

Proposed Amendments to the Regional Transit Comprehensive Fare Ordinance and *TransNet* Ordinance

Independent Taxpayer Oversight Committee Item 10 | January 9, 2019



Goals

- Simplify fare structure
- Revenue neutral or positive outcome
- Minimize ridership loss

Timeline

- ✓ Data collection.....October 2016 – February 2017
- ✓ Development of fare proposals.....June 2017 – August 2018
- ✓ Modeling revenue and ridership impacts.....June 2017 – December 2018
- ✓ Transfer analysis.....February – March 2018
- ✓ Public input.....September – November 2018
- ✓ MTS Board.....December 13, 2018
- ✓ NCTD Board.....December 20, 2018
- ✓ Title VI analysis.....December 2018
 - Recommend new fare structure.....Early 2019

Basis for Proposed Fare Changes

- Operational costs over the past 10 years have increased
- Decrease in fare revenue
- Fares have remained unchanged
- Resulting increase in fare revenue, maintain high levels of service
- Simplify fare structure across the region
- Enable future support of customer friendly policies (i.e., fare capping)

Basis for Proposed Fare Changes

- Regional fare simplification to enhance customer riding experience
- Most fares have not increased since 2009
 - NCTD decreased most fares in 2011
- Decline in fare revenue
- Operational costs have increased
- Need to increase investment in capital improvement program to support state of good repair needs



COASTER SPRINTER BREEZE FLEX LIFT
810 Mission Avenue, Oceanside, CA 92054 • GoNCTD.com 5

Fare Table Before Simplification

Mode	One-Way Cash		Day Pass						30-Day/Monthly		
	Adult / Youth	SDM	1-Day	1-Day SDM	2-Day	3-Day	4-Day	14-Day	Adult	Youth	SDM
MTS Bus, Rapid 215	\$2.25	\$1.10	\$ 5	NA	\$9	\$12	\$15	\$43	\$ 72	\$ 36	\$ 18
MTS Trolley, Rapid (225,235,237), Express (20,50,60,110,150,870,950)	\$2.50	\$1.25	\$ 5	NA	\$9	\$12	\$15	\$43	\$ 72	\$ 36	\$ 18
MTS Rapid Express (280/290)	\$5	\$2.50	\$ 12	NA	NA	NA	NA	\$60	\$ 100	\$ 50	\$ 25
MTS Rural (888, 891,892,894) Zone 1	\$5	\$2.50	NA	NA	NA	NA	NA	NA	NA	NA	NA
MTS Rural (888, 891,892,894) Zone 2	\$10	\$ 5	NA	NA	NA	NA	NA	NA	NA	NA	NA
MTS Access One-Way Paratransit	\$ 4.50	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
NCTD SPRINTER	\$ 2	\$ 1	\$ 5	\$ 2.25	\$ 9	\$ 12	\$ 15	\$ 43	\$ 59	\$36	\$ 18
NCTD BREEZE	\$ 1.75	\$ 0.75	\$ 5	\$ 2.25	\$ 9	\$ 12	\$ 15	\$ 43	\$ 59	\$36	\$ 18
NCTD FLEX	\$ 5	\$ 2.50	\$ 12	NA	NA	NA	NA	NA	NA	NA	NA
NCTD LIFT One Way Paratransit	\$ 3.50	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

	One-Way Cash		Round Trip		Day Pass	30-Day/Monthly		
	Adult	SDM	Adult	SDM	Adult	Adult	Youth	SDM
NCTD COASTER 1 Zone	\$ 4	\$ 2	\$ 8	\$ 4	\$ 12	\$ 120		
NCTD COASTER 2 Zones	\$ 5	\$ 2.50	\$ 10	\$ 5	\$ 12	\$ 150	\$ 82.50	\$ 41.25
NCTD COASTER 3 Zones	\$ 5.50	\$ 2.75	\$ 11	\$ 5.50		\$ 165		

Fare Table After Simplification

Mode	One-Way Cash		Day Pass		30-Day/Monthly	
	Adult/Youth	SDM	Adult	SDM/Youth	Adult	SDM/Youth
MTS Bus, <i>Rapid</i> , Express, Trolley, NCTD BREEZE and SPRINTER	\$2.50	\$1.25	\$6	\$3	\$72	\$23
MTS <i>Rapid Express</i> / Premium and NCTD FLEX	\$5	\$2.50	\$12	\$6	\$100	\$32
MTS Rural	\$8	\$4				
MTS Access/NCTD LIFT	NA	\$5				

	One-Way Cash		Day Pass		30-Day/Monthly	
	Adult	SDM / Youth	Adult	SDM / Youth	Adult	SDM / Youth
NCTD COASTER 1 Zone	\$5	\$2.50	\$15	\$7.50	\$140	\$58
NCTD COASTER 2 Zones	\$5.75	\$2.75			\$161	
NCTD COASTER 3 Zones	\$6.50	\$3.25			\$182	

Public Engagement and Feedback

- Engagement
 - 6 open houses
 - 14 MTS Station pop-ups and online surveys
 - 3 NCTD Station pop-ups and online surveys
 - Phone, email, webpage, social media, press releases
- Feedback
 - More than 600 comments received
 - Many opposed SDM and paratransit fare increases
 - Some support for Youth fare decreases
 - Many understood it has been 10 years since last increase

Overview of Proposed Changes

- Single one-way fare price (\$2.50) for MTS Bus, Trolley, *Rapid*, SPRINTER, and BREEZE (\$5 for ADA Paratransit)
- Newly added \$3 Day Pass for Seniors/Disabled/Medicare (SDM) and Youth for MTS Bus, Trolley, *Rapid*, SPRINTER, and BREEZE
- No change to \$72 Regional Monthly Pass (eliminate SPRINTER/BREEZE monthly pass)
- One discounted monthly pass price of \$23 for SDM and Youth for MTS Bus, Trolley, *Rapid*, SPRINTER, and BREEZE*
- Increase minimum age for senior discounts from 60 to 65 years (seniors 60 or older prior to the effective date will remain eligible for reduced fares)*

*TransNet Ordinance amendment required

Overview of Proposed Changes

- Price increase for COASTER one-way, Day Pass, and 30-Day/ Monthly Passes
- Newly added one-way Youth COASTER one-way discount
- Newly added \$7.50 Day Pass for Seniors/Disabled/Medicare and Youth for COASTER
- Increase Adult Regional Day Pass to \$6
- Elimination of 2, 3, 4, and 14-day passes
- Elimination of free Trolley-to-Trolley transfers to align with bus policy (bus transfers eliminated in 2008, Day Passes introduced)

Overview of Fare Change Impacts

- Estimated annual revenue increase of \$7.6 million (7%)
 - MTS: \$5.2 million (6%)
 - NCTD: \$2.4 million (16%)
- Estimated annual ridership decrease of 3.0 million (-3%)
 - MTS: 2.5 million fewer riders (-3%)
 - NCTD: 0.5 million fewer riders (-5%)

Title VI Fare Equity Analysis

- SANDAG Board Policy for Title VI Equity Analysis
 - 10% threshold for disparate impacts or disproportionate burdens
- 72% of all riders are minority
 - 67% of those adversely affected are minority
 - Not a disparate impact on minority population
- 66% of all riders are low-income
 - 66% of those adversely affected are low-income
 - Not a disproportionate burden on low-income population

Next Steps

Activity	Anticipated Date
Transportation Committee (TC) Recommendation	January 4, 2019
Independent Taxpayer Oversight Committee Recommendation	January 9, 2019
SANDAG Board of Directors – First Reading	January 25, 2019
SANDAG Board of Directors – Second Reading and Approval	February 8, 2019
Ordinance Amendment Enactment	March 2019

Recommendation

The ITOC is asked to recommend that the Board of Directors adopt the proposed amendments to the Comprehensive Fare Ordinance and *TransNet* Ordinance.



2018 Regional Monitoring Report

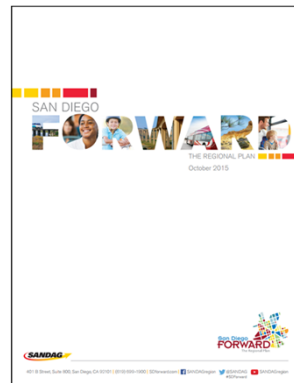
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San Diego Forward: The Regional Plan

Performance Monitoring Indicators (Appendix S)

- Supporting a healthy environment
- Creating a more vibrant economy
- Incorporating innovative mobility and planning



Monitoring Indicators

Healthy Environment and Communities

Habitat conserved within designated preserve areas

Beach widths

Impaired waterbodies

Air quality

Fatalities/Serious injuries per Vehicle Miles Traveled

Share of new housing units and jobs located in Smart Growth Opportunity Areas

Share of new housing units within County Water Authority water service boundary

Water consumption

Diversity of water supply

Diversity of energy supply and use

Electric and natural gas consumption by sector

BOLD = new indicator

Regional Plan Monitoring Indicators

Vibrant Economy

Travel times to jobs

Real per capita income, compared with California and the United States

Regional poverty rate, compared with California and the United States

Percent of households with housing costs greater than 35 percent of income

Annual income needed to afford fair market rent

Regional crime rate

BOLD = new indicator

Regional Plan Monitoring Indicators

Innovative Mobility and Planning

Travel times and volumes **for all modes**

Commuter mode share

Annual transit boardings

Border wait times

Border crossing volumes

Alternative fuel vehicle ownership

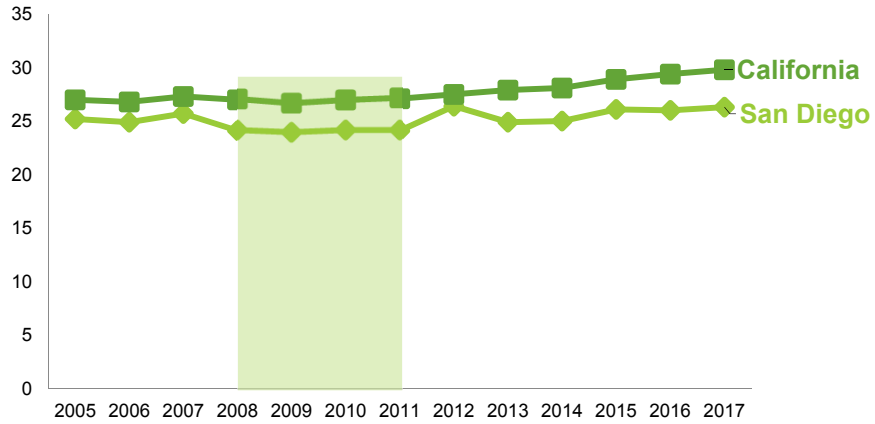
BOLD = new indicator

Regional Performance Indicators

- Moving in the right direction
- Areas for improvement

Commute

Travel Time to Jobs (Minutes), 2005–2017



Travel Times

Freeway Travel Times in Key Auto Corridors

Corridor	Length (Miles)	AM Peak 2006 (Minutes)	AM Peak 2011 (Minutes)	AM Peak 2017 (Minutes)
I-5 Oceanside to Downtown	36.5	57	46	50
I-805 Chula Vista to Sorrento Valley	24.8	40	33	49
I-15 Escondido to Downtown San Diego	29.3	48	38	41
SR 52 Santee to Kearny Mesa	11.8	18	14	18
SR 56 Poway to Carmel Valley	9.1	14	15	18

Travel Times

Freeway Travel Times in Key Auto Corridors

Corridor	Length (Miles)	PM Peak 2006 (Minutes)	PM Peak 2011 (Minutes)	PM Peak 2017 (Minutes)
I-5 Oceanside to Downtown	36.5	50	46	61
I-805 Chula Vista to Sorrento Valley	24.8	45	31	60
I-15 Escondido to Downtown San Diego	29.3	39	36	42
SR 52 Santee to Kearny Mesa	11.8	20	19	22
SR 56 Poway to Carmel Valley	9.1	13	13	15

Bike Volumes

Bike Volumes (Annual Daily Bidirectional Average) 2012-2017

Regional Bikeway Corridor	2012	2013	2014	2015	2016	2017
Bayshore Bikeway, Chula Vista	420	476	469	437	460	443
Inland Rail Trail, San Marcos	175	174	179	145	130	160
North Park, San Diego	202	165	198	269	179	194
Uptown: Fourth and Fifth Avenue Bikeways, San Diego	150	152	142	205	188	176
North Park Mid-City: Landis Bikeway, San Diego	141	130	150	148	126	121
Coastal Rail Trail: Rose Canyon, San Diego ⁶	425	475	461	301	264	281
Uptown: Eastern Hillcrest Bikeways, San Diego	585	578	559	498	399	359
Coastal Rail Trail: Highway 101, Solana Beach	1,171	945	1,039	1,037	851	822

Commute Mode Shares

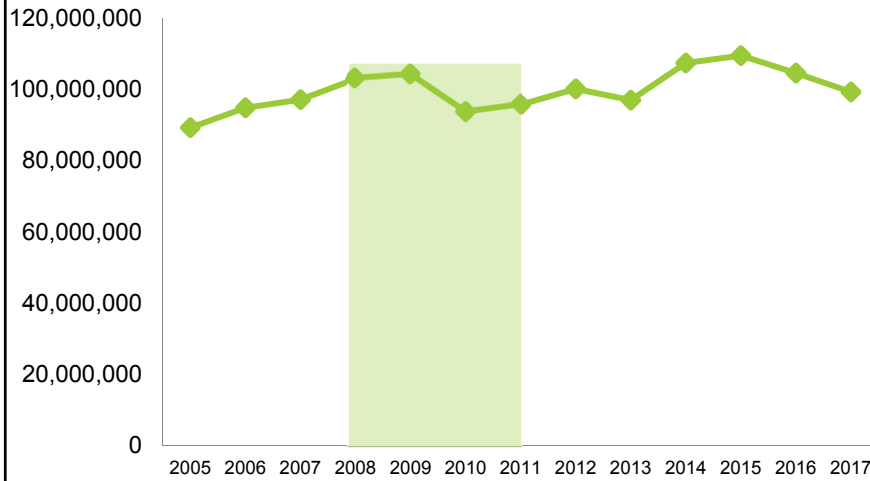
Percent of Commuters by Primary Mode of Work Commute, 2016

Percent of Commuters by Primary Mode of Work Commute



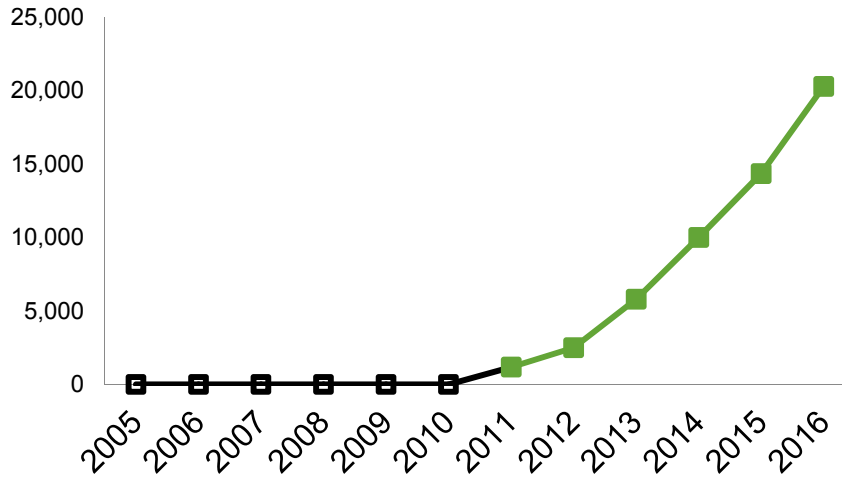
Transit Boardings

Annual transit boardings, 2005–2017



Zero Emission Vehicles

Zero-emission vehicle ownership, 2005–2016



Lessons and Takeaways

- Challenges facing the region
- Change takes time
- Similar issues facing California and United States
- Identify course corrections in San Diego Forward: 2019-2050 Regional Plan
- Continue to monitor progress

Next Steps

- Release Draft Regional Performance Monitoring Report
- Final Report to Board of Directors