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*Executive Director, SANDAG*



# BOARD OF DIRECTORS AGENDA

Friday, June 9, 2006

→ → 9 a.m. to 12:15 p.m. ← ←

→ → Mitchell Room ← ←

Escondido City Hall, 201 N. Broadway  
Escondido, California

## AGENDA HIGHLIGHTS

- **REGIONAL COMPREHENSIVE FARE ORDINANCE AMENDMENT: SECOND READING AND ADOPTION**
- **TOUR OF SPRINTER RAIL LINE**

*Directions to Escondido City Hall are included.*

**PLEASE TURN OFF CELL PHONES DURING THE MEETING**

### 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.*

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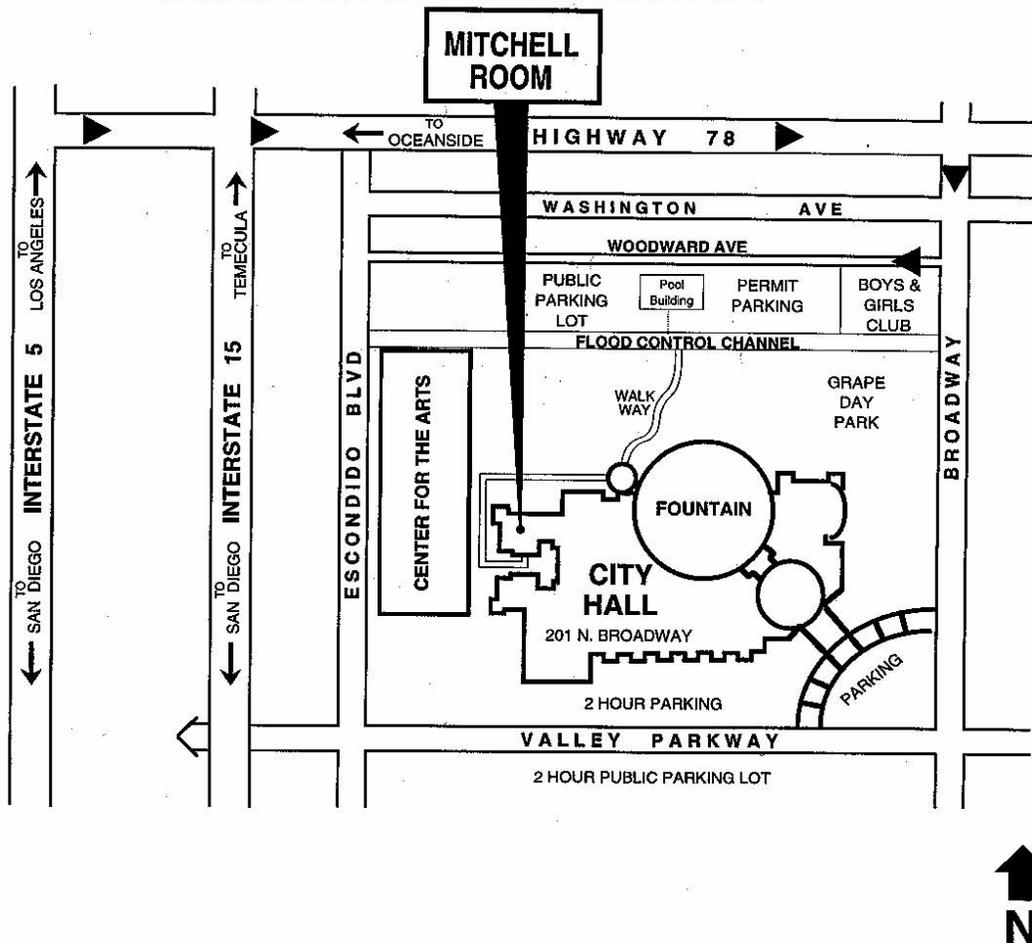


Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Also, members of the public are invited to address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Board of Directors 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 12 noon, two working days prior to the Board of Directors meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

### ESCONDIDO CITY HALL - 201 NORTH BROADWAY



**Coming from I-5, I-15 or Hwy. 78:**

Take I-5 or I-15 to 78 east until it ends at Broadway in Escondido. Turn right onto Broadway and continue 1/2 mile. Turn right on Woodward Ave. then left into parking lot immediately past the Grape Day Park Pool building. **(Check signs in lot to ensure you are in a designated "PUBLIC PARKING" area.)** Walk to the Flood Control Channel and proceed east to the walkway through the park and follow signs to the Mitchell Room.

# BOARD OF DIRECTORS AGENDA

Friday, June 9, 2006

ITEM #	RECOMMENDATION
1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS	
<p>Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Speakers are limited to three minutes. Board members also may provide information and announcements under this agenda item.</p>	
+2. REGIONAL COMPREHENSIVE FARE ORDINANCE AMENDMENT: SECOND READING AND ADOPTION (Dan Levy)	ADOPT
<p>On May 26, 2006, the Board of Directors conducted the first reading of the amended Regional Comprehensive Fare Ordinance. The amendments incorporate fare changes for bus and COASTER services recommended by the North County Transit District (NCTD), as well as minor revisions to ordinance provisions concerning transfers and fares for children. The Board is asked to conduct the second reading and adopt the amended Regional Comprehensive Fare Ordinance.</p>	
+3. TOUR OF SPRINTER RAIL LINE*	INFORMATION
<p>NCTD will provide a tour of the SPRINTER rail project currently under construction. The SPRINTER extends 22 miles from Oceanside to Escondido and is scheduled to begin service in December 2007.</p>	
4. UPCOMING MEETINGS	INFORMATION
<p>The next Business meeting of the Board of Directors is scheduled for Friday, June 23, 2006, at 9 a.m. The next Policy meeting of the Board of Directors is scheduled for Friday, July 14, 2006, at 10 a.m.</p>	
5. ADJOURNMENT	

+ next to an agenda item indicates an attachment

\* next to an agenda item indicates a San Diego County Regional Transportation Commission item



**BOARD OF DIRECTORS  
JUNE 9, 2006**

**AGENDA ITEM NO. 06-06-2  
ACTION REQUESTED - ADOPT**

**REGIONAL COMPREHENSIVE FARE ORDINANCE AMENDMENT:  
SECOND READING AND ADOPTION**

File Number 3004700

**Introduction**

In March 2006, the SANDAG Board of Directors approved the first Comprehensive Regional Fare Ordinance. The ordinance established fares and fare products for both transit agencies in the San Diego region.

On May 18, 2006, the North County Transit District (NCTD) Board of Directors and the SANDAG Transportation Committee conducted a public hearing on proposed fare increases for NCTD, shown in Attachment 1, and recommended that the SANDAG Board adopt the increases. The SANDAG Board considered the recommended fare increase on May 26, 2006, and conducted the first reading of the Regional Comprehensive Fare Ordinance (Attachment 2) at that time. The fare increase is needed to help balance the FY 2007 NCTD operating budget. Public comments received regarding the fare increase and minutes from the May 18 public hearing that include public testimony are included in Attachment 3.

The revised Regional Comprehensive Fare Ordinance also includes some minor changes in language to clarify NCTD and COASTER transfers, fares for children, and to extend transfer privileges for Metrolink passengers to include weekends. These other modifications to the ordinance do not change any fares.

**Discussion**

***Reasons for Proposed Fare Increase***

NCTD is projecting operating expenditures in FY 2007 to increase by 13.7 percent over the 2006 amended budget, driven by increasing fuel costs, significant increases in property insurance premiums, sizeable increases in new purchased transportation contracts for Americans with Disabilities Act (ADA)/LIFT and COASTER service, and increasing workers' compensation costs. Diesel fuel costs have spiked significantly in the past 16 months, increasing from \$1.42/gallon (without taxes) in January 2005 to \$2.49/gallon in April 2006, reflecting a 75 percent increase. Each \$0.10/gallon increase in diesel prices results in a \$207,000 annual fuel cost increase to NCTD. Recent natural disasters have significantly impacted the insurance market, resulting in higher property insurance premiums. To bridge the gap between these escalating costs and slower revenue growth, and to create a balanced budget for FY 2007, the NCTD FY 2007 budget includes proposed fare increases, service adjustments, and a reduced capital program budget.

**Recommendation**

The SANDAG Board of Directors is asked to conduct the second reading of the amended Comprehensive Fare Ordinance (Attachment 2) and adopt the Ordinance to incorporate the new fares for the North County Transit District.

The proposed fare increase is for all NCTD services, including fixed route BREEZE bus, FAST demand responsive, ADA/LIFT, and COASTER services. It would become effective July 1, 2006. The proposal would increase cash fares and day passes for BREEZE and FAST by \$0.25 from the current fare. ADA/LIFT cash fares are proposed to increase \$0.50 and Special Events fares are proposed to increase \$1.00 for one-way trips. COASTER fare adjustments include a \$0.25 increase per zone and a \$10.00 increase in the monthly pass. NCTD projects to generate an additional \$840,000 annually from the proposed fare adjustments.

### ***Ridership Impacts***

Although fares would increase, ridership for BREEZE and FAST service is projected to stay at FY 2006 forecasted levels. LIFT ridership is also projected to remain at the current level. COASTER ridership is projected to increase 3.2 percent as a result of the opening of the new parking garage at the Oceanside Transit Center and continued increases in gas prices. The garage opened in late April 2006 and provides an additional 450 parking spaces at the transit center. The impact of the growth in COASTER ridership plus the fare increase is projected to increase overall fare revenue by \$1.1 million compared to the FY 2006 amended budget.

### ***Adjustments to Service and Capital Program***

The remainder of the FY 2007 budget shortfall would be addressed through service adjustments and reductions in the FY 2007 capital program. Proposed service changes include discontinuing the Del Mar Race Shuttle. This service had a cost recovery of only 6 percent, and its removal from service will generate a cost savings of approximately \$54,000 annually. NCTD also proposed to discontinue Friday late-night COASTER service during the winter months. Ridership on the Friday late-night service during the winter months totals approximately 3,000 for the six-month period, and its removal from service will result in a cost savings of approximately \$85,000 annually.

NCTD's original FY 2007 capital program budget was originally \$12.9 million but was reduced to \$10.4 million so that funds could be shifted to cover operating costs. The shift of capital funds to operations diminishes the resources devoted to maintaining NCTD's infrastructure but was necessary to balance the operating budget in the current economic environment. Resources available for operating needs must increase to enable restoration of capital funds, as well as support increased operating demands.

The table below provides a summary of the NCTD FY 2007 budget.

**NORTH COUNTY TRANSIT DISTRICT  
TOTAL OPERATING BUDGET  
PROPOSED FY 2007 BUDGET**

() indicates unfavorable variance

	FY 2005 Actual	FY 2006 Estimated Actual	FY 2006 Amended Budget	FY 2007 Proposed Budget	\$ Variance FY07 Budget to FY06 Amended Budget	% Variance FY07 Budget to FY06 Amended Budget
<b>REVENUE</b>						
Passenger Fares	\$ 15,164,742	\$ 16,205,800	\$ 16,291,493	\$ 17,367,252	\$ 1,075,759	6.6%
Other Operating Revenue	7,852,857	8,137,049	8,205,010	8,313,615	108,605	1.3%
Total Operating Revenue	<u>\$ 23,017,599</u>	<u>\$ 24,342,849</u>	<u>\$ 24,496,503</u>	<u>\$ 25,680,867</u>	<u>\$ 1,184,364</u>	<u>4.8%</u>
Grant Revenue	40,982,419	44,526,946	43,405,301	50,078,561	6,673,260	15.4%
Other Non-operating Revenue	74,765	76,305	140,305	105,305	(35,000)	(24.9%)
Non-recurring Revenue	<u>1,132,508</u>	<u>199,000</u>	<u>199,000</u>	<u>1,700,000</u>	<u>1,501,000</u>	<u>754.3%</u>
<b>TOTAL REVENUE</b>	<u>\$ 65,207,291</u>	<u>\$ 69,145,100</u>	<u>\$ 68,241,109</u>	<u>\$ 77,564,733</u>	<u>\$ 9,323,624</u>	<u>13.7%</u>
<b>TOTAL EXPENSES</b>	<u>\$ 65,207,291</u>	<u>\$ 70,097,452</u>	<u>\$ 68,241,109</u>	<u>\$ 77,564,733</u>	<u>(9,323,624)</u>	<u>(13.7%)</u>
<b>ANNUAL SURPLUS (DEFICIT)</b>	<u>\$ -</u>	<u>\$ (952,352)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>

***Other Changes to Comprehensive Regional Fare Ordinance***

In FY 2007, SANDAG will initiate a study to conduct a regionwide review of the transit fare structure and fare levels with the objective of implementing a new countywide fare structure. The review is expected to be complete in the summer of 2007. The current financial needs of NCTD require this fare increase to be implemented ahead of the overall SANDAG fare review.

The new fares must be incorporated into the Comprehensive Fare Ordinance to implement the fare changes. The ordinance also includes some additional wording changes to clarify some areas that were not specifically addressed in the original ordinance. These additional revisions do not result in any fare change and simply codify or clarify existing fare practices. These areas include confirming that children 5 years of age and under ride free on regular transit (not ADA Paratransit services), that COASTER tickets are valid for transfers to and from BREEZE buses and to MTS buses, that there are no free transfers between BREEZE buses, and that free transfers from Metrolink to NCTD at Oceanside are possible seven days per week, not just on weekdays. The Metrolink change was required because Metrolink is expanding its service to Oceanside from weekdays only to daily.

If the SANDAG Board adopts the Comprehensive Fare Ordinance, the fare changes will become effective on July 1, 2006.

GARY L. GALLEGOS  
Executive Director

- Attachments: 1. Proposed Fare Changes  
2. Proposed Revised Comprehensive Fare Ordinance  
3. Public Comments Received and May 28, 2006, Public Hearing Minutes

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

## Proposed Fare Adjustments for COASTER

<b>Ticket Type</b>	<b>Current FY 06</b>	<b>Proposal FY 07</b>	<b>Increase</b>	<b>% Increase</b>
ALL Zone Senior Pass	\$36.00	\$38.50	\$2.50	6.9%
ALL Zone Youth Pass	\$72.00	\$77.00	\$5.00	6.9%

<b>Ticket Type</b>	<b>Current FY 06</b>	<b>Proposal FY 07</b>	<b>Increase</b>	<b>% Increase</b>
1 Zone 1 trip	\$3.75	\$4.00	\$0.25	6.7%
1 Zone 2 trip	\$7.50	\$8.00	\$0.50	6.7%
1 Zone 10 trip	\$34.00	\$36.00	\$2.00	5.9%
1 Zone Monthly	\$105.00	\$115.00	\$10.00	9.5%
1 Zone 1 trip Senior & Disabled	\$1.75	\$2.00	\$0.25	14.3%
1 Zone 2 trip Senior & Disabled	\$3.50	\$4.00	\$0.50	14.3%
1 Zone 10 trip Senior & Disabled	\$15.75	\$18.00	\$2.25	14.3%
1 Zone Regular Transfer from Transit	\$2.00	\$2.00	\$0.00	0.0%
1 Zone Senior & Disabled Transfer from Transit	\$1.00	\$1.00	\$0.00	0.0%

<b>2 Zone 1 trip</b>	\$4.25	\$4.50	\$0.25	5.9%
2 Zone 2 trip	\$8.50	\$9.00	\$0.50	5.9%
2 Zone 10 trip	\$38.00	\$40.50	\$2.50	6.6%
2 Zone Monthly	\$116.00	\$126.00	\$10.00	8.6%
2 Zone 1 trip Senior & Disabled	\$2.00	\$2.25	\$0.25	12.5%
2 Zone 2 trip Senior & Disabled	\$4.00	\$4.50	\$0.50	12.5%
2 Zone 10 trip Senior & Disabled	\$18.00	\$20.25	\$2.00	11.1%
2 Zone Regular Transfer from Transit	\$2.50	\$2.50	\$0.00	0.0%
2 Zone Senior & Disabled Transfer from Transit	\$1.25	\$1.25	\$0.00	0.0%

<b>3 Zone 1 trip</b>	\$4.75	\$5.00	\$0.25	5.3%
3 Zone 2 trip	\$9.50	\$10.00	\$0.50	5.3%
3 Zone 10 trip	\$43.00	\$45.00	\$2.00	4.7%
3 Zone Monthly	\$132.00	\$142.00	\$10.00	7.6%
3 Zone 1 trip Senior & Disabled	\$2.25	\$2.50	\$0.25	11.1%
3 Zone 2 trip Senior & Disabled	\$4.50	\$5.00	\$0.50	11.1%
3 Zone 10 trip Senior & Disabled	\$20.25	\$22.50	\$1.75	8.6%
3 Zone Regular Transfer from Transit	\$3.00	\$3.00	\$0.00	0.0%
3 Zone Senior & Disabled Transfer from Transit	\$1.50	\$1.50	\$0.00	0.0%

<b>4 Zone 1 trip</b>	\$5.25	\$5.50	\$0.25	4.8%
4 Zone 2 trip	\$10.50	\$11.00	\$0.50	4.8%
4 Zone 10 trip	\$48.00	\$50.00	\$1.00	2.1%
4 Zone Monthly	\$144.00	\$154.00	\$10.00	6.9%
4 Zone 1 trip Senior & Disabled	\$2.50	\$2.75	\$0.25	10.0%
4 Zone 2 trip Senior & Disabled	\$5.00	\$5.50	\$0.50	10.0%
4 Zone 10 trip Senior & Disabled	\$22.50	\$25.00	\$2.25	10.0%
4 Zone Regular Transfer from Transit	\$3.50	\$3.50	\$0.00	0.0%
4 Zone Senior & Disabled Transfer from Transit	\$1.75	\$1.75	\$0.00	0.0%

**Proposed Fare Adjustments for BREEZE, FAST, LIFT and Special Event Services**

<b>BREEZE and FAST</b>	<b>Current FY 06</b>	<b>Proposal FY 07</b>	<b>Increase</b>	<b>% Increase</b>
Cash Fare	\$1.75	\$2.00	\$0.25	14.3%
Senior & Disabled Cash Fare	\$0.75	\$1.00	\$0.25	33.3%
Day Pass	\$3.75	\$4.00	\$0.25	6.7%
Senior & Disabled Day Pass	\$1.50	\$2.00	\$0.50	33.3%
10 Pack - Day Pass	\$37.50	\$40.00	\$2.50	6.7%

<b>LIFT</b>	<b>Current FY 06</b>	<b>Proposal FY 07</b>	<b>Increase</b>	<b>% Increase</b>
Cash Fare	\$3.50	\$4.00	\$0.50	14.3%
10 Ride Ticket Book	\$35.00	\$40.00	\$5.00	14.3%

<b>SPECIAL EVENTS</b>	<b>Current FY 06</b>	<b>Proposal FY 07</b>	<b>Increase</b>	<b>% Increase</b>
Adult - - One Way Trip	\$5.00	\$6.00	\$1.00	20.0%
Adult - Round trip	\$10.00	\$12.00	\$2.00	20.0%
Child 12 and under - One Way Trip	\$1.00	\$2.00	\$1.00	100.0%
Child 12 and under - Round Trip	\$2.00	\$4.00	\$2.00	100.0%

## SAN DIEGO ASSOCIATION OF GOVERNMENTS COMPREHENSIVE FARE ORDINANCE

### An Ordinance Establishing a Regional Fare Pricing Schedule

The San Diego Association of Governments (SANDAG) ordains as follows:

#### Section 1 Findings

This Ordinance is adopted to implement a Comprehensive Fare Ordinance setting forth a fare structure for all public transit service providers in San Diego County.

#### Section 2 Regional Transit Service Definitions

- 2.1 ADA:** Americans with Disabilities Act, as defined in Title 49, Part 37, of the United States Code.
- 2.2 ADA Complementary Paratransit Service:** Specialized curb-to-curb transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA. Except for commuter bus, commuter rail, or intercity rail systems, each public entity operating a fixed-route system shall provide complementary paratransit or other special service to individuals with disabilities (who cannot access or use fixed-route transit due to a qualifying disability) that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system.
- 2.2 ADA Complementary Paratransit Zone:** A zone is the geographical area defined by fixed boundaries within which particular fares are established. The boundaries for the zones are determined by each of the contracting agencies for the local operator of the paratransit service. The zones are as follows:
- Zone 1: Central San Diego
  - Zone 2: Mid-County: Poway, Rancho Bernardo, Rancho Peñasquitos, Carmel Mountain Ranch, and Sabre Springs
  - Zone 3: East County: La Mesa, El Cajon, Santee, Lakeside, Lemon Grove, Spring Valley, and parts of Alpine
  - Zone 4: South Bay: Chula Vista, Coronado, National City, Imperial Beach, Palm City, Nestor, Otay Mesa, and San Ysidro
  - Zone 5: North County Transit District (NCTD) Service Area
- 2.3 BreezeBREEZE:** NCTD bus service.
- 2.4 Bus:** Rubber-tired transit vehicles operated by Chula Vista Transit (CVT), Metropolitan Transit System (MTS), National City Transit (NCT), and NCTD.
- 2.5 Child:** Any person five years of age or under.

- 2.6 COASTER:** Commuter rail service operated by NCTD in the I-5 corridor.
- 2.6 College Student:** Any person enrolled as a student with a current enrollment for seven units or more in a participating accredited San Diego area post-secondary school. Valid picture ID includes proof of enrollment in an areawide post secondary school. Students attending any campus site with an agreement with NCTD and enrolled as a student in two credit or noncredit classes, or students attending English as a Second Language (ESL) classes three times or more weekly will be eligible to participate in the College Pass Program with a valid ID (only in the NCTD area).
- 2.7 Commuter Express:** Bus service with stops only at major transit centers, residential centers and activity centers; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 20 miles per hour, with an average passenger trip length of over 10 miles; and using commuter coaches.
- 2.8 Commuter Rail Service:** Commuter rail transit vehicles (COASTER) operated by NCTD.
- 2.9 Compass Card:** - The Compass Card is an electronic fare medium based on contactless smart card technology. The Compass Card can hold either transit products or cash for use on regional transit services. Transit products include but are not limited to monthly passes (all types), student semester passes, multi-day trippers, and special event period passes.
- The Compass Card utilizes wireless technology to interface with Compass validator devices on regional buses, rail platforms and regional ticket vending machines. Patrons using or validating their Compass Card will need to touch or tap their card on one of the above mentioned validator devices.
- 2.10 DART-Direct Access to Regional Transit:** A curb to curb demand responsive bus service to local destinations and to transfer points with regional transit service.
- 2.11 Dedicated Transportation Service:** In relation to social service agencies or other organizations, a dedicated transportation service is defined as paratransit vehicle usage that is set apart for and guaranteed to an agency for the transportation of its eligible clients. The vehicle, for a particular time frame, is for the definite use of these persons and a ride is unavailable to other eligible persons within the community.
- 2.12 Disabled:** Any person with a permanent or temporary mental or physical disability as defined by the ADA. Acceptable proof of disabled fare eligibility shall be an MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card. This definition applies to persons who seek to purchase and/or use a Senior/Disabled monthly pass or Senior/Disabled cash fare for fixed-route transit or general public demand-responsive services.

- 2.13 Express Service:** Bus service with limited stops including, but not limited to, major transit centers, residential centers and activity centers; has more than six stops outside Centre City or at collector end of route; generally traveling less than (50 percent of the one-way trip miles on freeways; and averaging at least 12 miles per hour, with an average passenger trip length of approximately 10 miles or under; and uses standard coaches or transit buses.
- 2.14 FAST:** Curb to curb service operated on demand by NCTD in specific areas of North County using and accepting the same fares, passes and interagency transfers as regular BREEZE routes.
- 2.15 Flex-Route:** Flex-route service is a point-deviation service in which vehicles stop at designated bus stops (points) at scheduled times, but during the time between two scheduled stops, drivers pick up and drop off passengers with advanced reservations over a dispersed area.
- 2.16 LIFT:** LIFT provides curb-to-curb service for people with disabilities who are unable to use regular lift-equipped buses and vans in North County.
- 2.17 Light Rail:** Electric light rail transit vehicles (Trolley) operated by MTS or Diesel light rail transit vehicles (Sprinter) to be operated by NCTD.
- 2.18 Local Service:** Bus service on local roads serving neighborhood destinations and feeding transit centers in the immediate area.
- 2.19 MTS:** Metropolitan Transit System operates services in all areas of San Diego County outside the jurisdiction of NCTD. South County services include MTS Internal Bus Services (San Diego Transit Corporation [SDTC]), San Diego Trolley, Inc. [SDTI], MTS Contract Services, CVT, and NCT.
- 2.20 NCTD:** North County Transit District operating services in Northern San Diego County. North County services include the BREEZE, LIFT, FAST, COASTER, the Sprinter (effective 2008) and their contract operators.
- 2.21 Pass by Mail:** A service offered by SANDAG and NCTD that permits individual passengers to order passes to be delivered by postal mail.
- 2.22 Personal Care Attendant:** In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility. The person may be a friend, family member, or paid employee. A personal care attendant is not charged a fare on the ADA complementary paratransit service vehicle on which she/he accompanies the ADA eligible passenger. The need for and use of a personal care attendant must be indicated at the time of eligibility certification.
- 2.23 Rural Bus Service:** Bus service operated by MTS providing limited daily or weekly service linking rural Northeastern or Southeastern San Diego County to a multimodal transit center or major shopping center generally provided on a two-lane highway or roadway with one-way vehicle trip lengths ranging from 15 to 80 miles.

- 2.24 Senior:** Any person 60 years of age or older. Acceptable proof of senior fare eligibility shall be a Medicare Card, a valid driver's license, a State of California Senior identification card, or an MTS identification card in the MTS area, or an NCTD identification card in the NCTD area. This definition applies to persons who seek to purchase and/or use a Senior/Disabled monthly pass or Senior/Disabled cash fare on fixed-route transit or general public demand-responsive services.
- 2.25 MTS Shuttle Service:** Local bus service on roads serving neighborhood destinations and feeding transit centers in the immediate area.
- 2.26 Sprinter:** Diesel Multiple Unit service to be operated by NCTD in a light rail mode in the Oceanside-Escondido corridor.
- 2.27 Station:** A light rail, bus rapid transit or commuter rail passenger stop. For the purposes of this ordinance, all the stops within Centre City San Diego are considered one station.
- 2.28 Sworn Peace Officers:** MTS and NCTD operators will allow all local (San Diego County), state, and federal sworn peace officers, in uniform or in civilian clothes, to ride on scheduled bus and train routes without charge. This privilege does not apply to special events for off-duty officers.
- 2.29 Transfers:** The action by passengers in which they leave one bus, train, or other transit vehicle and board a subsequent bus, train, or other transit vehicle to complete their trips.
- 2.30 Trolley:** Light rail transit service operated by MTS.
- 2.31 Upgrade:** An additional fare required to enhance the value of an original fare (upon transfer) or a pass to travel on a higher fare service.
- 2.32 Urban Service:** Moderate speed bus service primarily on arterial streets with frequent stops.
- 2.33 Youth:** Any person 6-18 years of age (inclusive). Acceptable proof of youth fare eligibility in the region shall be an MTS Youth identification card, a valid driver's license, or current school photo identification card (through high school only).

### **Section 3 Regional Passes and Tickets**

#### **3.1 Regional Adult Bus and Trolley Monthly Passes**

The price of a regional adult monthly pass shall be based on service type and zones. Local and Urban Bus and San Diego Trolley passes shall be \$60.00. Express passes shall be \$64.00. Commuter Express passes shall be \$84.00. The adult monthly pass shall entitle the person to whom the pass is issued to unlimited rides, during the month for which the pass is designated, on any equal or lower priced, regularly scheduled services provided by MTS services and NCTD bus services. An additional cash upgrade is required to ride DART, the COASTER and MTS Rural Bus Services. Half-price passes are available beginning the 15th of each month at The Transit Store.

### 3.2 Regional Senior/Disabled Bus and Trolley Monthly Passes

The price of a regional senior/disabled monthly pass is \$15.00 and shall entitle the senior or disabled passenger to unlimited trips, during the month for which the pass is designated, on any regularly scheduled services provided by those operators identified in this Ordinance. Use on MTS operated Rural Bus Service will require an upgrade fee. An additional cash upgrade is required to ride DART, the COASTER and MTS Rural Bus Services. Half-price passes are available beginning the 15 of each month at The Transit Store.

### 3.3 Regional Youth Bus and Trolley Monthly Passes

The price of a youth monthly pass is \$30.00 and shall entitle the youth passenger to unlimited trips, during the month for which the pass is designated, on any regularly scheduled services provided by those operators identified in this Ordinance. A cash upgrade is required to ride DART, the COASTER and MTS Rural Bus Services. Half-priced passes are available beginning the 15th of each month at The Transit Store.

### 3.4 Regional COASTER Monthly Pass

Regular: ~~\$105.00, \$116.00, \$132.00, \$144.00~~ Zone: \$115.00, 2 Zone: \$126.00, 3 Zone: \$142.00, 4 Zone: \$154.00

Youth: All zones: \$72.00

Senior & Disabled: All zones: \$36.50

### 3.5 Half Price Bus and Trolley Passes

Half price bus and trolley passes may be purchased from The Transit Store from the 15<sup>th</sup> to the 24<sup>th</sup> of each month. These passes are valid from the 15<sup>th</sup> of the month to the end of the month.

## Section 4 Regional Cash Fares

### 4.1 MTS Shuttle Fares

MTS shuttle cash fare: \$1.00

MTS shuttle cash fare with transfer (where available): \$1.75

### 4.2 MTS Local Services

MTS local service cash fare: \$1.75

### 4.3 MTS Urban Services

MTS urban services cash fare: \$2.25

### 4.4 MTS Express and Commuter Express:

Express: \$2.50

Commuter Express: \$4.00

**4.5 MTS Senior/Disabled Cash Fares**

Senior/Disabled: \$1.00

**4.6 MTS DART and Flex-Routes**

The price of a one-way trip on MTS DART and the flex-routes shall be as follows:

MTS DART (Scripps Ranch, Rancho Bernardo) Regular/Adult	\$3.00
MTS DART Senior/Disabled	\$1.50
Urban Flex-Routes Adult	\$1.75
Urban Flex Routes Senior/Disabled	\$1.00
Urban Flex Routes Adult with Deviation	\$2.25
Urban Flex Routes Senior/Disabled with Deviation	\$1.50

\*All other prepaid fare media upgrade \$0.50. (\*Includes all monthly passes, Day Tripper passes, and all other MTS prepaid fare media.)

Passengers boarding and alighting from bus stops on flex routes shall have a price per trip comparable to local service.

**4.7 MTS Rural Cash Fares:** Rural cash fares are based on a zone system. Zone boundary runs north-south and has boundaries at Ramona (Ramona Station), Alpine (Tavern Rd. and Alpine Blvd.), and Tecate border crossing (Tecate Road and Thing Road). The table provided below exhibits the one-way cash fare for travel within 1 and 2 zones regular passengers and senior or disabled passengers. Tokens shall be accepted at face value and change will not be provided where token value exceeds fare.

Senior and Disabled cash fares shall be 50 percent of the regular cash fare. Passengers exhibiting a valid transfer slip from MTS or NCTD shall receive a \$1.00 discount per zone. Senior and Disabled passengers exhibiting a valid transfer shall be given a \$0.50 discount per zone.

	Regular Passenger Fare		Senior/Disabled Fare	
	Within 1 Zone	Within 2 Zones	Within 1 Zone	Within 2 Zones
	Total Fare	Total Fare	Total Fare	Total Fare
Cash Fare Only	\$5.00	\$10.00	\$2.50	\$5.00
Prepaid Pass	\$4.00	\$8.00	\$2.00-	\$4.00-
Any Valid Transfer	\$4.00	\$8.00	\$2.00	\$4.00
Age 5 years and under	Free	Free	Free	Free

San Diego County Juror Tickets shall be accepted at a cash value of up to \$4.00 towards a MTS Rural Bus Service fare, change will not be provided in instances where the cash value exceeds the required fare. COASTER Juror tickets will be accepted at a cash value of up to ~~\$5.25~~\$5.50 towards a MTS Rural Bus Service fare, change will not be provided in cases where the cash value exceeds the required fare.

Transfers from ADA complementary service to Rural Bus service shall not require a cash upgrade. Rural Bus service senior and disabled passengers who have paid a cash fare of at least \$3.50 shall not be required to pay an upgrade when transferring to a Zone 1 ADA Paratransit complimentary service. Passengers who have paid a cash fare of at least \$4.50 shall not be required to pay an upgrade to any ADA Paratransit service.

**4.8 ADA Paratransit Services Cash Fares (MTS Access or NCTD LIFT)**

Zone 1 (MTS Access):	\$4.50
Zone 2 (MTS Access):	\$3.50
Zone 3 (MTS Access):	\$3.50
Zone 4 (MTS Access):	\$3.50
Zone 5_(NCTD LIFT):	<del>\$3.50</del> <u>\$4.00</u>
10 Ticket Book for Zone 1	\$45.00
Coupon Book for Zones 2 – 4	\$40.00
<u>10-Ticket Book for Zone 5:</u>	<u>\$40.00</u>

**4.9 Trolley One-Way Cash Fares**

Senior/Disabled:	\$1.00
Centre City:	\$1.25
1 station:	\$1.50
2 stations:	\$1.75
3 stations:	\$2.00
4-10 stations:	\$2.25
11-19 stations:	\$2.50
20+ stations:	\$3.00

A one-way is defined as a one-way trip in a direction away from the station of issue. The one-way ticket is valid for two hours and must be valid during the entire trolley trip. A valid one-way ticket may be used to transfer to any MTS or NCTD bus route or COASTER (upgrade may be required).

**4.10 Round-Trip Trolley Cash Fares**

Round-trip 2 @ \$1.00:	\$2.00 (Senior/Disabled fare)
Round-trip 2 @ \$1.25:	\$2.50 (Centre City Only fare)
Round-trip 2 @ \$1.50:	\$3.00
Round-trip 2 @ \$1.75:	\$3.50
Round-trip 2 @ \$2.00:	\$4.00
Round-trip 2 @ \$2.25:	\$4.50
Round-trip 2 @ \$2.50:	\$5.00

Round-trip 2 @ \$3.00: \$6.00

A round-trip ticket shall entitle the person to whom the ticket is issued one round-trip, which may be used at any time throughout the operating day. A round-trip ticket shall be accepted on the bus as payment for fare up to the value of the ticket for up to two hours from time of purchase. The passenger shall be allowed to keep the round-trip ticket for use on another bus transfer.

**4.11 NCTD BREEZE, FAST, and COASTER Connection Services:**

Cash: Senior and Disabled	<del>\$0.75</del> <u>1.00</u>
Day Pass: Senior and Disabled	<del>\$1.50</del> <u>2.00</u>
Cash: Single boarding	<del>\$1.75</del> <u>2.00</u>
Day Pass: One day's unlimited use on BREEZE and FAST	<del>\$3.75</del> <u>4.00</u>

**4.12 COASTER Regular Cash Fares & Tickets**

No. of Zones	Single Trip Transfer From Transit	Regular Single Trip	Ten Trips
1 Zone	\$2.00	<del>\$3.75</del> <u>4.00</u>	<del>\$34</del> <u>36.00</u>
2 Zones	\$2.50	<del>\$4.25</del> <u>4.50</u>	<del>\$38.00</del> <u>40.50</u>
3 Zones	\$3.00	<del>\$4.75</del> <u>5.00</u>	<del>\$43.00</del> <u>45.00</u>
4 Zones	\$3.50	<del>\$5.25</del> <u>5.50</u>	<del>\$48.00</del> <u>50.00</u>
Senior & Disabled COASTER Fares			
1 Zone	\$1.00	<del>\$1.75</del> <u>2.00</u>	<del>\$15.75</del> <u>18.00</u>
2 Zones	\$1.25	<del>\$2.00</del> <u>2.25</u>	<del>\$18.00</del> <u>20.25</u>
3 Zones	\$1.50	<del>\$2.25</del> <u>2.50</u>	<del>\$20.25</del> <u>22.50</u>
4 Zones	\$1.75	<del>\$2.50</del> <u>2.75</u>	<del>\$22.50</del> <u>25.00</u>

A cash upgrade ("Transfer from Transit Ticket") is required for all MTS fares except for ADA Complimentary paratransit fares (ACCESS). A cash upgrade is required for NCTD fares except for ADA Complimentary Paratransit fares (LIFT). Persons holding valid COASTER monthly passes may ride any Amtrak Pacific Surfliner within the origin and destination zones of their passes. The Rail 2 Rail program is subject to annual renewal with the National Railroad Passenger Corporation (Amtrak).

**4.13 Rail 2 Rail**

Persons holding valid Amtrak tickets may ride any COASTER train between Oceanside and San Diego within the origin/destination stations listed on the ticket. The program includes riders on Amtrak Thruway buses between Oceanside and San Diego on a space available basis. The Rail 2 Rail program is subject to annual renewal with the National Railroad Passenger Corporation (Amtrak).

#### **4.14 Children**

Children age five (5) and under ride free on all [fixed route and general public dial a ride services operated by MTS and NCTD](#).

### **Section 5: Regional Monthly Pass Upgrades & Transfers**

#### **5.1 Adult Pass Upgrades**

Passengers holding a valid adult monthly pass as described in this ordinance must pay a cash upgrade to ride services with a higher cash fare value than that for which their pass is valid. Pass upgrades range from \$0.25 to \$9.00 in \$0.25 increments based upon the difference in cash fares.

#### **5.2 Senior/Disabled and Youth Pass Upgrades**

There shall be no cash upgrades required on senior/disabled or youth monthly passes for travel on any regularly scheduled services provided by those operators identified in this ordinance except:

- An upgrade of \$0.50 for passengers transferring to DART
- An upgrade of \$2.00 per zone for Seniors/Disabled per zone for passengers transferring to MTS Rural Bus Services.
- An upgrade of \$4.00 per zone for Youth passengers transferring to MTS Rural Bus Services.
- An upgrade based on zones for passengers transferring to the COASTER.

#### **5.3 Bus and Trolley Transfer Upgrades**

Passengers with a valid transfer slip from MTS or NCTD may transfer to a bus or trolley of equal or lower cash fare value free of charge (exception – NCTD BREEZE transfers are equivalent to full fare on MTS urban buses at transfer stations despite NCTD lower cash fare). Passengers with a valid transfer slip from any of the services listed in this Section must pay the difference between the lower and higher cash fare when transferring to a bus or trolley with a higher cash fare value. Transfer upgrades range from \$0.25 to \$3.50. There shall be no transfer upgrade charges for senior/disabled passengers, except when using a transfer slip to board the COASTER, a DART service or an ADA Complementary paratransit service when an upgrade is required.

Eligible passengers with a valid transfer slip from an ADA complementary paratransit service vehicle may transfer to the COASTER, a bus or trolley without the payment of a transfer upgrade charge. Eligible passengers with a validated COASTER ticket may transfer to an ADA complementary Paratransit service vehicle without the payment of a transfer upgrade charge.

There will be a payment of a transfer upgrade required from a bus or trolley to an ADA complementary paratransit service or MTS Rural Bus Service as specified in this ordinance. An eligible passenger is a person with a disability who has been certified as eligible for paratransit service under the ADA and the MTS Regional ADA Complementary Paratransit Plan.

#### **5.4 ADA Service (Access and LIFT) Transfer Upgrades**

Eligible passengers with a valid transfer slip from an ADA complementary paratransit service vehicle may transfer to a bus or trolley without the payment of a transfer upgrade charge. There will be a payment of a transfer upgrade required from a bus or trolley to an ADA complementary paratransit service as specified in this ordinance. An eligible passenger is a person with a disability who has been certified as eligible for paratransit service under the ADA and the MTS Regional ADA Complementary Paratransit Plan.

#### **5.5 Other Transfer Consideration for Flex-Route and Direct Access to Rapid Transit (DART)**

Transfer slips issued from DART and Flex-Route service vehicles shall be valid until the date and time indicated on the transfer slip (the time indicated shall be 90 minutes from the time of drop-off by the Flex-Route DART vehicle, to the nearest half-hour). Transfers are not valid for a return trip on the Flex/DART vehicle.

### **Section 6: Transfer Time**

#### **6.1 MTS Trolley, Commuter Express, and Rural Bus**

Transfer slips issued from buses and punched by the driver shall be valid until the date and time indicated on the transfer slip (approximately two hours from the end of the bus route, rounded to the higher half-hour, with the exception of MTS Contract Services [Commuter Express and Rural Bus], which is 90 minutes from the time punched on the transfer). Transfer slips issued from buses and time stamped by the farebox shall be valid for two hours from the time of issue. Transfer slips shall only be issued when a cash fare is paid or a token is relinquished. No transfer slips shall be issued when a monthly or daily pass is presented. Single-ride and round-trip trolley tickets shall be valid as transfer slips until the date and time indicated on the ticket (two hours from time of purchase).

Transfer slips issued from ADA complementary paratransit service vehicles shall be valid until the date and time indicated on the transfer slip (the time indicated shall be two hours from the time of drop-off by the ADA paratransit vehicle, to the nearest half-hour). Transfers are not valid for a return trip on the ADA paratransit vehicle.

Any transfer slip issued when a previously issued transfer slip is presented for fare payment shall be punched for no more time than is remaining on the initial transfer slip unless an upgrade is paid. The initial transfer slip shall be relinquished to the driver.

## 6.2 NCTD Transfers

NCTD does not issue transfers for service within its own area except on an emergency basis. NCTD cash fare passengers will either pay a single cash fare for a single bus ride or will purchase a Day Pass, which is good for unlimited travel on NCTD services (BREEZE and FAST) on the day of purchase until the end of the service day. COASTER passengers may transfer to NCTD bus services, using their valid COASTER ticket as a transfer slip. Passengers may board one bus (BREEZE or COASTER Connection) by showing a one trip COASTER ticket while traveling to a COASTER station. This ticket will be punched by the bus driver. A COASTER ticket that has been punched may not be used to board a NCTD bus. NCTD honors transfers from MTS services with no fare upgrade to be paid.

BREEZE and FAST operators will honor transfers from LIFT for two hours from the time of issue.

## 6.3 Transfers from MTS

- a. NCTD operators shall accept MTS transfers until the expiration time shown on the transfer, regardless of boarding location or direction of travel. For Rural Bus and Commuter Express Services, NCTD will honor MTS transfers issued for 90 minutes from the end of the issuing bus's trip. For all other MTS operators, except Access, NCTD will honor MTS transfers for two hours from the time they were originally issued in an MTS farebox.
- b. MTS transfer holders whose transfer time has expired shall be requested to pay the regular NCTD fare when boarding NCTD buses.

## 6.4 Transfers to MTS

- a. **Interagency Transfers:** On only those NCTD routes that directly connect with MTS services, NCTD operators may issue an Interagency Transfer, to passengers who request them, to transfer to MTS services upon payment of a single cash fare, or to those who use the BREEZE Monthly Pass, BREEZE College Pass, NCTD Social Service Agency Day Pass, or NCTD Day Pass issued from a FAST vehicle. For MTS Contract Services, (Commuter Bus and Rural Bus Services) Inter-Agency Transfers will also be issued to passengers who have a BREEZE College and Monthly Pass. Interagency transfers are valid as a transfer to MTS services ONLY, for two hours from the time of issue. They are NOT valid to board any NCTD bus routes.
- b. **BREEZE Day Pass:** On those routes that directly connect with MTS services, the BREEZE Day Pass will also serve as an Interagency Transfer. The BREEZE Day Pass is valid for transfers to MTS for two hours from the time of issue.
- c. **BREEZE Monthly and College Pass:** On those routes that directly connect with MTS services, NCTD operators may issue an Interagency Transfer, to passengers who request them who have BREEZE Monthly and College Passes, to transfer to MTS service. Interagency transfers are valid as a transfer to MTS services ONLY,

for two hours from the time of issue. They are NOT valid to board any NCTD bus routes.

- d. **BREEZE Social Service Day Pass:** On those routes that directly connect with MTS services, NCTD operators may issue an Interagency Transfer, to passengers who request them who have a Social Service Day Pass, to transfer to MTS service. Interagency transfers are valid as a transfer to MTS services ONLY, for two hours from the time of issue. They are NOT valid to board any NCTD bus routes.

## Section 7: Transfers with Other Transit Operators Within or Outside San Diego County

### 7.1 METROLINK Trip Tickets and Monthly Passes

METROLINK Trip Tickets and Monthly Passes are valid as full boarding fare on NCTD buses on all ~~weekday~~ routes ~~heading directly serving to or from~~ the Oceanside Transit Center. METROLINK tickets and passes are not valid for transferring between NCTD routes or between NCTD and MTS. METROLINK tickets are not valid for transfers to the COASTER. The rules governing the acceptance of these are as follows:

- a. **Monthly Pass:** This pass MUST have the correct current month and year printed on it to be valid.
- b. **Ten-Ride Ticket:** This ticket has a validation printing area for each of ten (10) rides on METROLINK. In order to be valid to board an NCTD ~~buses~~bus at Oceanside, the current date must appear in one of the boxes numbered 1 - 10.
- c. **Round-Trip Ticket:** This ticket must be imprinted with the current date and is valid until the time shown on that date on buses operating, to and from the Oceanside Transit Center.
- d. **One-Way Ticket:** This ticket must be imprinted with the current date and is valid until the time shown on that date, to board a bus from ~~departing~~ the Oceanside Transit Center only.
- ~~e. **Counting:** Passengers boarding buses with valid METROLINK fares as described above should be counted using the "METROLINK" farebox count key.~~

### 7.2 NCTD and Orange County Transit Authority (OCTA) Transfers

The following transfer agreement is in effect with OCTA between its Route 1 and Route 191 and BREEZE Route 395:

- a. **BREEZE Route 395 to OCTA Route 1 or Route 191:** The passenger will pay the appropriate NCTD single cash fare (or Day Pass fare) and be issued an interagency transfer. This transfer or Day Pass will be accepted by OCTA drivers as full fare for one boarding. In addition, NCTD BREEZE Passes and Regional Passes will be accepted by OCTA as full fare for one boarding on its system.
- b. **OCTA Route 1 or Route 191 to BREEZE Route 395:** An OCTA passenger may transfer from an OCTA bus to NCTD Route 395 by displaying a valid OCTA Day

Pass, or a valid OCTA Monthly Pass. No further fare upgrade will be required. The OCTA Day Pass or Monthly Pass is good for one boarding only on NCTD service. Therefore, the OCTA Day Pass or OCTA Monthly Pass is valid only on Route 395 in San Clemente, as this is the only route that connects with OCTA. Passengers continuing on other routes in Oceanside will need to pay a single cash fare or purchase an NCTD Day Pass. NCTD Route 395 Coach Operators should count all OCTA Day Passes and Monthly Passes on the "OCTA" farebox key.

### 7.3 Greyhound

Greyhound passengers traveling between Oceanside and Escondido may surrender one of their tickets to travel on NCTD BREEZE services between these two points. These tickets must be turned in daily to ensure proper reimbursement to the District. The ticket should indicate a trip between Oceanside and Escondido to be valid. ~~Such passengers should be counted using the "Free" key.~~

## Section 8: Participation in the Regional Transfer System

The policy for participation in the regional transfer system by transit providers shall be as follows:

- Private operators participating in the regional transfer system must operate a fixed-route and fixed, published schedule.
- Operators must serve an area or need not currently served by an existing operator.
- Any publicly subsidized operator should be incorporated into the regional transfer system to the extent feasible and practical.
- Any transit provider receiving MTS transfers shall have a secure handling procedure for all transfer media. Transfers shall be handled as cash-value media, with appropriate security provided for acceptance, inspection, storage, distribution, and disposal.

## Section 9: Regional "Universal" Tokens

Universal tokens shall be available for \$2.25 each, \$2.09 each in multiples of 20 (\$41.80) or 40(\$83.60), and shall entitle the person holding the universal token to up to a \$2.25 cash fare value trip on any MTS or NCTD regular bus or trolley service (not including COASTER or ADA paratransit services). Some DAR, bus, and trolley services may require a cash upgrade in conjunction with the universal token

## Section 10: Regional Day Trippers and Day Passes

### 10.1 Regional Day Trippers

The price of a one-day pass is ~~\$3.75~~\$4.00 in the ~~NCTD area~~NCTD area (BREEZE Day Pass or FAST day pass) and \$5.00 in the MTS area (Day Tripper) -and shall entitle the person to whom the pass is issued unlimited rides during the day for which the pass is valid on any regularly scheduled services provided by the issuing operator (except MTS Commuter Express Routes, MTS Rural Routes and ADA complementary paratransit services). NCTD issued BREEZE Day Pass are valid on MTS services for two hours from the time they are issued from NCTD farebox or vending machine. An NCTD Day Pass issued

by a FAST driver is valid on NCTD BREEZE and FAST services. For transfers to MTS see Section 6.4.a. MTS issued Day Tripper passes are valid on NCTD service the entire day.

The price of a two-day MTS (Day Tripper) pass is \$9.00 and shall entitle the person to whom the pass is issued unlimited rides during the two consecutive days for which the pass is valid on any regularly scheduled services provided by the issuing operator (except MTS Commuter Express, MTS Rural Routes, and ADA complementary paratransit services).

The price of a three-day MTS (Day Tripper) pass is \$12.00 and shall entitle the person to whom the pass is issued unlimited rides during the three consecutive days for which the pass is valid on any regularly scheduled services provided by the issuing operator (except MTS Commuter Express, MTS Rural Routes and ADA complementary paratransit services).

The price of a four-day MTS (Day Tripper) pass is \$15.00 and shall entitle the person to whom the pass is issued unlimited rides during the four consecutive days for which the pass is valid on any regularly scheduled services provided by the issuing operator (except MTS Commuter Express, MTS Rural Routes and ADA complementary paratransit services).

#### NCTD FAST Services

An NCTD Day Pass issued by a FAST driver is valid on NCTD Breeze and FAST services. For transfers to MTS see Section 6.4.a

### **10.2 Classroom Day Tripper - Bus & Trolley**

Classroom Day Trippers, valid for one day during non-peak hours on NCTD and MTS, may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of a minimum of 15 people. One chaperone per every five students may ride at the Classroom Day Tripper price. The price of Classroom Day Trippers shall be \$1.50 per person.

### **10.3 Classroom Day Tripper - COASTER**

The COASTER Classroom Day Tripper provides special round trip fare on selected trains only of \$3.00 per person. Additional fare of \$1.50 is required for transfer to MTS bus or trolley. Travel during non-peak hours Monday through Friday. Maximum of 135 student and adults per group on a scheduled train. Not all trains are available at the group rate. Classroom Day Trippers that provide use of the COASTER, BREEZE, and FAST services are \$4.50 per person.

### **10.4 MTS Hotel Scratch One-Day Tripper**

The Hotel Scratch One-Day Tripper is a one-day MTS Day Tripper priced at a standard one-day price but with scratch off instead of punched month, day, and year boxes. The Day Tripper has a unique serial number code, and the customer may not return or exchange a Day Tripper. Only hotels with a pass sales agreement can sell this type of Day Tripper.

### **10.5 MTS Social Services One-Day Day Tripper**

The MTS Social Services One-Day Tripper is a one-day MTS Day Tripper priced at twice a token rate ( $\$2.09 \times 2 = \$4.18$ ), with hole-punched validation, and only sold to qualified social service agencies who agree to dispense Day Trippers according to MTS requirements. The Day Tripper has a unique serial number code, and the customer may not return or exchange a Day Tripper.

### **10.6 NCTD Social Service Agency Day Pass**

The NCTD Social Service Agency Day Pass is a one-day NCTD Day Pass, sold in packs of ten priced at ~~\$3.75~~\$40.00, which is validated by Social Service agencies by punching the proper day, month, and year. It is sold only to qualified social service agencies who agree to dispense the Day Pass according to NCTD requirements. The Social Service Agency Day Pass has a unique serial number code, and the customer may not return or exchange a Social Service Agency Day Pass. For transfers to MTS, review section 6.4 d.

### **10.7 San Diego County Juror Ticket**

The San Diego County Juror Ticket, distributed to prospective jurors at the four San Diego County Courthouses, allows the bearer to take one ride on any MTS transit bus or trolley (up to \$4.00 fare) or the NCTD COASTER (up to ~~\$5.25~~\$50 fare). The rider must validate the ticket before boarding by scratching off the hour, minute, month, date, and year of boarding for MTS bus and trolley routes. Upon boarding an MTS transit bus, the Juror Ticket is surrendered to the driver, and a transfer slip is used. The transfer slip will be valid for up to 90 minutes from end of bus route on buses equipped with non-electric fareboxes and for two hours from the time of boarding on buses equipped with electronic fareboxes. If the Juror Ticket is used first on a trolley, it is valid for up to two hours from the boarding time scratched. It may be used as a transfer to a bus route or another trolley route within two hours of the boarding time scratched. If the Juror Ticket is used on an NCTD COASTER train, it must be validated for the COASTER trip at the station platform before boarding. The ticket is good for up to two hours from validation and may be used to transfer to an MTS bus or trolley within those two hours. A customer may complete a trip if the ticket expires during the

trip but may not transfer to another route once the ticket has expired. Not valid for use on or transfer to special services or ADA complementary paratransit service.

**Section 11: Other Regional Fare Media and Programs**

**11.1 MTS Pass, Token, and Ticket Sales Commission:** The commission is the amount of money that is retained from the retail purchase price by an authorized pass sales outlet including Transit Store on the sale of each monthly pass, token, Prepaid Ticket, or Day Tripper. The following chart shows the Pass Sales Commissions for the region:

FARE MEDIA	PRICE	AMOUNT (\$)	AMOUNT (%)	DATE
Monthly Pass	\$60.00	\$0.60	1.0%	7/1/05
Monthly Pass	\$64.00	\$0.96	1.5%	7/1/05
Monthly Pass	\$84.00	\$1.26	1.5%	7/1/05
Monthly Pass Senior/Disabled	\$15.00	\$0.23	1.5%	7/1/05
Monthly Pass Youth	\$30.00	\$0.45	1.5%	7/1/05
\$2.25 Token 20-Pack	\$41.80	\$0.42	1.0%	7/1/05
\$2.25 Token 40-Pack	\$83.60	N/A	N/A	7/1/05
One-Day Tripper	\$5.00	\$0.25	5.0%	7/1/05
Two-Day Tripper	\$9.00	\$0.50	5.55%	7/1/05
Three-Day Tripper	\$12.00	\$0.75	6.25%	7/1/05
FARE MEDIA	PRICE	AMOUNT (\$)	AMOUNT (%)	DATE
Four-Day Tripper	\$15.00	\$1.00	6.67%	7/1/05
Hotel Scratch One-Day Tripper	\$5.00	\$0.25	5.0%	7/1/03
Social Services One-Day Tripper	\$4.18	N/A	N/A	7/1/03
Northbound San Ysidro Ticket	\$2.50	\$0.13	5.0%	7/1/03

**11.2 Regional Group Advance Day Pass Sales**

Group event day passes, valid for one to seven days, may be issued to groups (minimum quantity = 100) only on a 21-day or longer advance sales basis. The price of group event advance sales passes shall be as follows:

- One-Day Pass: \$4.50
- Two-Day Pass: \$8.00
- Three-Day Pass: \$11.00
- Four-Day Pass: \$14.00
- Five-Day Pass: \$16.00
- Six-Day Pass: \$18.00
- Seven-Day Pass: \$20.00

The group event day pass shall entitle the person to whom the pass is issued unlimited rides during the corresponding number of consecutive days for which the pass is valid

on any regularly scheduled services provided by NCTD or MTS. Use on a MTS operated Rural Bus Services will require payment of \$4.00 per zone upgrade.

Group event day passes for special events may be purchased in bulk in advance at discounted rates as follows or as otherwise agreed to by the Board:

100-999 passes:	Full price per pass
1,000-1,999 passes:	5 percent discount per pass
2,000-2,999 passes:	10 percent discount per pass
3,000+ passes:	15 percent discount per pass
4,000+ passes:	20 percent discount per pass

### **11.3 MTS College Semester/Monthly Pass**

Pass for a college or university school term of 63 or more days priced at \$1.20 a day, (based on first day of class to last day of final exams, rounded to nearest whole dollar) payable in advance, sold only during the term's registration and/or a monthly pass good for a calendar month, priced at \$45.00 a month, payable in advance. Good on all MTS fixed-route bus and trolley services, Direct Access to Regional Transit (DART) with an upgrade, and Flex-Route services. Not honored on any ADA Complementary Paratransit Services.

MTS College passes are accepted on NCTD BREEZE and FAST services. Use on a MTS operated Rural Bus Services will require an upgrade fee \$4.00 per zone. Valid on the COASTER with payment of a Single Trip Transfer upgrade as shown in Section 4.12.

The semester and monthly college student pass is to be sold only at schools, colleges, and universities that meet the following requirements: accredited by recognized accrediting institution; provide an on-site sales location; track sales to individual students; limit sales to one pass per student currently enrolled with a minimum of seven credit hours; issue each student with a current school year photo identification card; provide a benefit to each student purchasing the term and/or monthly pass to encourage public transit use; and promote the pass through school information materials. Some services may require a fare upgrade.

### **11.4 MTS ACCESS and NCTD LIFT Service Ticket Books:**

All ADA prepaid fare media will only be good on the system for which it was developed. Each system shall have the flexibility to price the tickets at a level that is consistent with the ADA fare that is charged in the operating area.

### **11.5 Northbound San Ysidro Trolley Ticket**

The Northbound Trolley Ticket, dispensed from the San Ysidro kiosk, is good for a one-way, northbound trip on the San Diego Trolley for a maximum fare ride of \$2.50 (up to 19 stations from San Ysidro on any San Diego Trolley route). The ticket is punched by the San Ysidro vendor at the point of sale for the hour, minute, month, date, and year of travel and expires 120 minutes after the time punched. This ticket is valid as a transfer to any MTS bus or trolley route, but cash upgrades apply if traveling past 19

stations on the trolley or transferring to an MTS bus route with a higher fare. The ticket is not good for a return trip towards the border on the San Diego Trolley. It is not valid for use on or transfer to NCTD COASTER, special services, or ADA complementary paratransit service.

**11.6 Ecopass Group Sales Pass Program**

This program is for businesses or groups with 25 or more employees or members who purchase Bus and Trolley monthly passes and who are willing to purchase 25 passes or more for a minimum of three months. The price would be set based on participation in the program for a year for the specified number of monthly passes. Only one trial program is permitted per employer or group. The trial program agreement must be for a specific fiscal year. Advance payment for the total number of Trial Program passes is required. The discount is available for an employer or group purchasing 300 or more passes for an annual (12 months) program. The program can be pro-rated to accommodate the time left in the fiscal year. The program agreement and payment must be for a specific fiscal year. Advance payment for the total number of annual monthly passes is required.

The price of the employer or group sales pass program shall be tiered according to the number of annual regular adult passes purchased. The discount offered shall be as follows:

<b>Employer/Group Program Pricing</b>		
<b>Annual Quantity</b>	<b>Average Users</b>	<b>Month Discount</b>
1. 300 to 600 passes/ year	25 - 50	10%
2. 601 to 1,200 passes/year	51 - 100	15%
3. 1,201 to 3,000 passes/year	101 - 250	20%
4. 3,001 to 6,000 passes/year	251 – 500	25%
5. 6,001 to 12,000 passes/year	501 – 1,000+	30%

The standard \$60 pre-discounted Monthly Pass is valid on all regular Metropolitan Transit System (MTS) buses, the San Diego Trolley and NCTD BREEZE and FAST services.

Cash upgrades apply when using this pass on MTS Commuter Bus, MTS Rural Service and the ~~Coaster~~ COASTER.

**11.7 Temporary, Promotional, & Experimental Fares**

The two transit agencies shall have the ability to set temporary, promotional and experimental fares. Temporary, promotional and experimental fares are defined as fares implemented for no more than twelve months for seasonal events or for marketing purposes. These fares because of their short term/temporary nature would not need to be included in the Comprehensive Fare Ordinance or require a public hearing.

**Section 12: NCTD Only Fare Media & Programs**

**12.1 BREEZE Monthly Pass (NCTD): \$54.00**

This monthly pass valid on BREEZE and FAST services for unlimited trip during the one calendar month it is issued. For transfers to MTS see section 6.4.a

## **12.2 BREEZE College Pass**

This monthly pass is valid on BREEZE and FAST services for unlimited trips by college students during the one calendar month it is issued. NCTD may sell discounted BREEZE monthly passes to any post secondary educational institution (college) in its service area with whom NCTD signs an agreement establishing terms and conditions. The price for monthly passes sold to post secondary educational institutions shall be \$10.00 per month less than the regular BREEZE Monthly pass. For transfers to MTS see section 6.4.a

## **12.3 Day Pass**

NCTD fareboxes issue a Day Pass when the passenger deposits ~~\$3-754.00~~ (or ~~\$1-502.00~~ for Senior/Disabled upon proper key entry by the operator). The Day Pass is valid for unlimited travel on all NCTD BREEZE bus routes and NCTD FAST services until 11:59 p.m. (or last bus of the day) on the date of issue. The NCTD Day Pass is valid as a transfer to MTS service for two hours from the time of issuance. The NCTD Day Pass is valid as a transfer for one connecting bus trip on OCTA services.

## **12.4 Social Service Agency Day Pass**

NCTD one-day pass valid for unlimited travel on all NCTD BREEZE bus routes and NCTD FAST Service until 11:59 p.m. or last bus of the day on the date of issue. For transfers to MTS please see section 6.4.d

## **12.5 LIFT 10 Ride Ticket Books**

NCTD sells 10 Ride Ticket Books to eligible ADA certified agencies and eligible ADA certified passengers for ~~\$3540.00~~

## **Section 13: Regional Ticket and Pass Administration**

This section shall cover the administration of printing, sales, boarding counts, revenue collection, and revenue allocation for regular, senior/disabled, Day Tripper, all tickets, and tokens. All figures for the Adult pass include the College Semester/Monthly Pass. This section does not apply to general public or senior/disabled dial-a-ride operators.

### **13.1 SANDAG Responsibilities**

SANDAG shall ensure that each operator submits Monthly Pass boarding counts by category (adult - all zones combined, senior/disabled, and youth), all ticket counts (by ticket type), and tokens and transfer upgrades to SANDAG on a monthly basis. In addition, SANDAG shall ensure that those operators operating Express and Commuter Express routes submit pass-boarding counts by route. SANDAG shall also ensure that appropriate operators submit transfer upgrade activity counts.

**13.2** SANDAG shall distribute the proportion of revenues from all regional fare media, including but not limited to, tokens. Adult Monthly Passes, Senior/Disabled and Youth Monthly Passes, College Semester/Monthly Passes, and ticket sales, are to be allocated to each operator on a county wide basis in accordance with Exhibit 1.

- 13.3** SANDAG shall determine the proportion of revenues from Senior/Disabled and Youth Monthly Pass sales to be allocated to each operator on a countywide basis in accordance with Exhibit 1.
- 13.4** SANDAG shall determine the proportion of revenues from all ticket sales to be allocated to each operator on a countywide basis in accordance with the formula shown in Exhibit 1.
- 13.5** SANDAG shall submit the Monthly Pass summary counts and allocation percentages by category (Adult, Senior/Disabled, Youth, and College Semester/Monthly) and all pass levels and all ticket counts (by type) for each operator. SANDAG shall disburse the Monthly Pass, Day Trippers, upgrades, and ticket sales revenue collected to the various operators in accordance with the calculated percentages. SANDAG shall complete said percentages and counts for the previous month by the 25th day of the month following.
- 13.6** SANDAG shall prepare a yearly summary of Monthly Passes, tokens, and ticket riders (by operator).
- 13.7** SANDAG shall fund and administer the design and printing of regional passes, tokens, and tickets. The design of which shall be subject to approval by the operators.
- 13.8** SANDAG shall fund the regional prepaid fare program encompassing the distribution and sales reconciliation of Monthly Passes (for Adults by price, Senior/Disabled, and Youth), Day Tripper Passes, tokens, all tickets, pass-by-mail program media. A Pass Sales Manager employed by SANDAG will be the coordinator of this fare program.
- 13.9** SANDAG shall determine the Day Tripper pass sales revenue to be allocated to MTS, NCTD, and any participating private operator based on the percentages of regional Adult Monthly Pass sales. Allocation to a private operator shall be determined and updated each calendar year based on Day Tripper usage surveys.
- 13.10** SANDAG shall prepare a monthly summary of *TransNet* Local Transportation Sales Tax subsidies for Senior/Disabled and Youth Passes, or any other local jurisdiction subsidy by the end of the month.
- 13.11** SANDAG shall prepare a monthly summary of regional Monthly Pass (for Adult by price, Senior/Disabled, and Youth), Day Tripper Pass, and all ticket revenue distribution, including subsidies, and shall submit a copy of these data, SANDAG summary counts, and allocation percentages to each operator.
- 13.12** SANDAG shall keep a separate fund for all pass and ticket sales revenue received.
- 13.13** SANDAG shall issue a check monthly to each operator for its portion of Adult Monthly Passes, Senior/Disabled Passes, Youth Passes, Day Tripper Passes, all tickets, *TransNet* Local Transportation Tax subsidies (MTS area operators only). The pass and ticket revenue check shall reflect the net amount to be received by each operator after adjustment is made to allocate transfer fares paid on first vehicles as described in Exhibit 1. Checks for a particular month's revenue shall be issued by SANDAG for all

funds received, and any applicable interest earned, during the previous month. These checks shall be issued within ten working days from the beginning of the month of the SANDAG report. A reconciling report shall be sent to each operator showing which month the money is from and any adjustments needed (e.g., bad checks, theft, or error).

- 13.14** SANDAG shall bill local jurisdictions monthly for any subsidy payments that may result from a reduced price monthly pass program established by that jurisdiction and apportion such revenue to the appropriate operators.

#### **Section 14: Operator Responsibilities**

**14.1** Each operator shall determine pass riders by category: Adult (all zones combined), Senior/Disabled and Youth, ticket riders by type, and tokens. Operators shall determine other prepaid fare media (Day Trippers, Classroom Day Trippers) as feasible, based on current farebox technology in use. Those operators operating Express, Commuter Express routes shall count pass boardings by route for Express, and Commuter Express services. Buses shall be equipped to permit operators to maintain a daily count of each category, type of rider, and upgrades. A daily record shall be maintained and kept on file for a one-year period. Such records shall be made available to SANDAG at its request. For the purpose of ticket revenue allocation, the tickets shall be counted as follows:

- A ticket received for fare payment is counted as a ticket for revenue allocation.
- A Day Tripper pass, ticket usage, and upgrades on the San Diego Trolley shall be determined on a sampling basis as prescribed by SANDAG.

**14.2** Each operator shall prepare a monthly summary of pass riders (by category and route, where applicable), all tickets, token riders (by type), and upgrades using the formula in Exhibit 1, and submit the summary of the previous month to SANDAG by the 23rd day of the month following.

**14.3** Each operator shall permit SANDAG to be the arbiter in case of questions regarding pass counts, and SANDAG shall justify its decision to the operator(s) in question.

#### **Section 15: Identification Cards**

**15.1** MTS Transit identification cards for senior, disabled and youth riders shall be available at The Transit Store at a price of \$6.00. A \$4.00 fee will be charged for a lost or stolen replacement card.

**15.2** NCTD reduced fare ID cards are available free from NCTD Customer Service. A \$5.00 replacement fee is charged for replacement cards after the first free card.

#### **Section 16: Compass Card**

**16.1** SANDAG, the administrator of the Compass Card Program, may require a nonrefundable fee to acquire a Compass Card. The fee shall not exceed \$5.00.

Compass Card users may elect to register their card. If registered, users will be entitled to one fee free replacement if the card is lost or stolen. Additionally, registered users of the Compass Card are entitled to balance protection. Registered users will be reimbursed their cash or transit product at the time the card is reported lost or stolen. Reimbursement will be provided on a new Compass Card or through the refund process outlined in Paragraph 16.6. An unregistered user shall have no right to reimbursement or refund of a Compass Card balance even if the card is lost or stolen.

Compass Card users may opt not to participate in the registration program, but shall be required to pay the above-mentioned fee and will not receive the benefits of registration. Whether or not a user pays a fee or participates in the registration program, the Compass Card shall be the property of SANDAG and may be revoked and/or confiscated by SANDAG, MTS, or NCTD personnel.

- 16.2** Compass Card users who have a transit product stored on their card must validate their card on each transit service that they ride, each and every time they use the service. Compass Card users must validate their cards via on-board validators on buses or station platform validators for rapid transit services such as COASTER, Trolley, Sprinter, and BRT services.

Patrons who fail to validate their Compass Card in the manner describe above will be deemed to not be in possession of valid fare and subject to applicable fines and penalties.

- 16.3** Use of a Compass Card with a “stored value” is defined as use of any Compass Card for a debit transaction for transit service when transit cash has been placed on the card.

Compass Card users must present their card to the appropriate deduction device when entering fixed fare transit services (e.g. fixed route bus, Sprinter) and present their card to the appropriate validator device when entering and exiting zone-based transit services (COASTER, Trolley).

Patrons who fail to present their Compass Card while entering transit services in the manner describe above, will be deemed to not be in possession of valid fare and subject to applicable fines and penalties.

Patrons who fail to present their Compass Card while exiting zone-based transit services in the manner describe above, will be charged the highest rate for that service mode.

- 16.4** Users of the Compass Card must produce the Compass Card for inspection by authorized MTS, SANDAG, NCTD, security or law enforcement staff on demand.

- 16.5** The San Diego Compass Card is intended as a fare payment device on MTS services and NCTD services and any non-authorized use of the card is strictly forbidden. Persons found to be using the Compass Card in a fraudulent manner may have their Compass Card confiscated, their account suspended, and any remaining cash value in the account may be eligible for a refund following the procedure in Section 16.6.

**16.6** Refunds of transit products on Compass Cards will not be provided.

Refunds of cash value remaining on voluntarily surrendered cards and confiscated cards will be considered on an individual basis for holders of registered Compass Cards only. Registered Compass Card holders seeking a refund must complete an application form available from the Transit Store or NCTD Customer Service, and follow the submission instructions on the application. SANDAG reserves the right to refuse any request for refund, or to make a partial refund. SANDAG also reserves the right to deduct a processing fee of not more than 10% on any refund.

Refunds will be issued as a credit on the same card as the original purchase if made by credit card. Original payments made by cash, check or debit card will be refunded by check.

**Section 17: Effective Date of Amendments**

An amendment to this Ordinance shall become effective July 1, 2006 go into effect fifteen (15) calendar days after approval of the amendment by the SANDAG Board.

PASSED AND ADOPTED by the San Diego Association of Governments, this \_\_\_\_ day of June ~~May~~ 2006 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

STATE OF CALIFORNIA

COUNTY OF SAN DIEGO

I, Clerk of the Board of SANDAG, do hereby certify that the foregoing is a true copy of an Ordinance adopted by the SANDAG Board of Directors on \_\_\_\_\_, 2006, at the time and by the vote stated above, which said Ordinance is on file in the office of SANDAG.

DATED: ~~June~~ ~~May~~ \_\_\_\_\_, 2006

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Clerk of the Board

## **PUBLIC COMMENTS RECEIVED BY E-MAIL, FAX, AND TELEPHONE**

Notice of the proposed fare increase was published in seven newspapers and posted on all NCTD buses and COASTER trains. The public was invited to submit comments on the proposed fare increase by e-mail, fax, or telephone, in addition to speaking at the joint public hearing scheduled for May 18, 2006, at NCTD. The public was directed to send all advance written or verbal comments to NCTD for inclusion into the public hearing process. The following comments were received by NCTD or sent directly to SANDAG.

Julie Bishop  
10090 Bordelon St  
San Diego, CA 92124  
April 28, 2006  
SANDAG  
Department of Transportation  
Transportation Committee  
401 B Street Suite 800  
San Diego, CA 92101

Dear Sirs:

I am writing this letter to ask you to reject the proposal to increase the cost of cash fares and monthly passes for bus and train services. The public hearing for this issue will be on May 18, 2006.

Economic times are hard and I feel that approving such a measure will only put undue pressure on people who already have limited resources and who are forced by circumstances to utilize public transportation. I believe that increasing this fare would create an undue burden on those already struggling to survive in our current economic times.

The purpose of this public hearing is to discuss the fares increasing from 4% to 14%, depending on the travel zone. Per your website the public transit commutes over 77 million miles and provides over 33 million rides annually. At this particular time, your current passes range from \$15.00 to \$84.00 per month with individual rides costing \$1.00 to \$4.00. Based on your survey conducted in 2000, 36% of your riders earn less than \$30,000 dollars a year. This increase will significantly impact the riders in this income bracket.

Given the status of the economy, the continuing rise of gas prices and clear documentation that the users of your service earn a modest income, any increase in fares at this time will have a deleterious effect on their quality of life. These riders are left with no other alternatives except to utilize public transportation, therefore it is unfair of you to implement such a cost increase and have it currently supported by your riders. This proposed change will not improve services for your rides nor ensure that adequate services are available, based on these reasons noted above I strongly encourage you at this time to vote no to this fare increase.

Thank you for your support.  
Sincerely, Julie Bishop

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From: Chris Carmichael [<mailto:ccarmichael@gmail.com>]  
Sent: Tuesday, May 02, 2006 9:29 PM  
To: farechanges  
Subject: Proposed fare changes

2 May 2006

I am a Coaster rider for over ten years. I always dread when "Fare Changes" are announced. This year, they are fair changes -- I am surprised despite the rising cost of energy, labor and the like, the proposed increase is acceptable.

Although I don't like paying more; however, every day when I'm on the Coaster and I see the traffic backed up on the 5 freeway, it's like the charge card commercial: Priceless.

Thank you for your time,

Chris Carmichael  
Oceanside 92056

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Hello:

In response to the Rider Alert distributed this morning, I am writing to oppose the proposed increase in fares (near 8% for 3 Zone Monthly). While I realize the increase is likely due to increased operating costs, I am not clear how the proposed increase is justified in light of the proposed cutting of Coaster services on Friday evenings (Oct. - March).

Thank you for any additional information you can provide.

Kurt Harrington  
Senior Marketing Manager, Rituxan Immunology  
Biogen Idec  
5200 Research Place  
San Diego, CA 92122  
858-401-8314 (direct)  
[kurt.harrington@biogenidec.com](mailto:kurt.harrington@biogenidec.com)

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**From:** Jomoma16@aol.com [mailto:Jomoma16@aol.com]  
**Sent:** Friday, May 06, 2005 6:52 AM  
**To:** farechange  
**Subject:** Comments

Why is the Sandag Transportation Committee co-hosting this meeting and who are the members?

Could someone copies of the part of the legislation as to why Sandag seems to have taken charge of our system.....

Sandag's phone number..email and all other appropriate contact numbers should be on any flyer, etc that NCTD places on our buses and should be printed on our Bus schedule booklet.

Once again...the Public Meeting for fares and route changes is at 2 pm.....it does show that Sandag is no more aware than you are that the many bus riders these subjects effect cannot get to meetings.

I would like to have the Sandag literature mailed to my address at 645 Via Cantabria #206 Encinitas, Ca 92024.....Jo Moran

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**From:** Bob Mikulka [mailto:bob-mikulka@cox.net]  
**Sent:** Thursday, May 04, 2006 10:13 AM  
**To:** farechanges  
**Subject:**  
**Importance:** High

INCREASING THE COASTER FARE IS A BIG MISTAKE at this time.

- \* Rider ship is on the rise because the cost difference with driving is starting to outweigh the perceived inconvenience. Raising the fare will reverse this trend.

- \* The 7.1% increase is well above the published inflation rate of 3%.

- \* The increase is yet another example of the "GOUGE THE CONSUMER" trend.

- \* Use of public transit should be encouraged.

- \* The cost of riding the Coaster is already expensive when compared with the cost of public transportation in other countries. In Germany, for instance one can purchase a "family pass" for up to five family members that is good for an entire 24-hour period anywhere in Munich. The cost of the pass is about 75% of a single round-trip 4-zone coaster ticket.

- \* Increased rider ship will offset the increase in operating cost due to fuel. This has to be true since it is much more efficient to move people by train and the cost to add additional capacity is incremental (i.e. more cars per trip).

I am glad that an alternative to driving exists. I firmly believe that mass-transit is a better approach for the future of the community. Mass-transit aids in reducing environmental issues, does not require as much real-estate, is safer and helps reduce our nations dependence on a limited resource however, it is difficult to get people to sacrifice individual independence. Community leaders and public officials should do all they can to promote mass transit.

Sincerely,  
Bob Mikulka

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From: Chris Carmichael [<mailto:ccarmichael@gmail.com>]  
Sent: Tuesday, May 02, 2006 9:29 PM  
To: farechanges  
Subject: Proposed fare changes

2 May 2006

I am a Coaster rider for over ten years. I always dread when "Fare Changes" are announced. This year, they are fair changes -- I am surprised despite the rising cost of energy, labor and the like, the proposed increase is acceptable.

Although I don't like paying more; however, every day when I'm on the Coaster and I see the traffic backed up on the 5 freeway, it's like the charge card commercial: Priceless.

Thank you for your time,

Chris Carmichael  
Oceanside 92056

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From: DAVID.C.POWERS@saic.com [<mailto:DAVID.C.POWERS@saic.com>]  
Sent: Thursday, May 04, 2006 4:13 PM  
To: farechanges  
Subject: Raising Coaster Fares

Please don't raise the fares. Mass transportation is supposed to be cheaper and attract people away from their cars. I did not take the train for years as driving was cheaper. Now it costs about the same. Raising the fares might make me want to drive again.

David C. Powers

Science Applications International Corporation (SAIC) - SAIC Help Desk  
Supervisor Phone (858) 826-3372 <http://www.saic.com>  
<https://issaic.saic.com/helpdesk>

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From: Jaelyn [<mailto:jaelyn@bluebottle.com>]  
Sent: Friday, May 05, 2006 7:22 AM  
To: farechanges  
Subject: Coaster Fare Increase (Coaster Rider)

NCTD / SANDAG Customer Service Dept.:

As a Coaster monthly pass holder, I would like to voice my concern for this fare increase for the NCTD Bus and Train Services. I'm not quite sure what the reasoning is behind the fare increase, but believe that the general public who utilize this vital transportation service should NOT be responsible for paying the bid difference from the new contract that will take over the Coaster (Amtrak) on 01 July.

I am disappointed about the new contract and company that will service the Coaster, but moreso apprehensive about the service and lack of experience that the new conductors will provide. I feel that you cannot train 25+ years of conductor experience that Amtrak conductors provided.

With this expressed, to raise the fare to pay for questionable service and safety along with making up the contract bid difference, I do NOT agree with the fare increase.

Thank you for your time and consideration in this matter.

Regards,

Jaelyn Sibley

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I work for the Navy and am the transportation coordinator for the Broadway Complex, downtown San Diego. I was just informed by one of your riders of the "proposed" increase and was told that if it is implemented it will be effective 1 July. When will we find out if it is approved? We are on the voucher system and it will affect some of our Coaster riders (senior and disabled). Why can't the proposed fare be an even \$38.00? Our vouchers do not come in 50 cent increments. Can we be notified of the fare increase in advance so we can accommodate our people that are participating in the program. We won't be able to accommodate them if we find out the end of June and it takes effect 1 July. I would appreciate some feedback and a POC that I can talk to.

**V/r, Barbara Cooke**  
**NRSW Business Office**  
**Competitive Sourcing (N02H1R)**  
**barbara.cooke@navy.mil**  
**(619) 532-4739, DSN 522**  
**Fax (619) 532-2917**

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Dear NCTD,

I recently was informed that the NCTD was going to raise it fares for the Coaster. The issue here is the amount of the increase. A monthly pass for two zones, which is already expensive on a per-mile basis compared to commuter rail/mass transit lines in other cities, is increasing 8.6%, more than that for a single-ride ticket. While riding the Coaster is pleasurable compared to driving, it is not a cheaper alternative. These are reasons why the fare should only increase less than proposed, or not at all:

1. There has been a significant increase in rider-ship but no increase in services: i.e. extra cars on a train or extra routes, in spite of the extra revenue from the increase in rider-ship. Many evenings, there is only standing room on the train.
2. The trains are poorly maintained. They are dirty (inside and out) and often smell. The stations are also dirty.
3. Parking at some stations is very limited. Perhaps having "park-n-ride" commuters park at already designated park-n-ride lots near the freeway exits, not at the Coaster stations would alleviate that issue as they are not paying the additional Coaster expense. Several monthly pass holders have had to drive to work because they could not get parking at Encinitas.
4. Service reliability due to Amtrak's problem with staying on schedule and switch issues. A double track has been needed for some time and the track signaling system needs to be improved.
5. Perhaps Zones should be redrawn to make the fares more reasonable.(?)

Remember, we want to increase rider-ship, not scare people away due to the high cost (per mile). Also, NCTD needs to accommodate the new commuters. Thank you for your time.

Sincerely,

Neil Grodsky  
Daytime Phone: (858) 622-7978

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From: Liu, Zhengyu [<mailto:Zhengyu.Liu@pfizer.com>]  
Sent: Wednesday, May 10, 2006 4:30 PM  
To: farechanges  
Subject: Against Fare Increase

NCTD,

The fare increase will put people back to the highway. I am against it.

Thanks,

Coaster Commuter.

I have just returned from a trip Chile. There the cost of diesel is about \$4.50 per gallon and gasoline is \$6.00 plus. The ridership on the subway and the bus system is great. They charge about \$.75 for a full fare. The general cost of living is not much different than in the USA. The system is packed and I believe they are making money from volume. If NCTD chooses to raise rates it will only discourage ridership and encourage people to use their car. I work in Encinitas with a number of people who live in Oceanside and Carlsbad. Many of them would love to take the Coaster but the cost is just too high and it is better for them to drive. I took the Coaster for about 5 years but only because I was able to get senior rates. I have moved since and must drive or take the bus (with a long walk from my house). I strongly would recommend NCTD to not raise rates and even try to lower them. With the high cost of gas ridership on the bus and Coaster would no doubt go up and profits too. It would be a win/win thing. I enjoy riding on your system, and please try to keep as good or better than it is now. As they say in Chile "Take care of the transit system and it will take care of you."

Duane Thompson

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**From:** Lin Majors [<mailto:LMAJORS@ucsd.edu>]  
**Sent:** Wednesday, May 17, 2006 9:54 AM  
**To:** farechanges  
**Subject:** Fare changes

Hi,

I am hoping you will reconsider "no longer selling 10 trip tickets". I am an avid bike rider and use the Coaster only for the morning commute, so buying a monthly pass just doesn't make sense. It would be a BIG inconvenience to have to purchase a ticket every morning. I am sure there will be longer lines and it may be difficult to purchase a single ticket everyday prior to the train arriving at the station. This is a huge problem that needs to be addressed.

Thank you, Lin Majors

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**From:** chris fulmer [<mailto:cfulmer2001@yahoo.com>]  
**Sent:** Wednesday, May 17, 2006 11:26 AM  
**To:** farechanges  
**Subject:** object to fare increases

I object to the fare increases. I think the fares are already too high and that public transit should be supplemented at a higher level by government.

The highways already have tremendous subsidies that dwarf public transit funds. This should be equalized and encourage more trains, buses and fewer cars by lowering public transit fares.

Thanks

HENRIK HARBIN // 650 S. RANCHO SANTA FE #92 // SAN MARCOS CA // 92078

NCTD  
ATTN: Fare Increase  
810 Mission Avenue  
Oceanside CA 92054

REC'D MAY 15 2006

Friday, May 12, 2006

To whom it may concern:

A notice has been circulating on LIFT's buses recently, detailing a possible rate increase that is scheduled to begin when Laidlaw takes over LIFT's contract on July 1, 2006.

This increase is unfair to disabled and senior passengers, who are typically on fixed incomes. Yes, Laidlaw and NCTD would profit by raising each ride from \$3.50 to \$4.00, but that would also increase the passengers' burden from \$140 to \$160 a month (using a five-day schedule per week). If the passenger were on a limited monthly income of (for example) \$700, the cost of ticket books would decrease that person's money to an average \$540 a month.

(Note also that a person's fixed income is rarely raised to a level equivalent to real comfort. Indeed, not even when the cost of living increases does a fixed income rise to meet that level.)

A door-to-door bus service like Laidlaw is convenient when gas prices are so high that one must choose between a full tank and a full stomach (or a month's shelter, etc.), but when that full stomach is further challenged by unfairly increased cost for that bus service, an issue of fair play is called into question.

Please, reconsider this unfair rate increase. You would be doing your passengers a significant favor, and in return your business might be improved through a sense of fair play.

Sincerely,



Henrik Harbin

HH/hh

**MINUTES OF THE SPECIAL MEETING/CLOSED SESSION AND THE REGULAR MEETING  
OF NORTH COUNTY TRANSIT DISTRICT HELD MAY 18, 2006**

**PUBLIC HEARING**

5. Conduct: Public Hearing for Proposed Fare Adjustments for COASTER, BREEZE, FAST and LIFT for FY 07

Ed Gallo opened the NCTD Public Hearing for proposed fare adjustments and Joe Kellejian, Chair of San Diego Association of Governments Transportation Committee, opened the public hearing for the Transportation Committee of the San Diego Association of Governments.

Joe Kellejian stated that SANDAG is responsible for approving the fare changes and incorporating them into the regional comprehensive fare ordinance. He said that the SANDAG Transportation Committee will be conducting this public hearing jointly with NCTD and he called the roll for the SANDAG Transportation Committee:

Joe Kellejian, representing North Coast Region  
Lori Holt Pfeiler, representing North County Inland  
Phil Monroe, representing South County  
Supervisor Ron Roberts, representing the County of San Diego  
Bob Emery, representing Metropolitan Transit Development Board  
Lesa Heebner, dual role representing North County Transit District and North County Transit District as an Alternate on the Transportation Committee.

Mr. Kellejian requested that NCTD staff present the fare increase proposal.

Stefan Marks, NCTD's Manager of Service Development, reviewed the principles applied for evaluating fare changes, including: fairness; sustainability; simplicity; consistency; how the fares integrate with each other; and what impacts they have on ridership. Mr. Marks stated that NCTD, as a part of regional consolidation, no longer makes choices about fares, that it is now a regional responsibility.

Mr. Marks reviewed the scope of the fare changes: the BREEZE fixed-route system; FAST dial-a-ride service; LIFT service for people with disabilities who are not able to use fixed-route services; and the COASTER. He also described the projected revenue increase, projected ridership and special event fares. Mr. Marks concluded with comments regarding a SANDAG region-wide fare study and the Smart-Card Project, both of which will come on-line in the next six to nine months.

Dave Druker requested that Mr. Marks review information on when the last fare increases occurred.

Mr. Marks responded that the last increases were as follows: COASTER on July 1, 2004; regional pass adjustments (regional monthly passes associated with the senior/disabled passes, youth passes, and good on both MTS and NCTD) had step increases the last three years, with the last one being implemented July 1, 2005; adjustments for the BREEZE and FAST fares were authorized on July 1, 2003 but were not implemented until November 1, 2004, due to farebox technology issues.

## **MINUTES OF THE SPECIAL MEETING/CLOSED SESSION AND THE REGULAR MEETING OF NORTH COUNTY TRANSIT DISTRICT HELD MAY 18, 2006**

Norine Sigafoose requested clarification on when the changes proposed today would take effect.

Stefan Marks stated that if the changes are approved by both the SANDAG and NCTD Boards, the changes would be effective July 1, 2006.

Ms. Jennifer Knapic, San Marcos, CA spoke on her concerns regarding noticing of the Public Hearing.

Ms. Elizabeth Gerdes, Oceanside, CA stated that she was representing senior/disabled riders and requested those fares not be increased.

Mr. Frank Pendleton, Oceanside, CA spoke on his concerns regarding incorrect noticing of the Public Hearing in Spanish.

Mr. Bruce Willbrant, Oceanside, CA spoke on his concerns regarding the impact a fare increase would have on low-income riders.

Ms. Jeeni Criscenzo, Oceanside, CA spoke on her concerns regarding fare increases.

Ms. Trudy Strausbaugh, Oceanside, CA spoke on her concerns regarding running empty buses and fare increases.

Ms. Mary Leonard, Escondido, CA said she has been riding the buses since 1977 and she thanked the Board for the service.

Ed Gallo closed the NCTD public hearing.

Joe Kellejian closed the SANDAG public hearing.

Lori Holt Pfeiler requested information on farebox recovery.

Stefan Marks responded that the farebox recovery was: 8.5% for FAST; 9.5% for LIFT; 21% for BREEZE; 35% for COASTER.

Bob Emery stated he expected to see more of a financial justification for the fare increase, and that he expected to receive budget figures that would show the deficits or projected deficits.

Stefan Marks responded that when the budget process started three months ago with the SANDAG revenue estimates, there was a \$1.5 million budget deficit. He said that at one point the budget was balanced, but fuel prices increased dramatically.

Lesia Heebner added that fuel, workers compensation and insurance premium increases also impacted the budget.

Ron Roberts stated that baseline performance indicators should be a part of this presentation.

Karen King said that typically the fare increase would be a part of the public hearing of the budget, which is later in today's agenda, but that in deference to the SANDAG members schedules, the

**MINUTES OF THE SPECIAL MEETING/CLOSED SESSION AND THE REGULAR MEETING OF NORTH COUNTY TRANSIT DISTRICT HELD MAY 18, 2006**

fare hearing was put at the beginning of the meeting. She said that NCTD could provide the SANDAG members that information.

Ron Roberts suggested that a consistent presentation format be developed for both MTS and NCTD for future proposed fare changes.

Bill Horn explained that NCTD has a sub-committee process so items are heard twice by some Board members and they are presented to the full NCTD Board with a recommendation. He stated that maybe the format needs to be changed so both MTS and NCTD are doing things the same way.

Phil Monroe asked if the transit modes have the capacity to expand if service levels increased.

Ron Roberts stated he was impressed that a senior monthly pass was \$15.

Stefan Marks responded that the senior monthly pass is subsidized by TransNet.

Lesla Heebner asked about the available capacity on the COASTER.

Karen King responded that there are empty seats, but at peak times the trains may be full. She said we have the ability to add additional cars to the trains, but are reluctant to do that because not all the platforms are long enough to accommodate six car trains, but that would be the next thing we could do to increase the capacity.

Norine Sigafosse asked staff to address speakers concerns about the incorrect Spanish notice.

Stefan Marks responded that as soon as they found out the date on the notice was incorrect, they had the notice reprinted within four days.

Michael Cowett said that both he and Julie Wiley, SANDAG General Counsel, agree that NCTD has legally complied with public notice requirements.

**MOTION BY LESA HEEBNER THAT THE NCTD BOARD APPROVE STAFF RECOMMENDATION OF THE FARE INCREASES AS OUTLINED, SECONDED BY BOB CAMPBELL. MOTION CARRIED UNANIMOUSLY.**

**MOTION BY BOB EMERY THAT THE SANDAG TRANSPORTATION COMMITTEE ADOPT THE NCTD RECOMMENDATION FOR FARE INCREASES AND INCLUDE COMMENTS MADE TO REQUEST MORE INFORMATION IN FUTURE ACTIONS OF THIS TYPE, SECONDED BY RON ROBERTS.**

**JOE KELLEJIAN SAID THAT THE MOTION IS TO FORWARD THIS RECOMMENDATION BY THE TRANSPORTATION COMMITTEE TO THE SANDAG BOARD OF DIRECTORS.**

**MOTION CARRIED UNANIMOUSLY.**

Joe Kellejian adjourned the SANDAG Transportation Committee meeting at 3:27 pm.



**BOARD OF DIRECTORS  
JUNE 9, 2006**

**AGENDA ITEM NO. 06-06-3  
ACTION REQUESTED - INFORMATION**

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**TOUR OF SPRINTER RAIL LINE**

File Number 7000400

**Introduction**

North County Transit District (NCTD) will provide a tour of the SPRINTER rail project currently under construction. The SPRINTER extends 22 miles from Oceanside to Escondido and is scheduled to begin service in December 2007.

**Itinerary**

***Schedule subject to change to meet 1 p.m. return deadline***

- 9:30 a.m. Leave Escondido Civic Center
- 9:30 – 11 Tour SPRINTER line with visits to the Vehicle Maintenance Facility, San Marcos Loop, and Vista/Oceanside
- 11:15 Lunch at “Camp SPRINTER” construction headquarters
- 12:15 p.m. Return to Escondido Civic Center for return trip to San Diego
- 1 p.m. Arrive at SANDAG offices

**SPRINTER Tour Travel Information**

The bus for the SPRINTER tour will depart from the Escondido Civic Center at 9:30 a.m. Board members, members of the public, and the media have two transportation options: (1) meet the bus at 9:30 a.m. at the Escondido Civic Center; or (2) take the bus from SANDAG at 8 a.m. to arrive at the Escondido Civic Center for the 9 a.m. SANDAG Board meeting.

Lunch, soft drinks, and water will be provided. The bus is equipped with a restroom. Please RSVP: Members of the public or news media wishing to participate in the SPRINTER tour should contact Deborah Gunn at SANDAG at (619) 699-1912 or [dgu@sandag.org](mailto:dgu@sandag.org) no later than 5 p.m., Tuesday, June 6, 2006.

GARY L. GALLEGOS  
Executive Director

Key Staff Contact: Anne Steinberger, (619) 699-1937, [ast@sandag.org](mailto:ast@sandag.org)