, implementation of this strategy must occur by July 1, 2009. MTS is committed to working with SANDAG to ensure that all necessary public hearings and decisions can be made in keeping with this aggressive schedule.

SANDAG Comprehensive Fare Policy

March 25, 2009

Page 2

The MTS Board was forced to take swift action to address the agency's fiscal crisis. It is unfortunate that, at a time when our communities are turning to transit in record numbers, these difficult choices must be made. We look forward to SANDAG's participation and assistance during these challenging times, and appreciate the region's partnership in implementing the necessary fare adjustments.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Jablonski", with a large, sweeping flourish extending to the right.

Paul Jablonski  
Chief Executive Director

L-GGallegos.2010 FareIncrease.doc  
gwilliams/temp/comprehensive fare policy

# **TITLE VI FARE PROPOSAL EVALUATION FOR THE SAN DIEGO REGION**

**April 2008**



*401 B Street, Suite 800 • San Diego, CA 92101-4231 • (619) 699-1900*

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(Advisory Member)  
Hon. Remedios Gómez-Arnau  
Cónsul General of Mexico

As of January 14, 2009

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\* Chapter order intentional to reflect the corresponding chapters outlined in the May 13, 2007, Federal Transit Administration (FTA) Circular (FTA C 4702.1A).



# INTRODUCTION

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This Federal Civil Rights Title VI analysis has been prepared to evaluate a new Regional Comprehensive Fare Ordinance scheduled for implementation in July 2009 (“2009 Fare Ordinance”). The 2009 Fare Ordinance would be approved by the San Diego Association of Governments (SANDAG) and implemented by the Metropolitan Transit System (MTS) and the North County Transit District (NCTD). The analysis assesses how the proposal will affect different transit rider populations and determines if any of the proposed fare changes will result in disproportionately negative impacts and adverse effects on low-income and minority (LIM) populations within the San Diego region.

## **Background and Responsibility**

With the approval of Senate Bill (SB) 1703 in 2003, the planning and programming functions of MTS and NCTD were consolidated under SANDAG. Contained within these functions is the responsibility for developing a Regional Fare Policy, including setting fares for transit services in the region through a Comprehensive Fare Ordinance. The MTS and NCTD Board of Directors have requested a fare increase to partially mitigate a revenue shortfall caused by reduced tax revenue, increased fuel costs, and reduced subsidies from the State. The current Regional Comprehensive Fare Ordinance was drafted after SB 1703 went into effect by merging the provisions of MTS’s and NCTD’s fare ordinances into one region-wide fare ordinance. The current Regional Comprehensive Fare Ordinance contains inconsistent terminology, confusing formatting, and redundancies due to its provisions coming from the two different transit agencies. The 2009 Fare Ordinance was drafted from scratch in order to improve upon its format and ease of use. Many of the differences between the current Regional Comprehensive Fare Ordinance and the proposed 2009 Fare Ordinance are not substantive. The Title VI analysis in this report focuses only on proposed substantive changes.

## **Title VI Requirements**

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) states that: “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The scope of Title VI was expanded by the Civil Rights Restoration Act of 1987 (P.L. 100-209) to include all of a recipient’s and contractor’s programs or activities whether federally assisted or not.

The February 11, 1994, Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” added low-income populations to minority populations and required that disproportionately adverse impacts be identified and addressed. The Federal guidelines (May 13, 2007, FTA C 4702.1A) defines disproportionate impacts as those that “will be suffered by minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.” Environmental justice applies to all programs, policies, and activities being evaluated and is consistent with Title VI of the Civil Rights Act of 1964. Executive Order 12898 also requires public involvement and mandates that transportation agencies ensure there is no exclusion from participation, no denial of benefits, and no discrimination in the services that they provide to LIM populations.

The August 11, 2000, Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" introduced the requirement to provide "meaningful access to Limited English Proficient (LEP) persons" (Chapter IV, Part 4). Executive Order 13166 requires Federal agencies to examine the services they provide, identify any need for services to those with Limited English Proficiency (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. To fulfill this requirement, FTA recipients must take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP.

This Title VI assessment was prepared by SANDAG.

# EXECUTIVE ORDER 13166

## GENERAL REQUIREMENTS AND GUIDELINES

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### Limited English Proficiency

Limited English Proficiency (LEP) is a term used to describe individuals who are not proficient in the English language. Executive Order 13166 “Improving Access to Services for Persons With Limited English Proficiency (August 2000),” is directed at implementing the protections afforded by Title VI of the Civil Rights Act of 1964 and related regulations. Accordingly, it prohibits recipients of Federal financial assistance from discriminating based on national origin by failing to provide meaningful access to service for individuals who are LEP. These protections require that LEP persons be provided with an equal opportunity to benefit from or have access to services that are normally provided in English.

SANDAG defines LEP persons as those individuals who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English. These non-English speaking persons in San Diego County have been identified based on data obtained from the Census 2000, which included response categories such as “Language Spoken at Home and the Ability to Speak English.” Those who responded to the Census by stating that they speak English “not well” or “not at all” are considered to be LEP individuals.

To ensure meaningful access to LEP persons, SANDAG certifies compliance with the United States Department of Transportation (USDOT) “Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons.” The policy guidance includes a “Safe Harbor” provision where the USDOT considers the written translation of vital documents in languages other than English (for eligible LEP language groups consisting of 5 percent or more of the population) to be strong evidence of compliance with the recipient’s written-translation obligations under Title VI.

In the San Diego Region, SANDAG strives to ensure that LEP services are provided for languages that meet or exceed this 5 percent threshold. Written translations are provided for each eligible LEP language group that constitutes 5 percent or more of the population likely to be served by public transit. This 5 percent trigger serves as the benchmark for continued translations of languages over time. Written language services consist of the written-translation of the following vital documents: (1) All fare-related signs in bus, trolley, and train stations; and, (2) Notices of public hearings regarding SANDAG’s proposed transportation plans, projects, or changes, reductions, denial, or termination of services or benefits.

Table 1 highlights the Census data for “Language Spoken at Home and the Ability to Speak English” in the MTS and NCTD service areas, as well as for the region as a whole. Based on the Census 2000 data, Spanish is the only language in the San Diego Region that meets or exceeds the 5 percent LEP trigger in the combined categories of English spoken “not well” or “not at all.” Within the MTS service area, the total population who speak English “not well” or “not at all” is 5 percent, within the NCTD service area the total population who speak English “not well” or “not at all” is 7 percent and in the entire San Diego Region, the total population who speak English “not well” or “not at all” is 6 percent. Accordingly, vital documents related to changes in the 2009 Fare Ordinance proposed for implementation in July 2009 were provided in Spanish to meet the requirements of Executive Order 13166.

**Table 1**  
**Language Spoken at Home and the Ability to Speak English<sup>†</sup>**  
**(Population age 5 and older)**

Prominent Household Language	Ability to Speak English	MTS		NCTD		Regional Total	
		Total	Percent	Total	Percent	Total	Percent
English	Speak English Only	1,234,316	65%	518,328	71%	1,752,644	67%
Spanish		410,137	22%	161,441	22%	571,578	22%
	Speak English "well"	314,871	17%	108,904	15%	423,775	16%
	Speak English "not well" or "not at all"	95,266	5%	52,537	7%	147,803	6%
Asian/Pacific Island		163,249	9%	22,182	3%	185,431	7%
	Speak English "well"	134,730	7%	19,138	3%	153,868	6%
	Speak English "not well" or "not at all"	28,519	2%	3,044	0%	31,563	1%
Other		81,899	4%	23,660	3%	105,559	4%
	Speak English "well"	72,574	4%	22,036	3%	94,610	4%
	Speak English "not well" or "not at all"	9,235	0%	1,624	0%	10,859	0%

<sup>†</sup> Based on Census 2000 data

# EXECUTIVE ORDER 12898

## PROGRAM SPECIFIC REQUIREMENTS AND GUIDELINES

### FOR RECIPIENTS SERVING LARGE URBANIZED AREAS

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#### Methodology for Fare Analysis

In order to comply with Executive Order 12898, which mandates the inclusion of “minority and low-income populations (LIM)” in the analysis of environmental justice, SANDAG first defined the LIM populations in the San Diego region by transit district service area; and for the region as a whole. LIM populations were defined by Census Tract and a LIM Census Tract was identified as any Census Tract where the total percentage of the LIM population was greater than the LIM percentage for the service area as a whole. Based upon the Census data, SANDAG determined the LIM averages to be 51 percent in the Metropolitan Transit System (MTS) service area, 40 percent in the North County Transit District (NCTD) service area, and 49 percent regionwide (shown in Table 2). A complete table of LIM populations by Census Tract in the San Diego region can be found in Appendix A of this document.

**Table 2**  
**Total LIM Population by Census Tract in the San Diego Region**

Service Area	Total Population	Total LIM	
		#	%
MTS	2,017,725	1,045,141	51%
NCTD	796,108	332,995	40%
<b>Regional Total</b>	<b>2,813,833</b>	<b>1,378,136</b>	<b>49%</b>

To conduct this Title VI assessment for proposed changes to the current fare structure, information generated from the SANDAG 2002-2003 Onboard Ridership Survey was analyzed to understand the region’s transit ridership in relation to fare usage patterns and LIM populations. Using the information from ridership surveys allows for a more thorough evaluation while simultaneously indicating whether LIM riders are more likely to use the mode of service, payment type, or payment media that would be subject to the proposed fare adjustments.

In order to provide a reasonable comparison, SANDAG utilized the ridership survey LIM average to assess Title VI disproportionate impacts, instead of using the LIM averages by Census Tract included in Table 2. Since those who use public transit will bear the impacts of the fare changes, the ridership survey was used rather than the Census total which is primarily composed of non-riders. By using the data derived from the ridership surveys, staff was able to create a regional ridership profile that better defines the proportion of LIM and Non-LIM populations who use public transit in the region. In the MTS service area, 77 percent of riders are considered to be LIM, while 65 percent of NCTD riders are LIM. The regionwide average is 73 percent. Table 3 provides the overview of LIM populations based on ridership as described above.

**Table 3  
Total LIM Population by Ridership Surveys in the San Diego Region**

Service Area	Total Surveys <sup>†</sup>	Total LIM	
		#	%
MTS	21,073	16,319	77%
NCTD	10,556	6,849	65%
<b>Regional Total</b>	<b>31,629</b>	<b>23,168</b>	<b>73%</b>

<sup>†</sup> Based on Valid Surveys

In order to provide the Title VI evaluation, a complete analysis of transit modes and fare payment type/media was conducted using the data derived from the onboard survey. Specific route types (i.e. community, downtown trolley, etc.) as well as specific pass types (i.e. adult monthly, premium express, etc.) were categorized based on method of payment (cash or pass) and ridership status (LIM vs. Non-LIM). In general, Title VI disproportionate impacts would be likely when fare increases occur on routes (or groups of routes) that support a larger than average percentage of LIM riders greater than non-LIM riders. A copy of the SANDAG Onboard Transit Survey instrument is included in Appendix B of this document.

### Data Collection

To collect the information for the Onboard Passenger Survey, surveyors rode onboard buses, Trolleys, and the COASTER, offering survey forms to passengers as they boarded the vehicle. Surveys were self-administered; however, the surveyors were available for questions. When passengers completed the questionnaires, they were collected and tracked by route, date, trip time, and direction. The data then was coded, entered, and analyzed. MTS routes and NCTD routes had a slightly different survey form (see Appendix B). While slightly different, the survey questions were worded so that the forms could be combined in the analysis. An average of 314 completed questionnaires per route were collected and efforts were made to survey in both directions and during all time-periods (A.M. Peak, Midday, P.M. Peak, and Other).

LIM riders were those individuals who stated on the survey that they considered themselves anything other than white (non-Hispanic) and/or they indicated that their household income was below \$30,000. The \$30,000 threshold was determined through an application of average household size combined with the federal poverty guidelines. Ridership surveys from the NCTD area were used to determine the average household size (4.00 persons per household), while household data from the MTS service area was unavailable. However, Census data for both service areas exhibited similarities which made the application of NCTD household size to the region logical. Since the federal poverty threshold in 2002 was set at \$27,588 for a family of four<sup>2</sup> (when the survey was performed), any respondent who stated that their household income was "Under \$10,000," between \$10,000 and \$19,999, and between "\$20,000 and \$29,999," were considered "low-income" for the purposes of this evaluation.

From the survey responses given, the data then was analyzed by transit mode (bus and trolley) and payment type (cash, pass, transfers) to determine the absolute number and percentage of LIM riders that could be impacted from any of the proposed fare alternatives.

<sup>2</sup> The poverty threshold is based on 150% of the poverty level from federal SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) guidance. The baseline ridership (Table 3) was set at 100 percent of the poverty level to provide the most conservative analysis.

While every attempt was made to evaluate each component of the proposed fare changes from the survey data, analysis of a few minor categories was limited or needed to be adjusted based on the limitations of the available data. Specifically, a thorough evaluation of Senior, Disabled and Medicare (SDM) riders (monthly pass holders and cash riders) was not available since the data enabled only the identification of seniors within this category<sup>3</sup>. Youth monthly pass changes (available to youth ages six through 18) were not evaluated since the survey did not include individuals under 13 years old. Since the evaluation of these specific riders could not be done, a conservative approach was taken and these two groups were assumed to be Low-Income and Minority (LIM) for the purposes of this analysis.

### **Description of the Fare Ordinance Amendments**

The following amendments to the Fare Ordinance were evaluated by SANDAG to determine if the fare changes would have disproportionately adverse effects on LIM populations in the San Diego region. This includes changes to July 2009 cash fares, regional pass fares, and other discounted fares. Table 4 provides an overview of the existing fare structure (cash and pass), while Tables 5 details the proposed changes to cash fares and day passes that would take place in July 2009 if the 2009 Fare Ordinance is adopted. Table 6 includes an evaluation of several different monthly pass pricing alternatives as 2009 Fare Ordinance options.

### ***Demonstrated Need for Fare Increase/Alternatives Evaluation***

For several years, both MTS and NCTD have been forced to address operating deficits caused by reduced sales tax revenues and State Transit Assistance (STA) funding. The state's recent decision to completely eliminate its obligation to fund transit operations, coupled with even lower sales tax revenues caused by the economic downturn, have created a significant budget deficits for both agencies. The MTS Board of Directors adopted a strategy to reduce the deficit that included a number of initiatives designed to increase revenues and reduce costs. Careful analysis by MTS based on extensive research and modeling contributed to finding a fair approach to solving this recurring revenue shortfall, and various alternatives were analyzed and deliberated (including the alternative of no fare increase but with a higher level of service cuts). The ultimate MTS balanced budget strategy included \$4.7 million in service cuts as well as the fare changes included in this report<sup>4</sup>. SANDAG has relied on this MTS report as documentation of the need for the fare increases and for the alternatives evaluation.

Absent state or federal appropriations, and due to the recent elimination of California State Transit Assistance (STA) funds, MTS believes fare increases for MTS services are a business necessity to meet budget needs for fiscal year 2010 and future fiscal years. Operations deficits will occur at MTS if proposed fare amendments are not adopted. In the event that the proposed fare increases are not implemented, MTS would be have to implement the alternative of higher levels of service cuts to bridge the budget gap. For NCTD, the fare increases would have a smaller, but positive impact as well towards alleviating its budget shortfall caused by elimination of STA funding.

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<sup>3</sup> Ridership surveys were not available for disabled riders. As a result, Census 2000 crosstab data was used, which confirmed that the disabled population of San Diego County was more likely to be low income than the general population.

<sup>4</sup> MTS strategy adopted at its March 12, 2009 Board of Directors meeting (<http://www.sdmts.com/MTS/documents/Board3-12-09.pdf>).

### ***Cash Fares***

Cash fares evaluated for Title VI purposes include changes to MTS Shuttle fares (regular and SDM) and Trolley Downtown Zone (Regular and SDM). None of the proposed fare changes were found to trigger any LIM disproportionate impacts.

### ***Pass Fares***

The current regional pass fares are \$68.00 for a regular regional pass, \$90.00 for a regular premium express pass, \$17.00 for a regional SDM pass, \$34.00 for a Regional Youth pass, \$59.00 for an NCTD BREEZE/SPRINTER Regular Monthly pass, \$144.00 to \$182.00 for a COASTER Regular Monthly pass, \$11.00 for a Premium Express day pass, and \$5.00 for a Regular Regional Day Pass. There are currently no Regional SDM Day passes, COASTER Day Passes or 14-day passes of any kind other than the half-month Regional pass, which can be purchased on the 15<sup>th</sup> day of each month.

Proposed Day Pass changes include the initiation of a Regional SDM Day Pass and a new Region Plus Day Pass. As proposed, the later would be valid for both COASTER and Premium Express use. While this does not change the round trip pricing offered on the COASTER or Premium Express services, it does offer a less expensive alternative for individuals currently using those services and transferring to other services to complete their trip.

Several alternatives were evaluated regarding price increases on the Regional Monthly Pass (Regular, Youth and SDM) and MTS Premium Express Pass (Regular, Youth and SDM); along with the institution of a rolling 14 consecutive day Regular-Regional pass.<sup>5</sup> Since the regular pass is tied to the SDM and Youth Passes (25% of the regular price for SDM and 50% for Youth), both categories would experience similar increases as a percentage of the regular pass price.

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<sup>5</sup> The 14-Day Rolling Pass represents a new fare type, and was therefore not included in this analysis. However, the percentage price increase and LIM/Non LIM population status of the pass are similar to that of the monthly pass which is evaluated in depth in this report.

**Table 4  
Existing Fare Structure**

Service Category	Service	Single Ride Fare <sup>†</sup>		Day Pass		Half Month Pass <sup>‡</sup>		30-Day Calendar Month Pass		
		Regular/ Youth	Senior/ Disabled	Adult/ Youth	Senior/ Disabled	Adult	Senior/ Disabled	Adult <sup>†</sup>	Senior/ Disabled	Youth
Local	MTS Bus (Local/Urban)	\$2.25	\$1.10	\$5.00	N/A	N/A	N/A	\$68.00	\$17.00	\$34.00
	BREEZE	\$2.00	\$1.00	\$5.00	N/A	N/A	N/A	\$59.00	\$17.00	\$34.00
Corridor	Trolley	\$2.50	\$1.25	\$5.00	N/A	N/A	N/A	\$68.00	\$17.00	\$34.00
	SPRINTER	\$2.00	\$1.00	\$5.00	N/A	N/A	N/A	\$59.00	\$17.00	\$34.00
	MTS Express	\$2.50	\$1.25	\$5.00	N/A	N/A	N/A	\$68.00	\$17.00	\$34.00
Regional	MTS Premium Express	\$5.00	\$2.50	\$11.00	N/A	NA	N/A	\$90.00	\$22.50	\$45.00
	COASTER <sup>§</sup>	\$5.00-6.50	\$2.50-3.25	N/A	N/A	N/A	N/A	\$144-182	\$38.50	\$77.00
Rural	MTS (2 zones)	\$5.00-10.00	\$2.50-5.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NCTD	\$2.00	\$1.00	N/A	N/A	N/A	N/A	\$59.00	\$17.00	\$34.00
Community	MTS Shuttle	\$1.00	\$0.50	\$5.00	N/A	N/A	N/A	\$68.00	\$17.00	\$34.00
	MTS Downtown	\$1.25	\$0.60	\$5.00	N/A	N/A	N/A	\$68.00	\$17.00	\$34.00
	SVCC COASTER Connector	\$1.00	\$0.50	\$5.00	N/A	N/A	N/A	\$40.00	\$10.00	\$20.00
Paratransit	MTS Access Urban	\$4.50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NCTD LIFT	\$4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	MTS Access Suburban	\$4.50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*indicates change from previous year*

<sup>†</sup> No transfers between vehicles or services; separate fare (or pass) required for each boarding.

<sup>‡</sup> Regional half-month pass currently good for the last half-month only, but new 14-Day Rolling Pass will be available throughout month

<sup>§</sup> COASTER – 4 zones

**Table 5  
July 2009 Single Ride and Day Pass Evaluation**

Service Category	Service	Single Ride Fare <sup>†</sup>		Day Pass	
		Adult/ Youth	Senior/ Disabled	Adult/ Youth	Senior/ Disabled
Local	MTS Bus (Local/Urban)	\$2.25	\$1.10	\$5.00	\$2.50
	BREEZE	\$2.00	\$1.00	\$5.00	\$2.50
Corridor	Trolley	\$2.50	\$1.25	\$5.00	N/A
	SPRINTER	\$2.00	\$1.00	\$5.00	N/A
	MTS Express	\$2.50	\$1.25	\$5.00	N/A
Regional	MTS Premium Express	\$5.00	\$2.50	\$14.00	N/A
	COASTER <sup>§</sup>	\$5.00-6.50	\$2.50-3.25	\$14.00	N/A
Rural	MTS (2 zones)	\$5.00-10.00	\$2.50-5.00	N/A	N/A
	NCTD	\$2.00	\$1.00	N/A	N/A
Community	MTS Shuttle	\$2.25	\$1.10	\$5.00	\$2.50
	MTS Downtown (Eliminated)	\$2.50	\$1.25	\$5.00	\$2.50
	SVCC COASTER Connector	\$1.00	\$0.50	\$5.00	\$2.50
Paratransit	MTS Access Urban	\$4.50	N/A	N/A	N/A
	NCTD LIFT	\$4.00	N/A	N/A	N/A
	MTS Access Suburban	\$4.50	N/A	N/A	N/A

*indicates change from existing fare structure*

†No transfers between vehicles or services; separate fare (or pass) required for each boarding.

§ COASTER -- 4 zones (same as current structure)

**Table 6  
January 2009 Monthly Pass Alternatives**

Alternative	Pass Type	Regional Monthly Pass*	Premium Monthly Pass
Alternative 1	Adult	\$68.00	\$120.00
	Senior/ Disabled	\$17.00	\$30.00
	Youth	\$34.00	\$60.00
Alternative 2	Adult	\$70.00	\$95.00
	Senior/ Disabled	\$17.50	\$23.75
	Youth	\$35.00	\$47.50
Alternative 3	Adult	\$72.00	\$100.00
	Senior/ Disabled	\$18.00	\$25.00
	Youth	\$36.00	\$50.00
Alternative 4	Adult	\$84.00	\$120.00
	Senior/ Disabled	\$21.00	\$30.00
	Youth	\$42.00	\$60.00

*indicates change from existing fare structure*

\*Will be available on a 30 day calendar month and 30-Day Rolling Pass basis

# TITLE VI IMPACT ASSESSMENT

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There were no potential prohibited Title VI issues or disproportionate impacts discovered through the analysis of the single ride or day pass fare increases. Additionally, there were no Title VI disproportionate impacts resulting from any of the four monthly pass alternatives. The following discussion describes the analysis process used to arrive at this conclusion.

## Single Ride Fare Analysis

The single ride fare analysis involved the evaluation of two adult fare increases which also included a Senior Disabled Medicare (SDM) fare component at roughly half of the full adult fare. From the survey data the analysis of those affected by the adult fare for either of the two fare increases were not determined to be Low Income and Minority (LIM). Assuming that the SDM fare category is LIM as previously discussed in the data collection segment, and the increases are roughly fixed at 50% of the adult fare, the SDM fare increase would not represent a disproportionate impact.

- **Trolley Downtown Zone Adult Fare (Non-LIM): \$1.25 to \$2.50**
- **Trolley Downtown Zone SDM Fare (LIM): \$0.60 to \$1.25**

**Title VI Findings:** No Disproportionate Impacts

- **MTS Adult Shuttle (Non-LIM): \$1.00 to \$2.25**
- **MTS SDM Shuttle (LIM): \$0.50 to \$1.10**

**Title VI Findings:** No Disproportionate Impacts

## Day Pass Analysis

The day pass analysis concluded that none of the affected population sub-groups would be impacted since the day passes changes include only the creation of new passes while all existing one way or round trip fares remain the same. Since this is a new fare product, there is no price increase. All of the current fare products and pricing are unchanged. Therefore, no analysis is required.

- **Coaster and Premium Express Day Pass: N/A to \$14.00**

**Title VI Findings:** No Disproportionate Impacts

## Monthly Pass Alternative Analysis

Four alternatives were evaluated in order to give the decision-making body flexibility in the consideration of monthly pass prices increases proposed for use in order to balance the transit agencies' budgets. The alternatives include price increases for the Regional Monthly Pass price

ranging from 0% to 24%, while the Premium Monthly Pass price alternatives include an increase in price ranging between 6% and 33%. The Regional Monthly Pass population subgroups are LIM while the Premium Monthly Pass subgroups are Non LIM.<sup>††</sup> Since each of the alternatives included a higher Premium Monthly Pass increase (as a percent of the base price) over the Regional Monthly Pass percentage increase, no Title VI disproportionate impacts were generated. Table 7 includes the detailed statistical data used in this analysis.

- **Regional Monthly Pass (Regular/Senior Disabled/Youth): \$68/\$17/\$34 to No Change (Alternative 1), \$70/\$17.50/\$35 (Alternative 2), \$72/\$18/\$36 (Alternative 3), and \$84/\$21/\$42 (Alternative 4)**

**Title VI Findings:** No Disproportionate Impacts

- **Premium Monthly Pass (Regular/Senior Disabled/Youth): \$90/\$22.50/\$45 to \$120/\$30/\$60 (Alternative 1), \$95/\$23.75/\$47.50 (Alternative 2), \$100/\$25/\$50 (Alternative 3), and \$120/\$30/\$60 (Alternative 4)**

**Title VI Findings:** No Disproportionate Impacts

### **Service Change Analysis**

Given that no disproportionate impacts were found from any of the proposed fare changes or fare change alternatives, the transit agencies have not proposed any additional service cuts beyond those approved by MTS in March 2009.

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<sup>††</sup> As discussed earlier, the evaluation of Youth Monthly Passes was not available given the survey instrument limitations.

**Table 7  
Monthly Pass Alternative Evaluation**

Alternatives	Pass Type	Existing Fares	Regional Monthly Pass Alternatives	% Price Change from Existing	LIM or NonLIM	Premium Monthly Pass Alternatives	% Price Change from Existing	LIM or Non LIM	Disproportionate LIM Impact?
Alternative 1	Adult	\$68.00	\$68.00		LIM	\$120.00		Non LIM	No
	Senior/ Disabled	\$17.00	\$17.00	0.00%	LIM	\$30.00	33.33%	LIM	No
	Youth	\$34.00	\$34.00		NA	\$60.00		NA	NA
Alternative 2	Adult	\$68.00	\$70.00		LIM	\$95.00		Non LIM	No
	Senior/ Disabled	\$17.00	\$17.50	2.94%	LIM	\$23.75	5.56%	LIM	No
	Youth	\$34.00	\$35.00		NA	\$47.50		NA	NA
Alternative 3	Adult	\$68.00	\$72.00		LIM	\$100.00		Non LIM	No
	Senior/ Disabled	\$17.00	\$18.00	5.88%	LIM	\$25.00	11.11%	LIM	No
	Youth	\$34.00	\$36.00		NA	\$50.00		NA	NA
Alternative 4	Adult	\$68.00	\$84.00		LIM	\$120.00		Non LIM	No
	Senior/ Disabled	\$17.00	\$21.00	23.53%	LIM	\$30.00	33.33%	LIM	No
	Youth	\$34.00	\$42.00		NA	\$60.00		NA	NA

*indicates change from existing fare structure*

**Comments Received by Mail, E-Mail, or Voice Mail on Proposed Fare Increases**

No.	Date	Form	Name/Agency	Contact Info	Comment
1	03/24/2009	Email	Bob Hobson	<a href="mailto:rhobson@cox.net">rhobson@cox.net</a>	I am writing about the change in trolley fares for senior citizens and the disabled. I am not opposed to the increase. It is probably necessary to cover increases in costs. What upsets me is that SANDAG has eliminated the ability of seniors to purchase a round trip trolley ticket. This is a great inconvenience, especially when my wife and I go to Petco Park, Qualcomm Stadium, Cox Arena or other entertainment venues. Having to purchase a ticket in the middle of an exiting crowd is not easy for seniors or the disabled. This change in policy also doesn't make financial sense for MTS. Round trip tickets ensure that people actually purchase tickets rather than find themselves short of money for a return trip ticket and thereby being forced to "steal" a ride without a ticket. Please review this policy change and see if it can be changed to again allow seniors and the disabled to purchase round trip trolley tickets.
2	03/25/2009	Comment Form	Don Hoffhine-Cardinal Health	6361 Camto Luisito, San Diego, CA 92111 (858) 617-2757 <a href="mailto:dchoff@msn.com">dchoff@msn.com</a>	When service cuts are proposed/enacted extra emphasis needs to be placed on insuring excellent connections at key transit centers to minimize the added travel times caused by the cuts. Without this extra effort ridership will drop far more.
3	03/25/2009	Comment Form	Nicholas W. Reed	<a href="mailto:hicksair@san.rr.com">hicksair@san.rr.com</a>	To MTS: Suggest re-wording of stored value default fares. Also suggest a way to have a flat fare after certain number of rides. Also like idea of dispensing "paper" compass cards on buses for short-term use
4	03/25/2009	Comment Form	Anonymous	<a href="#">N/A</a>	I feel strange writing this, but I want to register my support for the new fares. Nobody wants to pay more, but it's better than even more service cuts. I also like the idea of the \$14 day pass being applicable to the Coaster. Simpler is good! Making the day pass the default fare for Compass makes sense too.
5	04/01/2009	Voicemail	Mark Grostesvenia	(619) 269-1639	Comments that the fare prices for senior citizens should remain the same because many are low-income senior citizens on Medi-Cal and other services. Also, being that they are of retiring age and being supported by their families, they should be left alone and consider taking funding from other sources. He also comments on Welfare-to-work program bus passes and asks about contracting MTS services to get passes for Cal-Work recipients
6	04/01/2009	Voicemail	Enrique	(858)568-2481	Customer comments that the fare increase impacts low-income individuals' ability to afford the services
7	04/03/2009	Voicemail	David Bowen	(619)549-7123	Customer comments that the fare increase does not help reduce greenhouse gas emissions and reverts people back to driving. It also discourages those relying on transit from continuing to use it.
8	04/04/2009	Email	Olympia Gomez	<a href="mailto:Olympia.Gomez@sharp.com">Olympia.Gomez@sharp.com</a>	I just want to say, I think it is egregiously that the City of San Diego is placing the burden of California's budget cuts in transportation on the most impoverished demographic of our city. The people who ride the bus are, in large part, of the lower working class who cannot afford private transportation, or cannot afford fuel for their private transportation with the drastic rise in gas prices over the past few years. Ultimately, MTS riders are performing a service to our community and to the planet by not driving, and as a reward for their earth friendliness, they are going to be charged more? This makes absolutely no sense. What about the disabled passengers? Those with epilepsy or other conditions that make riding the bus an absolute necessity? How can the city be so blatantly inconsiderate? What about the revenue to be lost in the passengers who can no longer afford higher bus fares? If anything, the city should be discussing LOWERING fares, to encourage more people to leave their cars behind, do the planet a favor, and ride the bus to work even if it is inconvenient since since what used to be a 5 minute drive to work is now an hour and a half eco-trek across town. It seems a very unfair proposal, and I certainly hope the city will reconsider it's position on the matter. Thank you for your time, -Olympia Gomez

**Comments Received by Mail, E-Mail, or Voice Mail on Proposed Fare Increases**

No.	Date	Form	Name/Agency	Contact Info	Comment
9	04/04/2009	Email	Abby Carpenter	<a href="mailto:carpentergreer@yahoo.com">carpentergreer@yahoo.com</a>	<p>To Whom it May Concern:</p> <p>I urge you to reconsider imposing a \$2.00 supplement on the express bus routes. It will make the fares on these routes just too expensive! I am a full-time temp. Job assignments take me all across the county, and very few firms are willing to pay for parking. As such, I rely on the bus routes to get me where I need to go. Already, the cost of riding the bus has grown to the point where, for each new job, I must calculate the cost of riding the bus to see if the job will be worth it. Even with the current fare structure, I have had to turn down a couple of jobs because I could not make enough to get to and from work. I am especially reliant on the express routes, because when you have to be at work at a certain time, you are not able to make a lot of transfers.</p> <p>In short, adding this supplemental fare to the express bus routes would make them just too expensive for me and others who rely on them for work. I urge you to consider other ways to make up for the budget shortfall. Working San Diegans like myself just can't afford it.</p>
10	04/04/2009	Email	Gregory Greer	<a href="mailto:greer.g@att.net">greer.g@att.net</a>	<p>Dear Madam or Sir:</p> <p>I urge you to not add the \$2.00 supplemental fare to the Express Bus routes. It will make these bus routes too expensive for the workers, like me, who ride them. A lot of my co-workers can't afford cars, and (especially in this economy) we can't find new jobs where we make enough to buy them. We work hard at the jobs we have, and we do the best with what money we make. We need the bus system to get us where we want to go. Already, bus fares feel very expensive. It's difficult to have to walk a mile and a half, make several transfers, and pay the fares on top of it all. Like I said, we are working San Diegans. We're struggling to get by as is. We're the people who can least afford the fare increases. Please don't pass them on to us! The \$2.00 supplement will break us.</p>
11	04/04/2009	Voicemail	Elyse Monsieur	(619)450-7214	<p>Customer comments that the fare increase is not the solution. She suggests considering alternatives like service changes. Her main concern is the price of the \$15 senior pass which she feels should remain the same</p>
12	04/05/2009	Email	William Steele	<a href="mailto:w-steele@cox.net">w-steele@cox.net</a>	<p>I understand the need to raise the fares due to the lose of funding from the state but when is MTS going to start inforcing their bus schedules? I can not count the number of times when I have seen either 2 or 3 route #2 buses parked at 30th and Adams Ave or 2 or 3 route #7 buses in line at 30th and University Ave. I do not mind paying a little more for good service but to pay more and get BAD service is totally unacceptable. Do you expect people to pay more for bue fare and then wait 30 or more minutes for a bus that is supposed to be running every 12 to 15 minutes? If any other business were to provide this bad of service, it would not lost long, so, how much longer is the ridership expected to stand for the service that MTS is now provding? Please respond to my e-mail. BTW, I am a senior AND handicapped. I don't have much choice but to use MTS and I beleive they know this abut could care less. Thank you. William Steele</p>
13	04/05/2009	Email	Cathy Wood	<a href="mailto:cathy@daneweb.com">cathy@daneweb.com</a>	<p>My fare is subsidized by the Department of Veterans so an increase will likely not come directly out of my pocket. However, I feel that since the price of gas has stabilized, there must be other possibilities (besides yet another fare hike) for balancing your budget. This definitely affects the budget allowed by Congress for the VA and, therefore, the pool of money remaining for salaries within the VA. This is getting a bit ridiculous on top of a significant hike and switch to the day pass concept in January. Make sure you have streamlined your internal processes before asking US for money! Cathy Wood</p>
14	04/05/2009	Mail	Anonymous	N/A	<p>I just read through North County Times (Sunday April 5, 2009) front page exclusive about SANDAG and I'm sure I have no comments for these public hearings and I won't be attending.</p>

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No.	Date	Form	Name/Agency	Contact Info	Comment
15	04/06/2009	Email	Rommel Rodriguez	<a href="mailto:rr6288@yahoo.com">rr6288@yahoo.com</a>	<p>To Whom it may concern;</p> <p>Instead of fare increase the Top Management should take a pay cut, nowadays everyone is suffering why can't you do the same thing in your end. Is there a website where we can find how much the Top &amp; Middle management of MTS is making every year?</p> <p>Hopefully SANDAG &amp; MTS will open their books to the public so we can help to pin-point what can be eliminated in order to keep the fare on it's current price.</p> <p>Remember when OIL Price went down the fare did not go down, the main reason why we had a fare increase last year is because according to your company the price of oil surge but after it went down...Did you do anything at all?</p> <p>Regards, Rommel</p>
16	04/06/2009	Mail	Steve Rodriguez	3510 Hacienda Dr. Oceanside, CA 92054	<p>On January 22, Matthew Tucker, the new Executive Director of NCTD said, "We will be assessing our current operations to determine how to better deliver vital transportation services to all of our customers." I do not see anything better. I ride the bus about twice a week. I cannot ride the BREEZE bus to the Carlsbad Library because NCTD discontinued a bus going from Carlsbad Village Station to the Carlsbad Library. If prices keep going up, it's going to take longer put money in[to the fare boxes]To me, the whole NCTD need an overhaul. I am still waiting to see some kind improvement in the whole NCTD.</p>
17	04/06/2009	Voicemail	Mrs. Elkins	(619) 442-1674	<p>Customer comments on why, after being \$15 million dollars behind , the maintenance and products had not been kept up for years prior to this deficit. She asks for an explanation to the consumers and consideration by the operators regarding quality assurance of product and services, especially for disabled passengers</p>
18	04/07/2009	Email	Opher Banarie	<a href="mailto:opher@yahoo.com">opher@yahoo.com</a>	<p>Hello - This is very strange. How is it that, while the private sector is forced to cut back and become more efficient, the only course SANDAG sees consists of fare increases and/or service cut-backs? Why do we the taxpayers never hear about cuts in employees, benefits, pay and perks from the public sector? How about having a fewer number of pencil pushers? Fewer conferences? Fewer lunch meetings? Let me ask you something: Would you expect to be paid for offering no services? Would you expect to be paid if no one rode any of your routes? Well, that is the direction you are going if you continue to raise rates and cut service...so you better NOT expect to be paid!</p> <p>Find a way to make things affordable and efficient. That means take care of your own house first, before reaching into our pockets.</p> <p>I've written about this in my blog, too: <a href="http://opherbanarie.blogspot.com/2009/03/san-diegos-metropolitan-transit-system.html">http://opherbanarie.blogspot.com/2009/03/san-diegos-metropolitan-transit-system.html</a></p> <p>I hope you folks begin to see the light. Otherwise, you will see the dark.</p>
19	04/08/2009	Email	Karen Grant	<a href="mailto:karen.grant@sdaihc.com">karen.grant@sdaihc.com</a>	<p>SANDAG: I am a senior citizen and use the metro transit system on a daily basis. I can appreciate that MTS is wanting to do another fare increase but certainly do not support it. Please keep in mind that the majority of the working class are not getting pay increases to accommodate all the fare increases that seem to be happening all around us.</p> <p>Please do not raise the fares for seniors. I would dare say that most of us are on tight and fixed budgets and are barely eeking out a living as it is.</p>
20	04/08/2009	Email	Heather Maffioli	<a href="mailto:hmaffioli@san.rr.com">hmaffioli@san.rr.com</a>	<p>With the current economic situation I understand that revenue increases are important to every government agency, but an increase on those dependent on public transportation seems to be counterintuitive. Those who rely on the bus system to reach their places of employment can least afford this type of extra expense. Why not consider raising the fares on those riding the trolley to and from Petco for Padre games or those using the trolley for Comic-con. Make riding the express trolleys to these events more expensive and you will be taxing those who can afford the ticket to a game or pass to a large event. They will still use the service because parking down town is such a hassle.</p>
21	04/08/2009	Voicemail	Alonda Moreno	N/A	<p>Opposes the proposed July increase, especially the regional passes from \$68-\$72</p>

**Comments Received by Mail, E-Mail, or Voice Mail on Proposed Fare Increases**

<b>No.</b>	<b>Date</b>	<b>Form</b>	<b>Name/Agency</b>	<b>Contact Info</b>	<b>Comment</b>
22	04/08/2009	Voicemail	Susan Reynaud	N/A	Customer comments on the rumor that MTS is eliminating route 854, which she uses regularly for her daily activities (commute from home, shopping, etc.)
23	04/09/2009	Voicemail	Brenda Moreno	(858) 273-0492	Customer comments that the fare increases are unjust, citing recent incidences of tardiness in running times. She comments that there is a lack of coordination and service.
24	04/11/2009	Voicemail	Anonymous	N/A	Customer comments that he agrees with most of the proposed July changes, but feels that the Coaster and premium bus services should remain unchanged.
25	04/12/2009	Email	Bill Gribble	<a href="mailto:bgriblet@cox.net">bgriblet@cox.net</a>	<p>Comment #1: I ride Bus #7 4 out of 5 days a week. I believe that you can help close the budget deficit by ensuring that buses run on time. It is routine to see 2, sometime 3 bus 7's running bumper to bumper or 2-3 minutes apart. After this you could wait up to 45 minutes for another bus 7 to come along.</p> <p>Comment #2: Right now you have 4 buses running from Park Blvd toward El Cajon. My suggestion would be to eliminate bus 7a and 7b. As it is right now, if you want to go to El Cajon, you have to wait for a bus 7 or take 7a or 7b and have to transfer. The second change should be that bus 10 stop at Park and University. It only make a few stops past Park Blvd and it just adds another bus going the same direction.</p> <p>When meeting please take the above suggestion into your decision making process. Thank you</p>
26	04/13/2009	Email	Y. Matteii	isuetoo@yahoo.com	<p>Hello, I am a habitual bus rider since I do not own a car now. I like the service provided by MTS and appreciate your friendly bus drivers. I just now found out about your hearing for the proposed fare increases. The fares were increased just last year weren't they? It has become harder to be able to pay for a monthly bus fare for those of us in the low/middle income tax brackets. I do not agree with your proposed increases in fares, as they are expensive as it is. I think San Diego has one of the most, if not the most expensive urban fares of any city in the USA. Granted \$5.00 a day takes you all over, but a lot of people really do not need to transfer to various points. I liked it when you offered the limited time transfers for \$2.25 or \$2.50 and you could transfer out within like 2 hrs.</p> <p>We riders want to keep using your buses but if you keep increasing the fares, I will have to commute with a co worker or find alternatives.</p> <p>Please do not make it harder for those of us that can't afford to buy a car, so we have no alternative but to take buses, especially when most of us are low income or students.</p>
27	04/13/2009	Voicemail	Peter	(619) 281-3972	Customer comments in opposition of fare changes. He feels that having the riders flip the bill is an unfair response to lack of state funding from Sacramento. He asks for decent transit service in Ramona. He notes that there are very limited weekday services (currently a rural route running only on Thurs and Fri, and four North County bus services) and no weekend services in this area.
28	04/13/2009	Email	Tabitha Greenwell	<a href="mailto:tabatha75@gmail.com">tabatha75@gmail.com</a>	<p>To Whom This May Concern,</p> <p>I write this letter as a concerned rider. I've been using the transit system here in San Diego since 2000 and every year the rates have gone up; and not just slightly but substantially. This recent proposed change is even more alarming given the fact that a) the rate was just raised 4 months ago and b) it's slated to go up again at the beginning of 2010. I realize that the state may have cut funds to your budget however with the economic times the way they are it seems you would want to make public transportation as accessible as possible. I feel if these fare changes are put into place it will no longer be affordable for many of your current riders, the backbone of your company. With ridership at an all time high, a rate increase just doesn't make sense. San Diego already places second (in the state) on the list for riders paying the most in fees which begs the question if communities like San Francisco and Los Angeles can make it work for less than why can't we? Raising rates is not the answer.</p> <p>Thank you.</p>
29	04/14/2009	Voicemail	Sergio	N/A	Customer comments on the the fact that the July proposed increases will be the second in a year. He feels that any loss in revenue can be recuperated through Compass Card revenue.

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No.	Date	Form	Name/Agency	Contact Info	Comment
30	04/14/2009	Email	Tim Scott	<a href="mailto:tims45@aol.com">tims45@aol.com</a>	<p>To whom it may concern:</p> <p>Short version: I ride MTS and NCTD routes every weekday morning and afternoon, so I buy the monthly pass every month. Obviously, I'm not happy with the suggestion that it should be raised from \$64 to \$68 in January, and now again to \$72 in July. That's something like 12% in 7 months, or 20% per year. In addition to other tax and service raises, this is very unfortunate. I understand that you have lost some state funding, and that rider fares are only a portion of your operating budget, but this sends one more bad message about the attraction of using mass transit.</p> <p>Long version of my use of regional mass transit:</p> <p>A year ago, my wife and I decided to only have one car, since I could commute to work relatively easily. Our noble thought was to take one car and it emissions off the road during rush hour. Our practical thought was to save money.</p> <p>Originally, I rode the Trolley to Old Town and then a Coaster train to Sorrento Valley. The Transfer from Transit ticket was annoying to have to buy twice a day, but overall it was economical in time and cost. Then the shuttle service which is required to get from the Sorrento Valley platform to anywhere stopped being free. The \$40 per month fee for the shuttle made it uneconomical to use that route anymore. (\$64 per month for the transit pass + \$40 for the shuttle fee.)</p> <p>I learned that the NCTD 101 bus stopped fairly near my work, and would accept the regional transit pass. So I started taking that, even though it involves an extra transfer.</p> <p>(The NCTD Breeze route has serious reliability problems but I guess that's not your department's concern.) On the plus side, the Trolley is extremely reliable, and the MTS route I ride (150) has been as well. The only complaint I had (excessively crowded vehicles on 150S in afternoons) has been addressed by running double-length buses on alternate runs.</p> <p>Let me know if I can help in some way.</p> <p>Tim Scott San Diego</p>
31	04/15/2009	Email	Frances Mercer	<a href="mailto:francis.mercer@sdcourts.ca.gov">francis.mercer@sdcourts.ca.gov</a>	<p>These comments are for the public hearings regarding the proposed fare changes.</p> <p>While I realize this economic crunch impacts all people and agencies, I would like to offer some comments/suggestions regarding the trolley service; being a trolley rider for the past 18 years.</p> <p>If the fares are to be increased, we need to have better service on the trolley, which includes:</p> <ul style="list-style-type: none"> <li>--more announcements when the trolley is late. I have been told announcements must be made if it is more than 15 minutes late, but that does not always happen.</li> <li>--not delaying the East-bound rush hour orange line when there are Padre games.</li> <li>--not terminating the East-bound rush hour orange line at El Cajon Blvd. when the trolley is a little late. It impacts a lot more people than you think, and causes a great hassle. (rescheduling of appointments, childcare issues, etc.) We come to depend on the schedule of the trolley so we can make other arrangements.</li> <li>--having more uniformed officers on the trolley cars during rush hours and not having them stand on the platforms texting or making personal phone calls. I am not allowed to use my cell phone during work, and neither should they.</li> </ul> <p>If the trolley is to be marketed to the public as an alternative to driving, you must offer reliable service and visible protection. I appreciate your attention to these matters.</p> <p>Frances Mercer 619-258-0332</p>

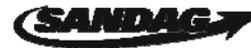
**Comments Received by Mail, E-Mail, or Voice Mail on Proposed Fare Increases**

No.	Date	Form	Name/Agency	Contact Info	Comment
32	3/9/18	Email	David Rice	<a href="mailto:daverice.dr@gmail.com">daverice.dr@gmail.com</a>	<p>Hi, Please allow me to preface this letter by identifying myself as an infrequent user yet ardent supporter of public transit in our county. The purpose of my writing is to express concern about the budget shortfalls and proposed methods of addressing them, namely fee hikes and reduced services. I don't feel fee hikes are appropriate, as they have the potential to reduce discretionary travel by those with access to private vehicles, but more importantly because they place an added burden upon the lowest income individuals who rely on our transit system due to their inability to afford to own and maintain a car of their own. At times in my life these people have included family members and friends, who could find themselves stranded if the route serving their job was cut off and I was at work with the only car in the household. In expanding on the topic of service reduction, may I point out that the inaccessibility of mass transit due to the grotesque amount of time required to travel to a destination already indicates we're contending for the title of transit laughingstock of the metropolitan world? If anything, we need to drastically expand service, offering more routes and, particularly, increased service frequency along major transit corridors. I know that of the discretionary transit consumers such as myself, many would like to rely less on their cars and more on rail and buses, but we're simply unable to due to the inavailability of service to the locations or at the times we need. Trolleys run at intervals of 15-30 minutes, whereas regions with successful light rail operations run a train through every 5 minutes or so. I highly suggest a taxpayer-funded junket to Boston, New York, or Washington D.C. to check it out. According to the MTS website, the "fastest" trip from my home in OB to my job in Clairemont would take 1 hour 21 minutes, not including 10-15 minutes to walk a bit less than a mile. It would cost me \$4.75 to get to work, another \$4.75 to get home, based on the regular fare. Of course, I could've bought a one-day pass for \$5.00. But that's still about twice the \$2.50 gallon of gas that my car will burn running the 30 mile round trip, and compared to a 20 minute one-way trip, it's taking 2 - 2 1/2 hours out of my day that could be spent sleeping, spending already difficult-to-find time with my partner and daughter, or otherwise just being lazy. While one could imagine the necessity of making some sacrifice for the common good and the environment, adding 12+ hours to the workweek (and subtracting the same amount of time from their family life) isn't a way to convince anyone to voluntarily abandon the single-occupant automobile. Again, better service is the way to attract greater ridership. If you build it, hopefully they will come. If not, I guarantee attracting patrons that have any conceivable method of avoiding the use of your service is going to be difficult, to say it politely. One more thing to say in favor of mass transit - DUI prevention. Even though service is sketchy at best and doesn't run nearly late enough, I'll bet tens of thousands of intoxicated patrons board trolleys every year instead of getting behind the wheel (probably half of them leaving Chargers or Padres games). I'm not entirely familiar with the proposed cuts, but I hope they don't include reduced late-night hours. With such a paltry off-hours schedule of one train every 30 minutes, I would like to think we could keep them running virtually round-the-clock, minus a few hours for track maintenance. Thanks for your time in reading this, and please know any sarcasm perceived was intentional, and any evil comments were intended in a joking manner. The best way to reach me if anyone wants to follow up is e-mail.</p> <p>Cheers,            Dave Rice / 4931 Coronado Ave. / San Diego, CA 92107 / (619) 889-7003</p>
33	04/15/2009	Voicemail	Janet Belunez	(619) 282-5390	<p>Customer feels that the increase for the senior/disabled bus passes is reasonable. She would rather have a mild increase in fares than a cut in services.</p>
34	04/15/2009	Mail	Hope Manley		<p>Customer states that a drug store cashier for 18 years receives a Disabled bus pass "cause she got the doctor to sign off her as disabled." Customer states that "you all gotta revamp that Disabled Racket and you're dumb." Customer states she would support fare increases when action is taken to reduce the abuse of Disabled Passes.</p>

# Proposed Fare Changes

**Transportation Committee  
Public Hearings**

**April 17**



2

## Background

- MTS Board has declared a financial emergency due to state cutbacks and falling sales tax revenues – a loss of \$11 million
  - Fare increase is one of several strategies to mitigate impacts on service
  - \$2.2 million in additional fare revenue
- Opportunity to make fare adjustments to take advantage of Compass Card and resolve current anomalies



## MTS Request - Regional Pass Proposal

- MTS has requested an increase in Regional Pass prices
  - Regular \$68 to \$72
  - Senior/Disabled/Medicare \$17 to \$18
  - Youth \$34 to \$36
  - Regular 14-Day from \$41 to \$43
  - Affects about 60,000 pass purchasers
- MTS estimates \$1.9 million in additional revenue for FY 2010
- No disproportionate impacts on minority and low income populations



## MTS Request - Premium Pass Prices

- MTS has requested an increase in Premium Pass prices
  - Regular Pass \$90 to \$100
  - Senior/Disabled/Medicare \$22.50 to \$25.00
  - Youth \$45 to \$50
  - Affects about 1,500 pass purchasers
- Recommend creation of Regular Premium 14-Day Pass at 60% of full pass price
- Generates about \$39,000 in new revenue
- No disproportionate impacts on minority and low income populations



## MTS Request - Downtown Trolley Zone

- MTS has requested eliminating the downtown Trolley zone
  - Regular cash fare \$1.25 to \$2.50
  - Senior/Disabled/Medicare \$0.60 to \$1.25
  - Impacts about 140,000 annual passenger trips
- Increases revenue by about \$181,000
- Flat fare on entire system
- No disproportionate impacts on minority and low income populations



## MTS Request - Local Circulator Fare

- MTS has requested that the Local Circulator fare of \$1.00 be eliminated
  - Affects routes 851, 871, 872 and 904
  - Affects about 45,000 annual passenger trips
  - Will help preserve these services by raising their cost recovery
- Increases revenue by about \$72,000 per year
- Unified local fare of \$2.25 on all MTS local services
- No disproportionate impacts on minority and low income populations



## Default Stored Value Fare

- Stored value anticipated to initially be less than 1% of all passengers
- Sets fare to be \$5 or \$14 on first tap for stored value
- Single trip passengers must either tell driver or purchase ticket at TVM
- Eliminates need to tap off for COASTER cash fare passengers
- Ensures that same rules apply system-wide for all modes
- No disproportionate impacts on minority and low income populations



## *Region Plus Day Pass*

- Create new \$14 day pass valid on all services except 2 zone rural
- Simplifies use of Compass Card on COASTER
- Replaces Premium Day Pass
- Priced to be revenue neutral for region
- Eliminates COASTER cash fare anomaly that return trips with a transfer are more costly than first half of trip
- No disproportionate impacts on minority and low income populations



## Regional Pass on Premium Bus

- Current ordinance does not allow Regional Pass holders to pay upgrade and ride Premium buses
- Proposal is to allow single trip upgrades for cash supplement of \$2.00
- Reduces disputes, improves customer relations
- Similar rules already allow Regional Pass holders to ride COASTER with cash supplement
- No disproportionate impacts on minority and low income populations



## Juror Fare

- Current agreement with Courts expires June 30
- Proposal to change wording in fare ordinance to accommodate a new agreement
- No disproportionate impacts on minority and low income populations



## Next Steps

- Prepare draft of new Fare Ordinance for first reading at Board of Directors on April 24<sup>th</sup>, 2009
- Second reading of ordinance at Board of Directors on May 8, 2009
- New ordinance takes effect July 1, 2009



## Proposed Fare Changes

**Transportation Committee  
Public Hearings**

**April 17**





1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
619.231.1466 FAX 619.234.3407

## Memorandum

DATE: March 5, 2009  
TO: Paul Jablonski, Chief Executive Officer  
FROM: Cliff Telfer, Chief Financial Officer  
SUBJECT: MTS Fiscal Emergency

As of today, March 5, 2009, MTS is qualified to issue a "fiscal emergency" based upon the California Public Resources Code (CPRC) Section 21080.32(d):

(2) For purposes of this subdivision, "fiscal emergency," when applied to a publicly owned transit agency, means that the agency is projected to have negative working capital within one year from the date that the agency makes the finding that there is a fiscal emergency pursuant to this section. Working capital shall be determined by adding together all unrestricted cash, unrestricted short-term investments, and unrestricted short-term accounts receivable and then subtracting unrestricted accounts payable. Employee retirement funds, including Internal Revenue Code Section 457 deferred compensation plans and Section 401(k) plans, health insurance reserves, bond payment reserves, workers' compensation reserves, and insurance reserves, shall not be factored into the formula for working capital.

As outlined in the above definition, the below table indicates MTS' current and forecasted working capital position over the next four months. MTS' working capital is projected to become negative in June 2009.

San Diego Metropolitan Transit System Working Capital Analysis In Millions \$			
March	April	May	June
\$20.5	\$12.8	\$5.0	(\$0.8)
* Includes all unrestricted cash, investments and accounts receivable less unrestricted accounts payables.			

Concluding, the table above indicates MTS is projected to have negative working capital by June 2009 and based upon the CPRC Section 21080.32(d), MTS qualifies to issue a "fiscal emergency".

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A handwritten signature in blue ink, appearing to read "Cliff Telfer", is written over a circular stamp.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-12

Findings in Support of Exemption Under the California Environmental Quality Act (CEQA)  
Related to Proposed Budget-Related Service Adjustments

WHEREAS, the Metropolitan Transit System (MTS) is proposing the implementation of service adjustments, including a reduction and/or elimination of some transit services, to bridge an \$11 million funding deficit in the MTS FY 2010 budget; and

WHEREAS, MTS, as a publicly owned transit agency, finds that a "fiscal emergency" exists as a result of a failure of agency revenues to adequately fund agency programs and facilities within the meaning of California Public Resources Code section 21080.32, subdivision (d)(1) and (2); and

WHEREAS, MTS has operated transit service with the assistance of subsidies allocated by the State of California from the State Transit Assistance (STA) Program; and

WHEREAS, the State of California originally authorized allocations for the STA Program that would have resulted in MTS receiving \$14 million to fund operations in FY 2009; and

WHEREAS, a revised state FY 2009 budget reduced that funding by half and eliminated STA allocations through FY 2013; and

WHEREAS, MTS projects the continuation of the FY 2009 trend of lower sales tax receipts for FY 2010, which affects revenue from TransNet and Transportation Development Act; and

WHEREAS, MTS renders written findings in support of the determination that the service reductions found in Attachment A do not require an environmental impact report before MTS approves the transit service reductions; and

WHEREAS, if a project falls within a category exempt by administrative regulation under the California Environmental Quality Act (CEQA), no further agency evaluation of environmental impact is required; and

WHEREAS, a project defined in California Public Resources Code section 21065, subdivision (a) or (b) that reduces or eliminates the availability of an existing publicly owned transit service is exempt from CEQA Guidelines where the publicly owned transit agency has made a finding that there is a fiscal emergency caused by the failure of agency revenues to adequately fund agency programs and facilities and after the publicly owned transit agency has held a public hearing to consider those actions as enunciated in Public Resources Code section 21080.32, subdivision (d)(1); and

WHEREAS, it has been established and made clear in the reports and prior public meetings that a fiscal emergency exists based on MTS's projections to have negative working capital within one (1) year of the date that MTS has made the finding that there is a fiscal emergency pursuant to Public Resources Code section 21080.32, subdivisions (d)(1) and (2); and

WHEREAS, it has been established and made clear in the reports and prior public hearings that MTS has inadequate funds to operate the services detailed in Exhibit A because MTS is confronted with an \$11 million budget deficit for FY 2010; and

WHEREAS, it has been established and made clear in the reports and prior public hearings that MTS must take immediate action to remediate the budget shortfall and to address the lack of funding; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS makes the following findings:

1. MTS has determined that a fiscal emergency exists, which is caused by the failure of MTS revenues to adequately fund agency programs and facilities within the meaning of California Public Resources Code section 21080.32, subdivision (d)(1).
2. MTS is projected to have negative working capital within one year from the date of the instant finding of a fiscal emergency as determined by adding together all unrestricted cash, unrestricted short-term investments, and unrestricted short-term accounts receivable and then subtracting unrestricted accounts payable. Employee retirement funds, including Internal Revenue Code section 457 deferred compensation plans and Section 401(k) plans, health insurance reserves, bond-payment reserves, and workers' compensation reserves are not factored into the formula for working capital as specified in Public Resources Code section 21080.32, subdivision (d)(2).
3. The MTS Finance Department has reviewed these findings and validated that a fiscal emergency exists.
4. MTS has scheduled a public hearing to occur on **March 12, 2009, at 9:00 a.m., at Metropolitan Transit System located at 1255 Imperial Avenue, 10<sup>th</sup> Floor, San Diego, California 92101**. MTS shall consider service adjustments as detailed in Exhibit A, including, but not limited to, the reduction and/or elimination of the aforementioned routes based on the existing fiscal emergency and absence of funding. The public hearing is being conducted in compliance with Public Resources Code section 21080.32, subdivision (d)(1).
4. MTS shall respond to suggestions made by the public at its next regularly scheduled public meeting as mandated in Public Resources Code section 21080.32, subdivision (d)(1).

PASSED AND ADOPTED, DETERMINED, AND ORDERED this 12th day of March 2009 by the following vote.

AYES: Cunningham, Ewin, Gloria, Jones, Lightner, Mathis, McClellan, McLean, Ovrom, Rindone, Roberts, Selby, and Young

NAYS:

ABSENT: Faulconer

ABSTAINING:



Chairperson  
San Diego Metropolitan Transit System

Filed by:



Clerk of the Board  
San Diego Metropolitan Transit System  
System

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit