TRANSPORTATION COMMITTEE AGENDA

Friday, October 19, 2007
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• FY 2008 OVERALL WORK PROGRAM AND BUDGET AMENDMENT: PERFORMANCE MONITORING SYSTEM

• INTRODUCTION OF SAN DIEGO REGIONAL BICYCLE PLAN

• INFRASTRUCTURE BOND FUNDING - GOODS MOVEMENT PROGRAMS

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

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TRANSPORTATION COMMITTEE  
Friday, October 19, 2007

ITEM #  

+1.  APPROVAL OF OCTOBER 5, 2007, MEETING MINUTES  
APPROVE

2.  PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS  

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

CONSENT ITEMS (3 through 4)

+3.  METROPOLITAN TRANSIT SYSTEM AND NORTH COUNTY TRANSIT DISTRICT SERVICE CHANGES (Phil Trom)  
INFORMATION  

As part of its effort to mitigate a $9.2 million budget gap, Metropolitan Transit System (MTS) is recommending a number of service reductions. The proposed service changes are outlined in this report. North County Transit District (NCTD) also is proposing several schedule adjustments to Coaster service, which are also outlined in this report.

+4.  TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT: COUNTY OF SAN DIEGO (Lisa Kondrat-Dauphin)  
APPROVE  

The County of San Diego has indicated that construction is complete on various bicycle and pedestrian projects. Unexpended Transportation Development Act (TDA) funds from these projects remain, and the allocations for these TDA claims must be reduced. The Transportation Committee is asked to approve Resolution No. 2008-05, approving revisions to TDA Article 3.0 claims for various County of San Diego completed bicycle and pedestrian projects. Unexpended TDA funds plus accumulated interest would be returned to the Local Transportation Fund.

CHAIR’S REPORT (5 through 6)

5.  REPORT ON THE ACCOMPLISHMENTS OF THE REGIONAL PLANNING STAKEHOLDERS WORKING GROUP (Councilmember Crystal Crawford)  
INFORMATION  

The SANDAG Board of Directors created the Regional Planning Stakeholders Working Group (SWG) in December 2004 to assist with the implementation of the Regional Comprehensive Plan (RCP) and the creation of the Draft 2007 Regional Transportation Plan (RTP). The SWG has been meeting for two and a half years, first chaired by Santee Councilmember Jack Dale and currently chaired by Del Mar Councilmember Crystal Crawford. The SWG will have fulfilled its responsibilities and will sunset, per its Charter, upon adoption of the final 2007 RTP. Chair Crawford will report on the group’s contributions and accomplishments during this time period.
6. **STATE ROUTE 905 STATUS UPDATE** (Chairman Jim Madaffer; Pedro Orso-Delgado, Caltrans) **INFORMATION**

Chairman Jim Madaffer and Pedro Orso-Delgado will provide the monthly update of what was discussed by the State Route 905 strike team.

**REPORTS (7 through 11)**

+7. **SECOND READING AND APPROVAL OF AMENDMENTS TO FARE ORDINANCE** (Dan Levy) **HOLD SECOND READING AND APPROVE**

This will be the second reading of proposed amendments to the Comprehensive Fare Ordinance to increase the price of the Regional Monthly Passes, including senior passes, disabled and Medicare passes, and youth passes. Other changes include adding provisions for a SPRINTER fare, elimination of transfers for MTS, and raising the MTS local bus fare. The Transportation Committee is asked to hold a second reading and approve the proposed amendments to the Regional Comprehensive Fare Ordinance.

+8. **FY 2008 OVERALL WORK PROGRAM BUDGET AMENDMENT: PERFORMANCE MONITORING SYSTEM** (Alex Estrella) **APPROVE**

The FY 2008 Overall Work Program (OWP) includes an element to develop a multimodal performance monitoring system in coordination with Caltrans and other local and regional partners. The current tool, the Freeway Performance Monitoring System (PeMS), evaluates existing transportation conditions and determines transportation trends along the region’s freeway network. The Transportation Committee is asked to: (1) approve State Planning and Research funds through the approval of Resolution No. 2008-06; and (2) approve an amendment to the Overall Work Program budget to add $300,000 for consultant services to complete an Arterial Detections Systems Evaluation and Integration task.

+9. **OVERVIEW OF SAN DIEGO REGIONAL BICYCLE PLAN** (Chris Kluth) **INFORMATION**

SANDAG received a Caltrans Community Based Planning Grant to develop the San Diego Regional Bicycle Plan. The plan will prioritize regional bicycle projects and establish policies and strategies for funding the projects. The funding policies set forth in the plan will also affect how the other components of the Bicycle, Pedestrian, and Neighborhood Safety Program are implemented as part of the TransNet extension. Program funding options for FY 2009 will be presented.

+10. **INFRASTRUCTURE BOND FUNDING: GOODS MOVEMENT PROGRAMS** (Christina Casgar; Elisa Arias) **INFORMATION**

Proposition 1B, approved by the voters in November 2006, includes two new funding programs related to goods movement on California’s trade corridors. Staff will brief the Transportation Committee on the status of the Trade Corridors Improvement Funds and Emissions Reduction programs.
This item provides a monthly status report on the SPRINT rail project, including
discussion of implementation and effectiveness of project cost control measures. SANDAG staff will summarize recent progress on the project.

The next meeting of the Transportation Committee is scheduled for Friday, November 2, 2007, at 9:00 a.m.
The meeting of the Transportation Committee was called to order by Chair Jim Madaffer (City of San Diego) at 9:06 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

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

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

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

CONSENT ITEMS

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

   The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. The report summarizes the actions from the LOSSAN Board meeting on August 8, 2007.
Action: Upon a motion by Mayor Lori Holt Pfeiler (North County Inland) and a second by Deputy Mayor Jerry Rindone (South County), the Transportation Committee approved Consent Item 3.

REPORTS

7. FY 2009 FEDERAL TRANSPORTATION APPROPRIATIONS PROCESS AND CRITERIA

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

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

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

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

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

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

Chair Madaffer commented that a member of the public, Anna Daniels, submitted a speaker slip with written comments in support of the City Heights Community Development
Corporation (CHCDC) letter requesting two additional criteria. Chair Madaffer stated that the CHCDC is requesting the following two additional criteria: the project is required to fulfill not yet completed mitigations for an operating transportation facility, and the project will achieve regional environmental justice objectives.

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

8. INTERSTATE 805 (I-805) CORRIDOR UPDATE

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

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

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

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

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

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

4. PUBLIC HEARING: COMPREHENSIVE FARE ORDINANCE AMENDMENTS

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

Daniel Levy, Senior Regional Planner presented the item. SANDAG has been responsible for setting all public transit fares in the San Diego region since 2003. The regional fare structure is outlined in the Regional Comprehensive Fare Ordinance (the Ordinance). The Ordinance
needs to be updated to reflect the proposed fare changes. These fare changes are intended to bridge the Metropolitan Transit System's (MTS) budget gap of $9.2 million. This public hearing was held in accordance with SANDAG Board of Directors Public Participation Policy and provided an opportunity for members of the public to comment on the proposed changes to the Ordinance.

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

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

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

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

The following speakers are members of the public:

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

Chairman Roberts questioned Ms. Thompson regarding how often she rides the bus during the month. Ms. Thompson stated that she only rides the bus two or three times a month.
Chairman Roberts stated that she should consider purchasing the monthly pass if she rides transit more than three or four times per month, as she would be saving money in the long term.

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

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

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

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

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

Janet Lynn Powell donated her time to Cyndi Jones.

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

Sakara Tcar donated her time to Theresa Quiroz.

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

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

Aida Reyes expressed her opposition to fare increases and elimination of transfers. She stated that these changes only affect the poor and low income.
Hilda Chan expressed her opposition to the increase in fares and elimination of transfers. She stated the increases would negatively affect the poor and low income passengers.

Blanca Barrios expressed her opposition to the fare increases.

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

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

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

David Ross expressed his support of the previous public comments.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Kathleen Evans-Calderwood expressed her agreement with previous public speakers’ comments regarding opposition to the fare increase and elimination of transfers. She stated that she represents a low or fixed income, disabled, refugee, and immigrant community in City Heights that lives at poverty level or below. She stated that she has been active in
bringing transit to the area at federal, state, and local levels. She stated that farebox recovery is not the method to fund transit.

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

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

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

Mr. Jablonski stated that MTS does attempt to run itself as a business. MTS is increasing ridership significantly and doing so at a lesser cost. MTS did not take increasing fares lightly, but due to the decrease in state and federal funding, MTS faced a significant budget shortfall. The MTS Board of Directors looked at many other alternatives and even a budget initiative before considering fare increases. MTS looked at increases in revenue sources, cuts in management benefits and compensation packages, and after all those considerations, the next step was a fare increase or further service reductions. MTS is at the minimum level of service possible and feels that there are no more service reductions available. The combination of those service reductions already in place and the increase in fares and other proposed changes does not affect any one group significantly. MTS attempted to make changes that would affect all groups as little as possible and not deny anyone access. Mr. Jablonski stated that approximately 75 percent of riders use some form of pass and that only approximately 10 percent of riders use transfers. Pass prices are good values. Senior Pass fares are only $15.00, with an expected increase to only $16.00. The fare increases are equivalent to other communities that are subsidized at a much higher level than MTS. Passenger fares only account for 35 percent of revenues that directly fund service while 80 percent of all costs are directly related to providing service. Mr. Jablonski stated that there is significant abuse of the transfer system. He stated that many other regions charge for transfers. A one-way fare is $2.25 and if we charge 25 cents for a transfer, a round trip fare would be $5.00. The logic behind going to a $5.00 pass allows for passengers to transfer and continue using their pass for other trips. The day pass fee of $5.00 actually provides for an increased opportunity to travel. MTS also offers half-month passes at half the price so if passengers are not able to afford the full cost of a month pass, they may be able to afford the half-day pass. Mr. Jablonski stated that any changes to the proposal today would mean that MTS would have to cut services. From what we have heard today, most people rely on those services and that is what we need to preserve. He stated his appreciation for the public speakers today and expressed his desire for this type of dialogue at future MTS meetings where transit funding is discussed and asked that those organizations that spoke here today advocate to the legislators to increase transit funding.
Chair Pro Tem Emery requested that Pedro Orso Delgado, Director, Caltrans District 11, respond to the statements regarding transferring of Caltrans funds and Mr. Gallegos to respond to the suggestion of transferring TransNet dollars.

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

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

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

Deputy Mayor Rindone expressed his appreciation to the public speakers for coming today and making comments. He stated that much of the frustration is that voter approved funds were diverted from transit, and we need to express our dissatisfaction to the State for taking these funds. He stated that the California Transit Association would work diligently with the State to make sure this doesn’t happen again. He also stated that other similar-sized cities
receive a much greater subsidy than MTS. SANDAG needs to look at opportunities to increase the subsidy for transit. Deputy Mayor Rindone expressed his concern over the senior pass increase of $1.00 and stated that the increase is necessary. He also stated that NCTD does not use transfers and that purchasing a monthly pass makes better financial sense. He also stated that the comments made by the Mayor of National City were legitimate and requested the City of National City continue a dialogue with MTS to address their concerns and find solutions.

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

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

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

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

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

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

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

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

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

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

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

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

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

Councilmember Monroe expressed his concern on the public’s view of this committee and stated that the members of this committee are the champions of transit and have a difficult
decision to make. He stated that increased ridership does not necessarily equate to increased revenues. Councilmember Monroe stated that every rider on every route including trolley is subsidized by public funds. Specifically, Route 30, which was used by one of the public speakers for today's meeting, is subsidized by a total of $6.24 for one round-trip fare.

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

9. REGIONAL BIKEWAY PROJECT PROGRESS REPORT

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

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

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

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

Action: This item was presented for information only.

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

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

Barrow Emerson, Senior Regional Planner, presented this item. Planning for implementation of BRT stations along Interstate 15 (I-15) at El Cajon Boulevard and University Avenue has assumed stations located in the median of the freeway. Operational safety concerns by Caltrans required that an alternative approach be developed based on stations located on the outside of the freeway, either along the shoulders or adjacent to the ramps. An ad hoc working group comprised of SANDAG, community members, Metropolitan Transit System, and City of San Diego representatives will be established to engage the Mid-City community.
in a charrette process that will actively engage the community in the development and evaluation of alternative station design concepts for the I-15 El Cajon Boulevard and University Avenue BRT stations. Staff will return to the committee at a future meeting with details on the project charter, working group membership, and other details.

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

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

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

The following are comments from members of the public:

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

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

Theresa Quiroz expressed her support for the item.

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

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

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

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

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

**Action:** This item was presented for information only.
10. UPCOMING MEETINGS

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

11. ADJOURNMENT

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

Attachment: Attendance Sheet
### CONFIRMED ATTENDANCE
#### SANDAG TRANSPORTATION COMMITTEE MEETING
#### OCTOBER 5, 2007

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

TRANSPORTATION COMMITTEE

October 19, 2007

AGENDA ITEM NO.: 3

Action Requested: INFORMATION

METROPOLITAN TRANSIT SYSTEM AND NORTH COUNTY TRANSIT DISTRICT
TRANSIT SERVICE CHANGES
File Number 3002300

Introduction

Metropolitan Transit System (MTS) has proposed service changes to help bridge the recently identified $9.2 million funding gap caused by a decrease in the state budget appropriation and lower than anticipated Transportation Development Act and TransNet sales tax revenues. In response to the budget shortfall, MTS staff recommended a program of budget, service, and policy changes designed to increase revenues and to decrease expenses. These strategies included increasing advertising, real estate and concession revenue, reducing personnel benefits, and fare increases. It was determined that some transit service reductions were also necessary to meet budget requirements. A public outreach campaign regarding the proposed service changes was conducted by MTS and a public hearing was held by MTS on September 27, 2007. The MTS Board approved four of the seven proposed changes at that hearing and deferred a decision regarding the remaining three changes to the October 18, 2007, MTS Board meeting.

North County Transit District (NCTD) has also announced proposed schedule changes for the COASTER to be effective November 5, 2007. NCTD will hold a public hearing on the proposed changes on October 18, 2007. The proposed changes include minor weekday schedule adjustments for some trips, and schedule adjustments to all trains running on Saturday.

Discussion

The approved service reductions include changes to MTS Routes 31, 964, 992, and the Green Line Trolley. These changes would result in a cost savings of $560,160 per year. The deferred service reductions, to be considered by MTS on October 18, 2007, include changes to Routes 28, 921, and DART service in Rancho Bernardo and Scripps Ranch. These changes, should they be implemented, would result in an annual cost savings of $324,609 per year. The detailed proposed service adjustments are included in Attachment 1. The net annual cost savings from all of the above changes is approximately $884,769. These route and schedule adjustments were not found to be regionally significant and within the context of fiscal restraint are consistent with the SANDAG Short Range Transit Plan.

Several service reductions originally approved by the MTS Board on August 16, 2007, have been withdrawn as staff at MTS continues to look at alternatives. The cutbacks that were withdrawn include changes to Routes, 8/9, 48/49, 89, 707, 709, 701, 712, and the Sorrento Valley Coaster Connection.
The NCTD COASTER Saturday changes are being proposed to ensure better connection times with the new SPRINTER service. The midweek changes are minor corrections to reflect actual running times. These proposed service changes (see Attachment 2) only involve schedule adjustments and are not regionally significant. The changes do not have any budget impacts.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. MTS Service Changes 
  2. NCTD Schedule Changes

Key Staff Contact: Phil Trom, (619) 699-7330, ptr@sandag.org
### MTS Transit Service Changes  
(Effective January 1, 2008)

<table>
<thead>
<tr>
<th>Route</th>
<th>Proposed Changes</th>
<th>MTS Board Actions</th>
<th>Annual Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trolley Green Line</td>
<td>Discontinue last two trips from Old Town to SDSU, seven days a week.</td>
<td>Approved</td>
<td>$77,033</td>
</tr>
<tr>
<td>31</td>
<td>Service would be reduced to operate Monday through Friday during rush hours only.</td>
<td>Approved</td>
<td>$223,180</td>
</tr>
<tr>
<td>964</td>
<td>Route would be reconfigured to service Camino Ruiz and Gold Coast Dr. every 30 minutes on weekdays, with two branches on the eastern end: 964A would serve Alliant Int'l University every 60 minutes via Carroll Cyn. Rd.; 964B would serve Miramar College and the Mira Mesa Blvd./Westview Pkwy. area every 60 minutes via Black Mtn. Rd. Service to Scripps Ranch Pkwy. would be discontinued.</td>
<td>Approved</td>
<td>$110,768</td>
</tr>
<tr>
<td>992</td>
<td>The downtown terminal would be changed from the Gaslamp Quarter to a location in the vicinity of Broadway and 3rd Ave. Route 992 service on 4th and 5th Avenues would be discontinued. Access to the Gaslamp Quarter would be maintained on Routes 3, 11, 120, and the Trolley Orange Line.</td>
<td>Approved</td>
<td>$149,179</td>
</tr>
<tr>
<td>28</td>
<td>The southern terminal for all Route 28 trips would be changed to the Rosecrans St./Shelter Island Dr. area. Route 28 would no longer offer 28B or 28C service. Route 28B service to the Navy Submarine Base and Route 28C service to Cabrillo National Monument would be replaced with a limited service minibus shuttle. Route 28 between Old Town Transit Center and Shelter Island Dr. (currently Route 28A) will remain consistent with current levels of service with buses traveling approximately every 30 minutes along Rosecrans.</td>
<td>Deferred to October 18, 2007 MTS Board Meeting</td>
<td>$122,063</td>
</tr>
<tr>
<td>921</td>
<td>Western terminal would change from UCSD to UTC, unless an agreement is reached with UCSD to provide terminal space. If an agreement is not reached, Route 921 service to UCSD would be discontinued, requiring a transfer to/from Route 30, 41, 101, or 150 at or near UTC.</td>
<td>Deferred to October 18, 2007 MTS Board Meeting</td>
<td>$55,714</td>
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<td>DART</td>
<td>All Rancho Bernardo and Scripps Ranch DART services would be discontinued.</td>
<td>Deferred to October 18, 2007 MTS Board Meeting</td>
<td>$146,832</td>
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<table>
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<tr>
<th></th>
<th>Total Approved</th>
<th>$560,160</th>
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<tr>
<td></td>
<td>Total Deferred to October 18, 2007</td>
<td>$324,609</td>
</tr>
<tr>
<td></td>
<td>Total Approved and Deferred</td>
<td>$884,769</td>
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</table>
Proposed COASTER schedule, effective November 5, 2007

See opposite side of this rider alert for details about the October 18 public hearing.

### Oceanside to San Diego

<table>
<thead>
<tr>
<th>SOUTHBOUND</th>
<th>Monday - Friday</th>
<th>Saturday Only</th>
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<tr>
<td>STATION</td>
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<td>#640 am/pm #644 pm #648 pm</td>
<td>#652 pm #654 pm</td>
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### San Diego to Oceanside

<table>
<thead>
<tr>
<th>NORTHBOUND</th>
<th>Monday - Friday</th>
<th>Saturday Only</th>
<th>NORTHBOUND</th>
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<tbody>
<tr>
<td>STATION</td>
<td>#631 am #633 am</td>
<td>#635 am #639 am #643 am #645 am</td>
<td>#647 am #649 am #651 pm #653 pm #655 pm</td>
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<td></td>
<td>#637 am/pm #641 am</td>
<td>#647 pm #651 pm</td>
<td>#655 pm</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>7:07 8:25 10:20</td>
<td>1:20 2:50 4:17</td>
<td>4:57 5:27 6:00 6:48 7:21</td>
</tr>
<tr>
<td>Oceanside</td>
<td>7:33 8:46 10:45</td>
<td>1:45 3:14 4:40</td>
<td>5:20 5:50 6:23 7:12 7:45</td>
</tr>
<tr>
<td></td>
<td>12:15 3:10 5:50</td>
<td>8:25</td>
<td></td>
</tr>
</tbody>
</table>

(L) Train may depart up to 3 minutes ahead of schedule.
* Sorrento Valley MOA not available for this train. Shuttle operates Monday thru Friday only.
The COASTER operates Monday thru Saturday (no Sunday service).
There is no service on: New Year’s Day, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas Day.

NEW schedule times are in **black shaded boxes**

Schedule subject to change.
TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT:
COUNTY OF SAN DIEGO

Introduction

Each year, SANDAG undertakes a review of bicycle and pedestrian projects funded under Transportation Development Act (TDA) Article 3.0 programs. The purpose of the review is to identify projects that have been completed by the sponsoring agency. The review has been completed for the County of San Diego projects. After a final accounting, unexpended funds from the County of San Diego projects remain, and the allocations for these TDA claims must be reduced by a total of $229,624.

Recommendation

The Transportation Committee is asked to approve Resolution No. 2008-05, approving revisions to TDA Article 3.0 claims for various County of San Diego completed bicycle and pedestrian projects.

Discussion

This annual review of the County of San Diego bicycle and pedestrian projects funded under TDA Article 3.0 identified a total of $229,624 in adjustments for the projects listed below:

<table>
<thead>
<tr>
<th>Claimant</th>
<th>Purpose</th>
<th>Current Allocation</th>
<th>Recommended Adjustment</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of San Diego</td>
<td>Bancroft Drive</td>
<td>$66,196</td>
<td>$(331)</td>
<td>$65,865</td>
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<td>County of San Diego</td>
<td>Jamacha Blvd Bike lane</td>
<td>$138,288</td>
<td>$(39,548)</td>
<td>$98,740</td>
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<td>County of San Diego</td>
<td>Safety Education Program</td>
<td>$10,000</td>
<td>$(4,269)</td>
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<td>County of San Diego</td>
<td>Secure Storage</td>
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<td>$(12,000)</td>
<td>$0</td>
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<tr>
<td>County of San Diego</td>
<td>Camino Del Norte</td>
<td>$4,200</td>
<td>$(1,696)</td>
<td>$2,504</td>
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<tr>
<td>County of San Diego</td>
<td>Secure Storage</td>
<td>$27,500</td>
<td>$(27,500)</td>
<td>$0</td>
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<tr>
<td>County of San Diego</td>
<td>Riverford/Riverside/Lakeside</td>
<td>$6,000</td>
<td>$(5,381)</td>
<td>$619</td>
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<tr>
<td>County of San Diego</td>
<td>Sweetwater Bike Path</td>
<td>$25,000</td>
<td>$(24,499)</td>
<td>$501</td>
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<tr>
<td>County of San Diego</td>
<td>Network Study</td>
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<td>$(99,344)</td>
<td>$656</td>
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<td>County of San Diego</td>
<td>Apple Street</td>
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<td>$(2,529)</td>
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<td>County of San Diego</td>
<td>Sweetwater Park Design</td>
<td>$50,000</td>
<td>$(12,527)</td>
<td>$37,473</td>
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</table>

The unexpended funds, plus accumulated interest of approximately $125,000, will be returned to the Local Transportation Fund, subject to Transportation Committee approval, for use on other bicycle and pedestrian projects. Allocations for other approved projects under these claims remain unchanged.
In addition, the following completed projects expended all the allocated TDA funds, but have interest earnings of approximately $4,100 to be returned:

<table>
<thead>
<tr>
<th>Claimant</th>
<th>Purpose</th>
<th>Current Allocation</th>
<th>Recommended Adjustment</th>
<th>Revised Allocation</th>
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</thead>
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<td>$90,000</td>
</tr>
</tbody>
</table>

RENÉE WASMUND  
Director of Finance  

Attachment: 1. Resolution No. 2008-05  
Key Staff Contact: Lisa Kondrat-Dauphin, (619) 699-1942, lko@sandag.org
RESOLUTION NO. 2008-05

APPROVING REVISIONS TO TRANSPORTATION DEVELOPMENT ACT CLAIMS

WHEREAS, the Transportation Development Act (TDA) claims listed below require revisions; and

WHEREAS, the SANDAG Board of Directors delegated the authority for Transportation Development Act amendments to the SANDAG Transportation Committee; and

WHEREAS, SANDAG has analyzed the allocations and has found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR);

BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee, pursuant to CCR Section 6659(d), does hereby approve revisions to the claims as shown below:

<table>
<thead>
<tr>
<th>Article</th>
<th>Year</th>
<th>Claim</th>
<th>Claimant</th>
<th>Purpose</th>
<th>Current Allocation</th>
<th>Adjustment</th>
<th>Revised Allocation</th>
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</thead>
<tbody>
<tr>
<td>3</td>
<td>1987</td>
<td>183</td>
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<td>Bancroft Drive</td>
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<td>257</td>
<td>County of San Diego</td>
<td>Camino Del Norte Secure Storage</td>
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<td>($1,696)</td>
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<td>3</td>
<td>1994</td>
<td>257</td>
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<tr>
<td>3</td>
<td>1996</td>
<td>282</td>
<td>County of San Diego</td>
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<td>3</td>
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<td>282</td>
<td>County of San Diego</td>
<td>Sweetwater Bike Path Network Study</td>
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<td>($24,499)</td>
<td>$501</td>
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<tr>
<td>3</td>
<td>1996</td>
<td>282</td>
<td>County of San Diego</td>
<td>Study</td>
<td>$100,000</td>
<td>($99,344)</td>
<td>$656</td>
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<tr>
<td>3</td>
<td>1997</td>
<td>283</td>
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<td>($2,529)</td>
<td>$471</td>
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<td>3</td>
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<td>297</td>
<td>County of San Diego</td>
<td>Sweetwater Park Designs</td>
<td>$50,000</td>
<td>($12,527)</td>
<td>$37,473</td>
</tr>
</tbody>
</table>
2. That any interest earnings associated with the above projects will be returned.

3. That the other approved projects under these claims shall remain unchanged.

4. That the Transportation Committee does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for adjustment of these claims and return of interest earnings.

PASSED AND ADOPTED this 19th of October 2007.
Action Requested: HOLD SECOND READING AND APPROVE

SECOND READING AND APPROVAL OF AMENDMENTS TO FARE ORDINANCE

Introduction

On October 5, 2007, the Transportation Committee of the SANDAG Board of Directors held the first reading of the proposed amendments to the Comprehensive Fare Ordinance as outlined in Attachment 1. A second and final reading is required to approve the amendments.

Recommendation

The Transportation Committee is asked to hold a second reading and approve the proposed amendments to the Regional Comprehensive Fare Ordinance (Attachment 1).

Discussion

The version of the ordinance presented to the Transportation Committee is unchanged from the version that received its first reading on October 5, 2007. With approval at this meeting, the amendments to the fare ordinance will become effective on January 1, 2008, or January 1, 2009, as identified in the ordinance. If approved, work will begin on preparing new public information including an updated Fare Facts Brochure, and designing and ordering new ticket media.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Amended Regional Comprehensive Fare Ordinance

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

2.3 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

2.4 BREEZE: NCTD bus service.
2.5 **Bus:** Rubber-tired transit vehicles operated by Chula Vista Transit (CVT), Metropolitan Transit System (MTS), National City Transit (NCT), and NCTD.

2.6 **Bus Rapid Transit:** A form of rapid transit operated wholly or partly on exclusive bus lanes, guideways, or managed lanes.

2.67 **Child:** Any person five years of age or under.

2.78 **COASTER:** Commuter rail service operated by NCTD in the I-5 corridor.

2.89 **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). MTS and NCTD may at their option further define the eligibility of students to purchase College discounted passes through sales agreements negotiated with each participating post secondary school.

2.90 **Commuter Express/Premium 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.

2.1011 **Commuter Rail Service:** Commuter rail transit vehicles (COASTER) operated by NCTD.

2.112 **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 tripper Day Pass, 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.

2.1213 **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.

2.1314 **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.

2.1415 **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 a Senior/Disabled/Medicate Compass Card, 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/Senior/Disabled/Medicare monthly pass or Senior/Disabled/Senior/Disabled/Medicare cash fare for fixed-route transit or general public demand-responsive services.

2.1516 **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 as designated by MTS or NCTD.

2.1617 **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.

2.1718 **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.

2.1819 **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.

2.1920 **Light Rail:** Electric light rail transit vehicles (Trolley) operated by MTS or Diesel light rail transit vehicles (SPRINTER) to be operated by NCTD.

2.2021 **Local Service:** Bus service on local roads serving neighborhood destinations and feeding transit centers in the immediate area as designated by MTS or NCTD.

2.2122 **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.

2.2223 **MTS Shuttle Service:** Local bus service on roads serving neighborhood destinations and feeding transit centers in the immediate area as designated by either MTS or NCTD.

2.2224 **NCTD:** North County Transit District operating services in Northern San Diego County. North County services include the BREEZE, LIFT, FAST, COASTER, the SprinterSPRINTER (effective 2008) and their contract operators.

2.2325 **Pass by Mail:** A service offered by SANDAG and NCTD that permits individual passengers to order passes to be delivered by postal mail.

2.2426 **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.

2.2527 **Premium Express Service**: Any transit service operated by MTS or NCTD that charges a higher fare than is required for Regular Service. Premium services include NCTD COASTER and MTS Premium service.

2.2628 **Regular Service**: Fixed route bus service including MTS Local, MTS Urban, MTS Express, MTS Circulators and Shuttles, and NCTD BREEZE as well as Trolley and SPRINTER Rail services.

2.2729 **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.

2.2830 **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 Senior/Disabled/Medicare monthly pass or Senior/Disabled Senior/Disabled/Medicare cash fare on fixed-route transit or general public demand-responsive services.

2.2831 **Sprinter SPRINTER**: Diesel Multiple Unit service to be operated by NCTD in a light rail mode in the Oceanside-Escondido corridor.

2.2932 **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.

2.3033 **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.

2.3134 **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.

2.3235 **Trolley**: Light rail transit service operated by MTS.

2.36 **TVM**: Ticket Vending Machine commonly found at Trolley, SPRINTER, Commuter Rail and Bus Rapid Transit Stations, and used for the sale of single and multi-trip fare products.

2.3337 **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.

2.3438 **Urban Service**: Moderate speed bus service primarily on arterial streets with frequent stops as designated by MTS or NCTD.
2.35 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, Express Bus and San Diego Trolley passes shall be $6064.00 ($68 effective January 1, 2009). Express passes shall be $64.00. Commuter Premium Express Premium Express passes shall be $8490.00. The adult Regional M-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. See Section 5.7 for use on MTS Rural services. See Section 5.12 for use on the COASTER. See Section 5.6 for use on DART. 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 Senior/Disabled/Medicare Bus and Trolley Monthly Passes

The price of a regional Senior/Disabled/Medicare monthly pass is $1516.00 ($17.00 effective January 1, 2009) 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 except the COASTER or MTS Rural Bus. Use on MTS operated Rural Bus Service will require an upgrade fee. See Section 5.7 for use on MTS Rural services. See Section 5.12 for use on the COASTER. See Section 5.6 for use on DART. An additional cash upgrade is required to ride DART and the COASTER and MTS Rural Bus Services.

Half-price passes are available beginning the 15th of each month at The Transit Store.

3.3 Regional Youth Bus and Trolley Monthly Passes

The price of a youth monthly pass is $3032.00 ($34 effective January 1, 2009) 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 except the COASTER or MTS Rural. See Section 5.7 for use on MTS Rural services. See Section 5.12 for use on the COASTER. See Section 5.6 for use on DART. 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: 1 Zone: $115.00, 2 Zone: $126.00, 3 Zone: $142.00, 4 Zone: $154.00
Youth: All zones: $77.00
Senior & Disabled: All zones: $38.50
NCTD shall publish in their Rider’s Guide a listing of which COASTER stations are located in each Zone.

3.5 **Half Price Bus and Trolley Passes**

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

**SECTION 4: REGIONAL DAY PASSES**

4.1 **Regional Day Pass**

Regional Day Passes shall be available at all TVMs and onboard all bus services operated by MTS and NCTD. The Regional Day Pass shall be valid for unlimited travel on any MTS or NCTD regular service for the person to whom it issued until the end of the service day on which it was issued. The price for Regional Day Passes shall be $5.00 for a one day pass.

Multiple day passes shall be available for use on consecutive days. A two day pass is $9.00, a three day pass is $12 and a four day pass is $15.

The Regional Day Pass is not eligible for travel on NCTD or MTS Premium services, however, it entitles the bearer to purchase a “Transfer with Pass” ticket for the COASTER at COASTER TVMs.

4.2 **Regional Premium Day Pass**

Regional Premium Day Passes shall be available at all TVMs and onboard all bus services operated by MTS and NCTD. The Regional Day Pass shall be valid for unlimited travel on any MTS or NCTD regular or Premium service except as noted below for the person to whom it issued until the end of the service day on which it was issued.

The Regional Premium Day Pass is not eligible for free travel on the COASTER or MTS Rural service. The Regional Premium Day Pass entitles the bearer to purchase a “Transfer with Pass” ticket for the COASTER at COASTER TVMs. Passengers holding a Regional Premium Day Pass must pay the appropriate (Adult or Senior/Disabled/Medicare) MTS Rural cash upgrade.

Regional Premium Day passes will be sold for $11.00 except that passengers who pay a MTS Rural fare will be issued a pass on demand at no cost. Passengers on ADA Complementary Paratransit services who wish to transfer to Regular or Premium Services will be issued a Premium Regional Day pass at no charge. All rules for use and upgrades for the purchased Regional Premium Day Pass apply to all free Regional Premium Day Passes.
4.2 NCTD BREEZE DAY PASS

NCTD BREEZE Day Passes are valid for unlimited travel on BREEZE, SPRINTER, and FAST services by the person to whom it was issued until the end of the service day on which it was issued. The price for a NCTD BREEZE Day Pass shall be $4.00 for adults and $2.00 for Seniors, Disabled, and Medicare passengers. Not valid on MTS services.

SECTION 45: REGIONAL CASH FARES

45.1 MTS Shuttle Fares

MTS shuttle cash fare: $1.00
MTS shuttle cash fare with transfer (where available): $1.75

45.2 MTS Local Services

MTS local service cash fare: $1.75

45.3 MTS Urban Services

MTS urban services cash fare: $2.25

45.4 MTS Express

MTS Express: $2.50

5.5 and MTS Commuter Premium Express:

Express: $2.50
Premium Commuter Premium Express: $4.50 (Effective 1/1/2008)

45.5 MTS Senior/Disabled Senior/Disabled/Medicare Cash Fares

Senior/Disabled: $1.00

45.6 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 Day Pass 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.

5.7 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.

<table>
<thead>
<tr>
<th>Regular Passenger Fare</th>
<th>Senior/Disabled</th>
<th>Senior/Disabled/Medicare Fare</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Within 1 Zone</td>
<td>Within 2 Zones</td>
</tr>
<tr>
<td>Cash Fare Only</td>
<td>$5.00</td>
<td>$10.00</td>
</tr>
<tr>
<td>Prepaid - COASTER or Regional Monthly Pass</td>
<td>$4.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>Any Valid Transfer</td>
<td>$4.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>Age 5 years and under</td>
<td>Free</td>
<td>Free</td>
</tr>
</tbody>
</table>

San Diego County Premium Juror Tickets Day Passes shall be accepted for a single zone rural trip, 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 $5.50 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. Rural passengers may request a MTS Day Tripper Day Pass or Premium Day Pass upon payment of their cash fare. The MTS Day Tripper Day Pass or Premium Day Pass will be issued at no additional cost and is not valid for use on MTS Rural services.

45.8 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): $4.00
10 Ticket Book for Zone 1: $45.00
Coupon Book for Zones 2 - 4: $40.00
10-Ticket Book for Zone 5: $40.00

5.9 Trolley One-Way Cash Fares

<table>
<thead>
<tr>
<th>Type</th>
<th>Fare</th>
</tr>
</thead>
<tbody>
<tr>
<td>Senior/Disabled</td>
<td>$1.00</td>
</tr>
<tr>
<td>Centre City</td>
<td>$1.25</td>
</tr>
<tr>
<td>1 station</td>
<td>$1.50</td>
</tr>
<tr>
<td>2 stations</td>
<td>$1.75</td>
</tr>
<tr>
<td>3 stations</td>
<td>$2.00</td>
</tr>
<tr>
<td>4-10 stations</td>
<td>$2.25</td>
</tr>
<tr>
<td>11-19 stations</td>
<td>$2.50</td>
</tr>
<tr>
<td>20+ stations</td>
<td>$3.00</td>
</tr>
</tbody>
</table>

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).

45.10 Round-Trip Trolley Cash Fares

<table>
<thead>
<tr>
<th>Type</th>
<th>Fare</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round-trip 2 @ $1.00</td>
<td>$2.00  (Senior/Disabled, Senior/Disabled/Medicare fare)</td>
</tr>
<tr>
<td>Round-trip 2 @ $1.25</td>
<td>$2.50  (Centre City Only fare)</td>
</tr>
<tr>
<td>Round-trip 2 @ $1.50</td>
<td>$3.00</td>
</tr>
<tr>
<td>Round-trip 2 @ $1.75</td>
<td>$3.50</td>
</tr>
<tr>
<td>Round-trip 2 @ $2.00</td>
<td>$4.00</td>
</tr>
<tr>
<td>Round-trip 2 @ $2.25</td>
<td>$4.50</td>
</tr>
<tr>
<td>Round-trip 2 @ $2.50</td>
<td>$5.00</td>
</tr>
<tr>
<td>Round-trip 2 @ $3.00</td>
<td>$6.00</td>
</tr>
</tbody>
</table>

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.

45.11 NCTD BREEZE, FAST, SPRINTER, and COASTER Connection Services:

<table>
<thead>
<tr>
<th>Type</th>
<th>Fare</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash: Senior and Disabled</td>
<td>single boarding</td>
</tr>
<tr>
<td>Day Pass: Senior and Disabled</td>
<td>unlimited use for one day</td>
</tr>
<tr>
<td>Cash: Single boarding</td>
<td>$2.00</td>
</tr>
<tr>
<td>Day Pass: One day's unlimited use on BREEZE, SPRINTER, and FAST</td>
<td>$4.00</td>
</tr>
</tbody>
</table>
45.12 COASTER Regular Cash Fares & Tickets

<table>
<thead>
<tr>
<th>No. of Zones</th>
<th>Single Trip Transfer From Transit</th>
<th>Regular Single Trip</th>
<th>Ten Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Zone</td>
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<td>$4.00</td>
<td>$36.00</td>
</tr>
<tr>
<td>2 Zones</td>
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<td>$40.50</td>
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<tr>
<td>3 Zones</td>
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<td>$5.00</td>
<td>$45.00</td>
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<tr>
<td>4 Zones</td>
<td>$3.50</td>
<td>$5.50</td>
<td>$50.00</td>
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Senior & Disabled COASTER Fares

<table>
<thead>
<tr>
<th>No. of Zones</th>
<th>Single Trip Transfer From Transit</th>
<th>Regular Single Trip</th>
<th>Ten Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Zone</td>
<td>$1.00</td>
<td>$2.00</td>
<td>$18.00</td>
</tr>
<tr>
<td>2 Zones</td>
<td>$1.25</td>
<td>$2.25</td>
<td>$20.25</td>
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<tr>
<td>3 Zones</td>
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<td>$22.50</td>
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<tr>
<td>4 Zones</td>
<td>$1.75</td>
<td>$2.75</td>
<td>$25.00</td>
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</tbody>
</table>

NCTD shall publish in their Rider’s Guide the name of each COASTER Station and the zone in which it is located.

A cash upgrade (“Transfer from Transit Ticket Pass”) ticket is required for all MTS fares except regional day and monthly passes, for ADA Complimentary paratransit fares (ACCESS). A cash upgrade is required for NCTD fares except for ADA Complimentary Paratransit fares (LIFTADA Para transit riders may transfer to the COASTER free of charge). 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).

45.13 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).

45.14 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. The number of free children permitted per paying adult, senior or youth fare shall be determined by NCTD or MTS.
SECTION 56: REGIONAL MONTHLY PASS UPGRADES & TRANSFERS

56.1 Regional Adult-Pass Upgrades

Passengers holding a valid Regional 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 may take an unlimited number of trips for the period of validity of the pass on any MTS or NCTD service except Premium Services. Passengers with a Regional Pass may purchase a COASTER Cash fare by selecting the “Transfer with Pass” option. Monthly Regional pass holders may not use the pass on MTS Premium Express. Regional Monthly Pass holders will receive a discount of $1.00 per zone on MTS Rural Services.

56.2 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.

56.3 Bus, SPRINTER and Trolley Transfers 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 Senior/Disabled/Medicare 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. Passengers wishing to transfer between MTS Regular or between MTS and NCTD Regular services must pay a cash fare upon boarding each service, or be in possession of a valid Regional Day Pass or valid Regional Premium Day Pass. Passengers transferring between NCTD Regular Services may use a NCTD BREEZE Day Pass.

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.

6.4 MTS AND NCTD TRANSFERS

Passengers who wish to transfer between the BREEZE and MTS must pay the appropriate cash fare for each boarding unless they are in possession of a day pass or monthly pass valid for the vehicle they are boarding. Passengers holding a Regional Day Pass or Premium Day Pass must select the “Transfer with Pass” button on COASTER ticket vending machines and pay the required fare.

Passengers with a valid COASTER ticket may board any MTS Bus or Trolley within the validity period of their ticket.

Passengers holding a valid return ticket from the COASTER may board a Sorrento Valley Coaster Connection or MTS Route 89 free of charge to return to the Sorrento Valley Coaster Station.

6.5 BREEZE SOCIAL SERVICE DAY PASS

The BREEZE Social Service Day Pass is not accepted for travel on MTS.

6.6 TRANSFERS TO AND FROM ADA SERVICE

Passengers wishing to transfer between MTS ADA Complementary Paratransit services and regular or premium transit services must be in possession of a Regional Premium Day Pass. A Regional Premium Day Pass will be issued on demand at no cost to any eligible ADA certified passenger onboard a Paratransit vehicle. NCTD ADA Paratransit passengers may
transfer at no cost to BREEZE or SPRINTER using a transfer issued onboard the ADA Paratransit Service.

Eligible passengers with a validated COASTER ticket may transfer to an ADA complementary Paratransit service vehicle without the payment of an upgrade charge.

Eligible ADA passengers may transfer to ADA Complementary Paratransit service with a Trolley ticket. Upon boarding the ADA vehicle they will be required to pay an upgrade so that the total fare for the trip on trolley and ADA Paratransit is equivalent to the applicable ADA fare.

Eligible ADA passengers may transfer to ADA Complementary Paratransit service with a SPRINTER ticket. Upon boarding the ADA vehicle they will be required to pay an upgrade so that the total fare for the trip on SPRINTER and ADA Paratransit is equivalent to the applicable ADA fare.

BREEZE Drivers may issue transfers to ADA eligible passengers who wish to transfer from the BREEZE to NCTD ADA Complementary Paratransit. Passengers presenting a transfer when boarding an NCTD ADA Complementary Paratransit bus must pay an upgrade so that the total fare for the trip on bus and ADA Paratransit is equivalent to the applicable NCTD ADA fare.

SECTION 6: TRANSFER TIME

6.1 MTS Trolley, Commuter Express, and Rural Bus

Premium Express Day Pass Premium Express 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 Day Pass Premium Express.

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, Premium Express NCTD operators may issue an Interagency Transfer, to passengers who request them, to transfer Premium Express to MTS services Premium Express Premium Express 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 Day Pass Day Pass

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 routes directly serving the Oceanside Transit Center and the SPRINTER. 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:

- **Monthly Pass:** This pass MUST have the correct current month and year printed on it to be valid.

- **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 bus at Oceanside, the current date must appear in one of the boxes numbered 1 - 10.

- **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.

- **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 departing the Oceanside Transit Center only.

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:

- **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 onboard the 395. 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.

- **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.

SECTION 89: PARTICIPATION IN THE REGIONAL TRANSFER FARE SYSTEM

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

- Private operators participating in the regional transfer fare 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 fare system to the extent feasible and practical.
- Any transit provider receiving handling MTS transfer regional transit fare media shall have a secure handling procedure for all transfer media. Transfers fare media 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, SPRINTER or ADA paratransit services). Some bus and trolley services may require a cash upgrade in conjunction with the universal token.

SECTION 10: OTHER REGIONAL FARE MEDIA AND PROGRAMS

REGIONAL DAY TRIPPER DAY PASS AND DAY PASSES

10.10.1 Regional Day Tripper Day Pass Regional Universal Tokens

Universal tokens shall be available for $2.25 each, and in multiples of 20 ($45.00), or 40 ($90.00), 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, SPRINTER or ADA paratransit services). Some bus and trolley services may require a cash upgrade in conjunction with the universal token.
The price of a one-day pass is $4.00 in the NCTD area (BREEZE Day Pass or FAST day pass) and $5.00 in the MTS area (Day TripperDay Pass) 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 TripperDay Pass) 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 TripperDay Pass) 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 TripperDay Pass) 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.

10.10.2 Classroom Day TripperDay Pass - Bus & Trolley

Classroom Day TripperDay Pass, valid for one day during nonpeak 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 TripperDay Pass price. The price of Classroom Day TripperDay Pass shall be $1.50 per person.

10.10.3 Classroom Day TripperDay Pass - COASTER

The COASTER Classroom Day TripperDay Pass 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 nonpeak 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 TripperDay Pass that provide use of the COASTER, BREEZE, and FAST services are $4.50 per person.
**10.10.4 MTS Hotel Scratch One-Day Tripper Day Pass**

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

**10.10.5 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 x 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.

**10.65 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 $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.

**10.10.76 San Diego County Juror Ticket Day Passes**

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 $5.50 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 nonelectric 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. Any Court in San Diego County following successful partnership negotiations with SANDAG/MTS/NCTD may purchase special fare media to be distributed to jurors who turn in their Jury Summons at a Court house in San Diego County. The following special juror fare media are available for purchase:
Juror Regional Day Pass valid for all Regular MTS and NCTD services. The price per day for this pass shall be 85 percent of the Regional Day Pass.

Juror Regional Premium Day Pass valid for travel on NCTD and MTS Regular and Premium Services except 2 Zone Rural Bus services. The price of this pass shall be 85 percent of a Premium Day Pass. Use of this pass for a 2 Zone rural trip will require payment of a $5.00 upgrade for adults, and $4.00 for seniors in each direction.

SANDAG, at its option and with the agreement of the Courts may elect to evaluate the relative distribution of the two different Juror Pass products and provide the court with a single blended rate.

SECTION 1111: OTHER REGIONAL FARE MEDIA AND PROGRAMS

1111.1 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 Day Pass. The following chart shows the Pass Sales Commissions for the region:

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<tr>
<th>FARE MEDIA</th>
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<td>Northbound San Ysidro Ticket</td>
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11.11.2 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: Regular advanced Full day pass 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

11.11.3 MTS College Semester/Monthly Pass

MTS shall sell a College Semester Pass and a College Monthly Pass. The College Semester Pass shall be payable in advance, and sold only during the term’s registration period. The College Semester Pass and College Monthly shall have the same validity as a Regional Monthly Pass. MTS at its sole discretion may add bonus days to the validity of any College Pass.

The price of a College Semester Pass shall be priced per day for a college semester of not less than 63 days. The price shall be based on a 35% discount on the Regional Monthly Pass, divided by 31 and multiplied by the number of days in the semester, 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.

A College Monthly pass shall be priced at a 20 percent discount of a Regional Monthly Pass.
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. Have signed a sales agreement with MTS defining eligibility and other criteria deemed necessary by MTS. Some services may require a fare upgrade.

11.11.4 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.

11.11.5 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.

11.11.6 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:
## Employer/Group Program Pricing

<table>
<thead>
<tr>
<th>Annual Quantity</th>
<th>Average Users</th>
<th>Month Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 300 to 600 passes/year</td>
<td>25 - 50</td>
<td>10%</td>
</tr>
<tr>
<td>2. 601 to 1,200 passes/year</td>
<td>51 - 100</td>
<td>15%</td>
</tr>
<tr>
<td>3. 1,201 to 3,000 passes/year</td>
<td>101 - 250</td>
<td>20%</td>
</tr>
<tr>
<td>4. 3,001 to 6,000 passes/year or more</td>
<td>251 - 500 or more</td>
<td>25%</td>
</tr>
<tr>
<td>5. 6,001 to 12,000 passes/year</td>
<td>501 - 1,000+</td>
<td>30%</td>
</tr>
</tbody>
</table>

The standard $60.64 ($68) prediscounted Monthly Pass is valid on all regular Metropolitan Transit System (MTS) buses, the San Diego Trolley and NCTD BREEZE, SPRINTER, and FAST services.

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

### 11.11.7 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

### 12.12.1 BREEZE Monthly Pass (NCTD): $54.00

This monthly pass valid on BREEZE, SPRINTER and FAST services for unlimited trip during the one calendar month it is issued. For transfers to MTS see section 6.4.a. It is not valid for travel on MTS.

### 12.12.2 BREEZE College Pass

This monthly pass is valid on BREEZE, SPRINTER 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. It is not valid for travel on MTS.
12. **12.3** BREEZE Day Pass

NCTD fareboxes and SPRINTER ticket vending machines issue a Day Pass when the passenger deposits $4.00 (or $2.00 for Senior/Disabled/Medicare) upon proper key entry by the operator. The Day Pass is valid for unlimited travel on all NCTD BREEZE bus routes, the SPRINTER 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. It is not valid for travel on MTS.

The NCTD Day Pass is valid as a transfer for one connecting bus trip on OCTA services.

12. **12.4** Social Service Agency Day Pass

NCTD one-day pass valid for unlimited travel on all NCTD BREEZE bus routes, SPRINTER, 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. **12.5** LIFT 10 Ride Ticket Books

NCTD sells 10 Ride Ticket Books to eligible ADA certified agencies and eligible ADA certified passengers for $40.00.

**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 Day Pass, 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. **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. **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/Medicare 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. **13.3** SANDAG shall determine the proportion of revenues from Senior/Disabled/Medicare and Youth Monthly Pass sales to be allocated to each operator on a countywide basis in accordance with Exhibit 1.
13.13.4 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.

13.13.5 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 Tripper Day Pass, 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.

13.13.6 SANDAG shall prepare a yearly summary of Monthly Passes, tokens, and ticket riders (by operator).

13.13.7 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.

13.13.8 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 Day Pass, passes, tokens, all tickets, pass-by-mail program media. A Pass Sales Manager employed by SANDAG will be the coordinator of this fare program.

13.13.9 SANDAG shall determine the Day Tripper Day Pass pass sales revenue to be allocated to MTS, NCTD, and any participating private operator based on the percentages of regional Adult Monthly Regional Monthly Pass sales, number of boardings by operator. Allocation to a private operator shall be determined and updated each calendar year based on Day Tripper Day Pass usage surveys.

13.13.10 SANDAG shall prepare a monthly summary of TransNet Local Transportation Sales Tax subsidies for Senior/Disabled Senior/Disabled/Medicare and Youth Passes, or any other local jurisdiction subsidy by the end of the month.

13.13.11 SANDAG shall prepare a monthly summary of regional Monthly Pass (for Adult by price, Senior/Disabled, and Youth), Day Tripper Day Pass 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.

13.13.12 SANDAG shall keep a separate fund for all pass and ticket sales revenue received.

13.13.13 SANDAG shall issue a check monthly to each operator for its portion of Adult Monthly Passes, Senior/Disabled Senior/Disabled/Medicare Passes, Youth Passes, Day Tripper Day Pass 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).
13.13.14 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

14.14.1 Each operator shall determine pass riders by category: Adult (all zones combined), Senior/Disabled/Senior/Disabled/Medicare and Youth, ticket riders by type, and tokens. Operators shall determine other prepaid fare media (Day Tripper/Day Pass, Classroom Day Tripper/Day Pass) 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/Day Pass pass, ticket usage, and upgrades on the San Diego Trolley shall be determined on a sampling basis as prescribed by SANDAG.

14.14.2 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.

14.14.3 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 1617.6. 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.

1616.2 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.

1616.3 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.

1616.4 Users of the Compass Card must produce the Compass Card for inspection by authorized MTS, SANDAG, NCTD, security or law enforcement staff on demand.

1616.5 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 1617.6.
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 go into effect fifteen (15) calendar days after approval of the amendment by the SANDAG Board on the dates specified below.

Amendments pertaining to the SPRINTER shall go into effect upon start up of revenue service of the SPRINTER.

All other amendments made as of October 19, 2007, shall go into effect on January 1, 2008, unless identified as coming into effect on January 1, 2009.

PASSED AND ADOPTED by the San Diego Association of Governments, this 9th day of June 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 June-October 199, 20076, at the time and by the vote stated above, which said Ordinance is on file in the office of SANDAG.
DATED: June 29, 2007

_________________________________________

Clerk of the Board
Exhibit 1

REVENUE SHARING AGREEMENTS
ADULT PASS
REVENUE ALLOCATION FORMULA

PROCEDURE DESCRIPTION

This formula shall be applied to all regional monthly passes sold at $64 effective January 1, 2008) ($68 effective January 1, 2009). The $90 passes are not part of the formula except that 5 percent of the total revenue from the $90 passes is retained for the region and combined with the $64 ($68) revenue. (The five-percent rate represents the transfer rate on the Premium Express routes that accept the $90 passes. MTS keeps all the remaining $90 pass revenue.) The base pass revenue is then allocated to each operator that accepts the $64 ($68) passes based on the revenue the operator’s percentage of regional pass boardings for all adult passes.

PASS REVENUE ALLOCATION PROCEDURES

Step 1

1a. The total number of $64 ($68) adult passes sold * $64 ($68) + 5 percent of $90 Adult pass revenue = monthly pass base revenue.

1b. The total number of $64 ($68) pass riders on all routes operated by operator “x” / the total number of $64 ($68) pass riders on all routes operated by all operators = proportion of $64 ($68) pass base revenue allocated to operator “x.”

1c. 1a * 1b = $64 ($68) base pass revenue allocated to operator “x.”

Step 2

2a. The total $90 pass revenue (minus the 5 percent included in the $64 ($68) pass base) is allocated to those MTS services that accept $90 passes.

Note:
Any interest accrued by SANDAG as a result of the holding of pass revenues before allocation to the transit operators shall be paid to the operators.
PROCEDURE DESCRIPTION

The base pass price of $60 is retained from all $60 and $64 passes sold. The $84 passes are not part of the formula except that 5 percent of the total revenue from the $84 passes is retained for the region and combined with the $60 base revenue. (The five-percent rate represents the transfer rate on the MTS Express routes that accept the $84 passes. MTS keeps all the remaining $84 pass revenue.) The base pass revenue is then allocated to each operator that accepts the $60 and $64 passes based on the revenue the operator’s percentage of regional pass boardings for all adult passes. Then, revenue for each $4.00 pass price increment from the $64 pass is allocated proportionally to those operators accepting that particular value ($64) pass.

PASS REVENUE ALLOCATION PROCEDURES

Step 1

1a. The total number of $60 and $64 adult passes sold * $60 + 5 percent of $84 Adult pass revenue = $60 pass base revenue.

1b. The total number of $60 and $64 pass riders on all routes operated by operator “x” / the total number of $60 and $64 pass riders on all routes operated by all operators = proportion of $60 pass base revenue allocated to operator “x.”

1c. 1a * 1b = $60 base pass revenue allocated to operator “x.”

Step 2

2a. The total number of $64 passes sold * 4 = $64 pass incremental revenue.

2b. The total number of $64 pass riders on all routes requiring $64 passes operated by operator “x” / the total number of $64 pass riders on all routes requiring $64 passes operated by all operators = proportion of $64 pass incremental revenue allocated to operator “x.”

2c. 2a * 2b = $64 incremental revenue allocated to operator “x.”

Step 3

3a. The total $84 pass revenue (minus the 5 percent included in the $60 pass base) is allocated to those MTS services that accept $84 passes.

Note: Any interest accrued by SANDAG as a result of the holding of pass revenues before allocation to the transit operators shall be paid to the operators.
REGULAR & PREMIUM REGIONAL DAY PASS
REVENUE ALLOCATION FORMULA

PROCEDURE DESCRIPTION FOR REGIONAL DAY PASS

The total number of Regional Day Passes issued by MTS and NCTD, shall be collected and verified.

Each boarding on a MTS bus or NCTD bus with a Regional Day Pass shall be recorded and the total number of boardings shall be reported to SANDAG.

A monthly survey of Trolley riders and a Quarterly survey of Sprinter riders shall be conducted using the statistical procedures developed by SANDAG. From this survey the monthly or quarterly number of Regional Day Pass passengers shall be determined.

The NCTD percentage share of Day Pass revenue shall be calculated by dividing the number of NCTD Regional Day Pass boardings by the total (MTS + NCTD) number of boardings each reporting period. The MTS percentage share of Day Pass revenue shall be calculated by dividing the number of MTS Regional Day Pass boardings by the total (MTS + NCTD) number of boardings each reporting period.

The total revenue from the distribution of all Regional Day Passes shall be determined by adding the revenue received from 1, 2, 3, and 4 day Regional Day Passes and 1 – 7 day Regional Group Advance Day Passes. The revenue allocation for MTS shall be the total revenue times the percentage of Regional Day Pass Boardings on MTS. The revenue allocation for NCTD shall be the total revenue times the percentage of Regional Day Pass Boardings on NCTD.

PROCEDURE DESCRIPTION FOR REGIONAL PREMIUM DAY PASS

The total number of Premium Day Passes issued by MTS and NCTD, shall be collected and verified.

Each boarding on a MTS bus or NCTD bus with a Premium Day Pass shall be recorded and the total number of boardings shall be reported to SANDAG.

A monthly survey of Trolley riders and a Quarterly survey of Sprinter riders shall be conducted using the statistical procedures developed by SANDAG. From this survey the monthly or quarterly number of Premium Day Pass passengers shall be determined.

The NCTD percentage share of Day Pass revenue shall be calculated by dividing the number of NCTD Premium Day Pass boardings by the total (MTS + NCTD) number of boardings each reporting period. The MTS percentage share of Day Pass revenue shall be calculated by dividing the number of MTS Premium Day Pass boardings by the total (MTS + NCTD) number of boardings each reporting period.

The total revenue from the distribution of all Premium Day Passes shall be determined by adding the revenue received from 1 day Premium Day Passes. The revenue allocation for MTS shall be the total revenue times the percentage of Premium Day Pass Boardings on MTS. The revenue allocation for NCTD shall be the total revenue times the percentage of Premium Day Pass Boardings on NCTD.
SENIOR/DISABLED AND YOUTH
PASS REVENUE ALLOCATION FORMULA

1. The total number of pass riders (by category) on all routes operated by operator “x,” divided by the total number of pass riders (by category) on all routes operated by all operators equals the proportion of pass revenue (by category) allocated to operator “x”.

2. Revenue distribution for Senior/Disabled and Youth passes will be capped at a level of $5.5 million TransNet funding annually (effective through June 30, 2008).

Note: Any interest accrued by SANDAG as a result of the holding of pass revenues before allocation to the transit operators shall be paid to the operators.
TICKET REVENUE ALLOCATION FORMULA

All revenue from ticket sales is allocated in the method described below, regardless of the relationship between ticket sales and use.

1. Each operator’s monthly percent share of revenue from sales of and Special Events Scratch-off Tickets (conventions, etc.) is determined by the percentage of Day Trippers reported as collected by each operator.

2. All of the revenue (100%) Tourism Industry Hotel Ticket is allocated to San Diego Trolley Inc.

3. All of the revenue (100%) for the $2.50 Northbound Trolley Ticket (sold only at San Ysidro/Tijuana Trolley Station) is allocated to San Diego Trolley, Inc. (SDTI).

4. Each operators’ percentage share of San Diego County Juror Ticket revenue is calculated annually based on the previous year’s rates of redemption, as reported by operators. Revenues are allocated and dispersed quarterly. SANDAG Pass Sales Manager retains one percent of the quarterly sales revenue for administrative costs.

Note:
Any interest accrued by SANDAG as a result of the holding of ticket sales revenues before allocation to the transit operators shall be paid to the operators.
1. PROGRAM ADMINISTRATION

1.1 SANDAG is responsible for the design and minting of regional transit tokens. Token collection (from operators), counting, and distribution to sales outlets is the responsibility of SANDAG.

1.2 Tokens are sold only at The Transit Store, and in packets of twenty tokens for $41.80 or packets of forty tokens for $83.60 as well as individual tokens for a price of $2.25 each.

1.3 One type of tokens is currently in circulation and accepted as valid fare media. This is:

1.4 Tokens are accepted as valid fare payment on MTS and North County Transit District (NCTD).

1.5 Tokens shall be treated as a cash fare, and passengers relinquishing a token for fare payment on an MTS or NCTD bus shall be entitled to receive a free transfer. A token inserted into a ticket vending machine shall be replaced with a printed ticket of a value of $2.25 or higher, if upgraded. Tokens are not accepted as valid fare media in the COASTER ticket vending machines.

2. TOKEN REVENUE ALLOCATION

2.1 The monthly token boardings for all participating operators will be calculated by the actual tokens received.

2.2 All tokens received will be reported to SANDAG monthly.

2.3 All token sales revenue will be remitted to SANDAG.

2.4 Operators shall sort tokens from other currency and deliver in a sealed envelope to SANDAG on a monthly basis for reimbursement. The envelope should be marked on the outside with the operator name and the number of tokens enclosed. SANDAG will reimburse the operator $2.04 for each token submitted based on the calculated value of each token at the time of sale using a first-in-first-out methodology. SANDAG will reimburse operators following submittal of tokens in the monthly distribution report.

Note:
Any interest accrued by SANDAG as a result of the holding of token sales revenues before allocation to the transit operators shall be paid to the operators.
OBJECTIVE

To allocate TransNet pass subsidies in a manner that ensures that each operator receives pass revenue (sales and subsidies) in an amount equal to pass sales revenue received prior to TransNet. For MTS area operators, the TransNet subsidy allocation will be capped at $5.5 million annually (though 2008).

STEPS

1. Determine individual operator percent of countywide boardings (from operator counts).

2. Allocate pass sales revenue based on Step 1.

3. Total MTS area operator percent share to determine MTS area share of countywide boardings (NCTD share = remaining).

4. Determine pass sales attributable to MTS/NCTD boardings.
   - MTS % x number of countywide passes sold.
   - NCTD % x number of countywide passes sold.

5. Effective January 1, 2008 Multiply MTS passes sold x $15.00 (Senior/Disabled) or $30.00 (Youth) subsidy/pass = MTS area TransNet subsidy pool.

6. Effective January 1, 2009 Multiply MTS passes sold x $17.00 (Senior/Disabled) or $35.00 (Youth) subsidy/pass = MTS area TransNet subsidy pool.

NCTD completes its own TransNet calculation (NCTD TransNet subsidy pool = NCTD passes x $ determined by NCTD).

6. Recalculate individual operator percent share of boardings for MTS area only.

7. Apply operator shares to MTS TransNet subsidy pool = individual operator TransNet subsidy.

8. Steps 2 + 6 = total operator pass revenue.

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1 Base price for youth is 25 percent of Regional Monthly Pass Therefore on Jan 1, 2008, TransNet subsidy/pass is $64 - $16.00 pass revenue = $48.00 subsidy/pass. On Jan 1, 2009 TransNet subsidy/pass is $68 - $17 pass revenue = $51 subsidy/pass.

2 Base price for youth is 50 percent of Regional Monthly Pass Therefore on Jan 1, 2008, TransNet subsidy/pass is $64 - $32 pass revenue = $32 subsidy/pass. On Jan 1, 2009 TransNet subsidy/pass is $68 - $34 pass revenue = $34 subsidy/pass.

2 Base price for senior/disabled is 25 percent of $60 pass. Therefore, TransNet subsidy/pass is $45.00 - $15.00 pass revenue = $30 subsidy/pass.

3 Base price for youth is 50 percent of $60 pass. Regional Monthly Pass Therefore on Jan 1, 2008, TransNet subsidy/pass is $60 - $30.00 pass revenue = $30 subsidy/pass. On Jan 1, 2009 TransNet subsidy/pass is $68 - $34 pass revenue = $34 subsidy/pass.
COASTER REVENUE SHARING AGREEMENT

Five percent of net COASTER Revenue, including single tickets, round trip tickets, ten trip tickets, and monthly passes shall be allocated by North County Transit District to MTS.

NCTD shall advise SANDAG of the total Coaster net revenue and pay five percent to SANDAG. Direct payments to participating agencies (i.e. Trolley for special event coordination) shall be deducted from the five percent net revenue submitted to SANDAG. Based on the data provided by NCTD, SANDAG shall forward the five percent share to MTS once each year in the year end distribution (June).

MTS shall have the responsibility for allocating the revenue to the transit operators within the MTS organization. SANDAG will direct the funds based on the MTS allocation. SANDAG will conduct a survey at least every three years of COASTER transfers patterns. MTS may elect to use the survey of transfer patterns to determine how the COASTER revenue is allocated among operators.

Note:
Any interest accrued by SANDAG as a result of the holding of COASTER revenues before allocation to the transit operators shall be paid to the operators.
Introduction

The SANDAG FY 2008 Overall Work Program (OWP) includes an element to develop a multimodal performance monitoring system in coordination with Caltrans and other local and regional partners. This effort involves the use of the existing performance monitoring system that is currently limited to collection and analysis of freeway performance data. The system is called the Performance Monitoring System (PeMS) and is a key tool for evaluating performance and determining transportation trends along the region’s freeway network.

The purpose of this item is to accept state funds to enhance PeMS to include arterial data by undertaking an arterial detection systems evaluation and integration effort. The Transportation Committee is asked to approve an amendment to the FY 2008 OWP Budget to add $300,000 in Caltrans Planning and Research Funds to complete an Arterial Detection Systems Evaluation and Integration work task as part of OWP element #40007 (Develop and Enhance Tools for Transportation Performance Monitoring).

Discussion

The Performance Measurement System is a web-enabled tool that allows transportation professionals and the public to obtain information on the performance of the state highway system. SANDAG has developed a vision that is shared by Caltrans to extend the capabilities of PeMS beyond the freeway network by enhancing the current system to collect transit and arterial performance data. These enhancements, once implemented, will help the region develop door-to-door travel times and compare trip times across all modes.

PeMS Multimodal Performance Measurement and Evaluation Prototype

Current efforts are focused on enhancing PeMS to create a multimodal performance measurement and evaluation tool. This is being achieved by undertaking a pilot project that is focused on assessing the ability of gathering and analyzing real-time arterial and transit data and developing arterial and transit prototype PeMS applications. These applications, once implemented, will allow PeMS to collect, view, and analyze arterial and transit transportation data. These tasks allow for the analysis and modeling of how data should be structured, reported, and updated based on a cursory assessment of existing arterial and transit data collection systems. This effort is underway and is expected to be completed within the 2008 OWP.
The Caltrans Office of Planning and Research is highly interested in the outcome and sees statewide benefits of these efforts and the resulting enhancements to PeMS. Caltrans has expressed its support for working with SANDAG and has agreed to provide funding to expand our current work efforts beyond the development of prototype applications. The expanded effort would provide for an evaluation of an Arterial Detection Systems and integration into PeMS.

**PeMS Arterial Detection Systems Evaluation and Integration**

The Arterial Detection Systems Evaluation and Integration task will include undertaking the following key objectives:

- Perform an evaluation of arterial detection systems based on a number of factors including establishing an understanding of technical and functional requirements/needs, data accuracy levels, and system costs. This task will summarize the comparisons among the different arterial detection system technologies and will highlight the capabilities, accuracies, deficiencies, and maintainability of each technology and long-term operational and maintenance requirements including resources and costs for possible long-term/and future deployment efforts. The intent is to assess commercially available arterial detection systems capabilities and limitations for collecting real-time data. SANDAG will work closely with local cities and Caltrans District 11, to determine which system would provide the most benefit to the region.

- Complete a limited deployment of up to 20 arterial detection system sites and integrate them into PeMS. SANDAG will meet with local agency partners to determine the actual number of arterial locations, length of evaluation periods, and establish the evaluation criteria and process. This will involve defining a priority listing of possible transportation arterial data metrics that will benefit regional transportation performance monitoring. A key metric that will be examined is the collection of real-time data for determining arterial travel times. The integration with PeMS will include establishing the technical and operational environment required to incorporate the 20 arterial locations in PeMS and for adding future sites as funding becomes available.

Pending approval, staff anticipates completion within this current fiscal year of the current PeMS multimodal performance measurement prototype work along with subsequent initiation of the PeMS Arterial Detection Systems and Evaluation and Integration work. Staff will provide an update report to the Transportation Committee highlighting the progress of these and other PeMS efforts at a future meeting.

JACK BODA  
Director of Mobility Management and Project Implementation  
Key Staff Contact: Alex Estrella, (619) 699-1928, aes@sandag.org  
Attachments: 1. Resolution No. 2008-06  
2. Program Work Element: 40007.1
RESOLUTION
NO. 2008-06

ACCEPTANCE OF FY 2008 STATE PLANNING AND RESEARCH FUNDS FOR THE DEVELOPMENT TO ENHANCE THE FREEWAY PERFORMANCE MONITORING SYSTEM (PeMS) BY UNDERTAKING AN ARTERIAL DETECTION SYSTEMS EVALUATION AND INTEGRATION TASK AND AUTHORIZATION FOR OTHER ACTIONS NECESSARY AND PERTINENT THERETO

WHEREAS, the FY 2008 Final Overall Work Program (OWP) was reviewed and approved by the SANDAG Board as the basis, through its budget, for carrying forward the OWP for FY 2008; and

WHEREAS, in addition to the grants and work elements contained in the adopted OWP, SANDAG has been awarded $300,000 in State Planning and Research Funds for performing an Arterial Detection Systems Evaluation and Integration Task; and

WHEREAS, the Executive Director must be authorized to execute all documents, including contracts, subcontracts, agreements, extensions, renewals, and/or amendments which may be necessary to execute the award fund agreements and carry out and administer all obligations, responsibilities, and duties under these funds; and

NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors that:

a. The funds awarded will be amended into the FY 2008 Overall Work Program Budget, under Work Element Number 40007, for consultant services to complete an Arterial Detection Systems Evaluation and Integration Task.

b. The purpose of the Arterial Detection Systems Evaluation and Integration task is to perform an assessment of available arterial detection systems to attain a better understanding of system capabilities and limitations for collecting real-time arterial data.

c. The awarded funds will be used to conduct an assessment and develop a priority listing of possible transportation arterial data metrics, such as travel times, that will benefit regional transportation performance monitoring, and establish the technical and operational environment required to integrate the arterial systems and incorporate the data into PeMS through a limited deployment of 20 arterial sites.

d. The Arterial Detection Systems Evaluation and Integration task is considered a multi-year effort which must be completed before the end of FY 2010.

e. The SANDAG Executive Director, or his/her designee, is hereby authorized to execute awarded funds agreements and all necessary documents and covenants required by granting agency’s laws, rules, and administrative regulations to accept the awarded funds; and
f. The SANDAG Executive Director, or his/her designee is hereby authorized to enter into agreements for goods and services up to the amended budget amount as may be necessary to carryout the projects funded by the grants.

PASSED AND ADOPTED this 19th day of October 2007.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, and Baja California/Mexico.
**PROGRAM WORK ELEMENT: 40007.1**  
**TITLE: DEVELOP AND ENHANCE TOOLS FOR TRANSPORTATION PERFORMANCE MONITORING**  
**FY 2008 BUDGET: $300,473,600,473**  
**STRATEGIC GOAL: IMPROVE MOBILITY**

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### OBJECTIVE

The objective of this program is to continue development of a multi-modal freeway and highway Performance Monitoring System (PeMS) in conjunction with Caltrans and U.C. Berkeley. Emphasis in FY 2008 is to undertake a pilot testing of the multi-modal P-PeMS along key regional arterial and transit route corridors. The pilot testing will focus on the development and application of the A-PeMS and T-PeMS prototype components for future input into the State of the Commute report.
PREVIOUS AND ONGOING WORK

PeMS supports SANDAG’s ongoing transportation performance monitoring program and is used as a key tool to evaluate existing transportation conditions and determine transportation trends along the region’s freeway network. In the past, PeMS has provided input on key performance monitoring efforts including the Regional Comprehensive Plan and State of the Commute presentation to SANDAG’s TransNet Independent Taxpayer Oversight Committee (ITOC). PeMS is a joint effort by Caltrans, U.C. Berkeley, Partners for Advanced Transit and Highways, and Berkeley Transportation Systems. SANDAG has partnered with these agencies in the past to expand the capabilities of PeMS to provide transportation performance data tailored to the San Diego region including the development of the A-PeMS and T-PeMS prototypes and ramp metering module.

Committee(s): Transportation Committee  
Working Group(s): San Diego Traffic Engineers’ Council  
Project Manager: Alex Estrella

PRODUCTS, TASKS, AND SCHEDULES

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| ITS Technology | 1 | 40 | Task Description: Based on A-PeMS and T-PeMS prototype efforts, review/identify available technologies for undertaking A-PeMS and T-PeMS pilot testing and develop pilot testing report.  
Product: Pilot testing report  
Completion Date: 04/30/2008 |
| ITS Technology | 2 | 20 | Task Description: Conduct an on-site field inventory of proposed A-PeMS and T-PeMS pilot testing sites. This effort will provide key input and background on the necessary system and equipment.  
Product: On-site field inventory report  
Completion Date: 06/30/2008 |
| ITS Technology | 3 | 50 | Task Description: Enhance PeMS to include arterial data by undertaking an arterial detection systems evaluation and integration task.  
Product: Arterial Detection Systems Evaluation and Integration Report  
Completion Date: 06/30/2010 |

FUTURE ACTIVITIES

Future activities include developing a multi-modal PeMS implementation report that will outline future A-PeMS and T-PeMS deployment locations. The report will provide a framework that will identify key performance monitoring efficiencies, functionalities, and limitations if more regional arterial and transit routes are incorporated into the PeMS automated performance monitoring system. Complete pilot testing will be performed. A State of the Commute report using PeMS and corresponding A-PeMS and T-PeMS enhancements will also be developed. Future efforts also include the development of the available Arterial Detection Systems Evaluation and Integration task to attain a better understanding of arterial detection systems capabilities and limitations for collecting real-time arterial data. These efforts will also include providing an assessment and developing a priority listing of possible transportation arterial data metrics including arterial travel times, and a limited arterial systems deployment for integration into PeMS.
OVERVIEW OF SAN DIEGO REGIONAL BICYCLE PLAN

Introduction

The development of a comprehensive bicycle transportation system will contribute to the success of achieving all seven primary goals and policy objectives of the Regional Transportation Plan (RTP). In addition to regional objectives, federal and state directives, such as Caltrans Deputy Directive (DD) 64, issued in 2001, are placing greater emphasis on accommodating pedestrians and bicyclists when designing roadway facilities. As part of SANDAG’s effort to implement our regional goals and broader state and federal directives, SANDAG applied for and received a Caltrans Community Based Planning Grant to develop the San Diego Regional Bicycle Plan. This work effort was included and resourced in the FY 2008 Overall Work Program and Budget.

The San Diego Regional Bicycle Plan will be a component of the RTP and will be regional in focus. It will concentrate on broader policies and programs, while providing a framework for local decision-makers to determine specific local routes and facilities.

Discussion

Recent national and local studies and surveys indicate that when bicycle facilities exist, more people are willing to use their bicycle for transportation purposes. Between 1995 and 2000, vehicle miles traveled in the San Diego region increased at nearly twice the rate of the population increase and forecasts indicate an 18.5 percent increase in vehicle trips from nearly 13.5 million to 16 million daily trips by the year 2030. Both the Regional Comprehensive Plan (RCP) and the RTP call for facility improvements that reduce dependence on single occupancy vehicle trips, such as expanded public transit, walking and bicycling connections, and networks.

Current Regional Bicycle Planning Program

As the Regional Transportation Planning Agency and Metropolitan Planning Organization, SANDAG is responsible for the following regional bicycle planning activities:

- Integration of bicycle planning into the RTP
- Administering funding for the development of bicycle facilities. Primary funding sources are TransNet, Transportation Development Act (TDA), Transportation Enhancements (TE), and Congestion Management and Air Quality (CMAQ)
- Encouraging continuity of bicycle facilities across jurisdictional boundaries
- Supporting programs to encourage a mode shift to bicycling
- Providing technical assistance and functioning as an information clearinghouse

**Primary Objectives of a Regional Bicycle Plan**

The San Diego Regional Bicycle Plan will accomplish the following:

- Define a network of regionally significant bicycle routes, facilities, and necessary support programs;
- Identify gaps in the network and recommend specific improvements needed to fill the gaps;
- Develop cost estimates to complete construction of the regional network;
- Develop a funding strategy to build and maintain the regional bike network;
- Provide a design manual focusing on bicycle-friendly designs for all streets and roadways through new technologies, standards, guidelines, and innovative treatments on all new roadways and multiuse paths; and
- Provide policy direction and identify programs to assist local jurisdictions in improving safety, education and awareness about bicycle travel.

Additionally, implementation of the plan can directly address several of the broader statewide planning goals for the transportation system. In particular, it will provide an option for single-occupancy vehicle trips and foster neighborhood designs that enable more bicycling.

**Public Participation Process and Timeline**

Working with the consultant team SANDAG will develop a detailed public involvement process. The stakeholders who will be involved in the development of the Plan are the SANDAG Bicycle-Pedestrian Working Group (BPWG), SANDAG Transportation Committee, local jurisdictions, local agencies, advocacy groups, and citizens in the San Diego region. Once development of the Plan has begun the BPWG will work on specific elements of the Plan at its monthly meetings. In addition to providing policy level input on the Plans primary components, the Transportation Committee will receive regular status reports on the progress of the Plan. Elements of the Public Involvement Plan will include the formation subcommittees formed from the stakeholder groups to focus on the primary elements parts of the Plan and a series of Public Workshops.

The proposed project timeline is as follows:

- Consultant Selection Early 2008
- Plan Development Spring - Summer 2008
- Initial Draft Plan Fall 2008
- Plan Refinements and Final Draft Plan Winter 2008-2009

**Changes in Bicycle, Pedestrian, and Neighborhood Safety Program Funding**

The passage of the TransNet Extension in 2004 results in two important changes in the Bicycle, Pedestrian, and Neighborhood Safety Program beginning in FY 2009. First, there will be an additional $4.5 million to $5 million in funding available for plans and projects. Secondly, the
program has been expanded to include a neighborhood safety component. As such, the criteria used to evaluate and select projects for funding through the established competitive grant process will need to be modified to reflect these changes.

Once adopted, the Plan will provide a framework for modifying the project selection criteria. However, the Plan will not be completed until the FY 2010 funding cycle. At a future meeting, the Transportation Committee will be presented with options for selecting bicycle and pedestrian projects for funding in the upcoming FY 2009 cycle. The options will range from using the existing funding criteria to postponing funding any projects until the Plan is completed and new funding criteria in place.

**Next Steps**

Staff will return to the Transportation Committee with recommended project selection criteria for the FY 2009 Bicycle, Pedestrian, and Neighborhood Safety Program. Additionally, staff will provide the Committee with periodic updates on the status of the Plan updates and seek input on the policy direction at key stages in the process.

BOB LEITER  
Director of Land Use and Planning

Key Staff Contact: Chris Kluth, (619) 699-1952, ckl@sandag.org
Introduction

One of the highest priority goals of the SANDAG 2007 Legislative Program is to pursue funding from the statewide infrastructure bond measures to support the implementation of the Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP). Proposition 1B (Prop. 1B), approved by the voters at the November 2006 general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of more than $19.9 billion of general obligation bonds for various transportation programs.

Prop. 1B includes two new funding programs related to goods movement. The Trade Corridors Improvement Fund (TCIF) will focus infrastructure improvements along trade corridors that accommodate a high volume of freight movements. The Goods Movement Emissions Reduction program will focus on projects that reduce air pollution related to the movement of goods along California's trade corridors.

Discussion

TCIF Program

The TCIF program is a $2 billion statewide program that would be allocated by the California Transportation Commission (CTC). Eligible projects include highway and freight rail system improvements to facilitate goods movement to and from seaports, land ports of entry, and airports; enhancements to port capacity; and border access projects to improve freight movement between California and Mexico. The CTC is required to consult the California Goods Movement Action Plan (GMAP), RTPs, and the Statewide Port Master Plan. With the exception of border access projects, a dollar-for-dollar local match is required.

The CTC has set up the TCIF Work Group to assist in the development of criteria and guidelines for the TCIF program for the Commission’s review. Caltrans, the San Diego Regional Economic Development Corporation, and SANDAG have been participating in this working group. The TCIF Work Group originally targeted fall 2007 as the deadline to develop a policy framework, criteria, and guidelines for the TCIF program. Therefore, discussions with the CTC, Business Transportation and Housing Agency (BT&H), Caltrans, the San Diego/Imperial County delegation in the Legislature, and local coordination with stakeholders have become very dynamic since September 1. Staff has participated on conference calls with CTC and has proactively offered proposed TCIF allocation scenarios which stress TCIF distribution targets that reflect balance and equity across all four trade corridors.
Recent discussions with the state legislators confirm that TCIF funds will be allocated based on the four goods movement corridors identified in the California GMAP (i.e. Los Angeles/Inland Empire, Central Valley, San Francisco Bay area, and San Diego/Border). However, it is still an open issue as to what distribution formula will determine the bond funds allocated to each corridor. Therefore, staff has been very active in promoting and providing information about the importance of the projects that facilitate border-related goods movement, including Port of San Diego and freight rail projects in addition to the port of entry related projects. The border projects, which are unique to the San Diego corridor, are equally as urgent as other corridor issues, but could easily be overshadowed by the extensive list of corridor projects being aggressively advanced by the other corridors' stakeholders.

Since action on pending legislation was expected to occur prior to the end of July 2007, staff worked with goods movement stakeholders to develop a regional funding strategy that would be ready for submittal to the CTC. This strategy was approved by the SANDAG Board of Directors in July 2007 due to the urgent timelines anticipated for this program. Table 1 shows the list of TCIF candidate projects approved by the SANDAG Board, which are part of the San Diego Regional GMAP (approved by the Board in September 2006) and the Draft 2007 RTP. This table shows four potential funding scenarios for the San Diego region and candidate priority projects under each scenario. A similar strategy was used in the development of candidate projects for the Prop. 1B Corridor Mobility Improvement Account (CMIA) program; under that program, the Board approved a range of potential corridor investments that allowed the region to take full advantage of available CMIA funding. Attachment 1 includes a description of the TCIF candidate projects, which are highlighted in orange in the map legend (Attachment 2).

### Table 1
**Prop. 1B Goods Movement Candidate Projects**

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<td>South Line Rail⁴</td>
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¹ This funding would complete the project.
² This investment would provide equity and the remainder would be covered by toll revenues.
³ Maritime investments would be matched by the Port of San Diego.
⁴ This project would be combined with Trolley improvement projects, and the local match would come from TransNet.
⁵ This project would be combined with COASTER improvements, and the local match would come from TransNet.
**Goods Movement Emissions Reduction Program**

This $1 billion component of Prop. 1B complements the $2 billion TCIF Program, but specifically addresses freight-related air pollution emissions in trade corridors. This program will be managed by the California Air Resources Board (ARB). ARB has developed draft Guidelines for the Program, and is conducting a series on information sessions around the state. Staff attended the October 3 briefing in San Diego and offered commentary suggesting that the program needs to be tuned to address cross border emission challenges. The current draft ARB concepts for implementation specifically state the need to keep projects operating within California, and not other states or countries; effectively prohibiting any investments on trucks with dual Mexico-California plates or for electrified truck stops on the Mexican side of the border. Staff will continue to work with ARB to inform and advance the unique challenges related to diesel truck emissions at the Otay Mesa Port of Entry.

**Next Steps**

**TCIF Program**

The funding strategy approved by the SANDAG Board in July 2007 has been used as a basis to work with the Legislature, BT&H, and the CTC as guidelines and criteria are being debated for future submission of goods movement project applications. On September 19, 2007, BT&H Secretary Dale Bonner wrote to CTC Chairman James Ghielmetti to request that the CTC take swift action to have a definitive TCIF proposal submitted for inclusion in the Governor’s FY 2008-2009 budget.

BT&H and CTC have expressed an interest in meeting with SANDAG and our regional goods movement stakeholders in mid to late October to discuss the TCIF program’s implementation plans and targets. It is anticipated that BT&H will schedule similar meetings with the three other Corridor groups, and that CTC guidance will be issued in October or November.

**Goods Movement Emissions Reduction Program**

Staff will continue to collaborate with ARB and to rapidly develop proposals with goods movement and air quality stakeholders to address the San Diego region’s emissions challenges. Proposals would have to be submitted as early as January 2008.

Staff will continue to keep the Transportation Committee informed of new developments on these funding programs.

BOB LEITER
Director of Land Use and Transportation Planning

Attachments: 1. Description of TCIF Candidate Goods Movement Projects
   2. Goods Movement Action Plan – TCIF Candidate Projects

Key Staff Contact: Christina Casgar, (619) 699-1982, cca@sandag.org
                 Elisa Arias, (619) 699-1936, ear@sandag.org
DESCRIPTION OF TCIF CANDIDATE GOODS MOVEMENT PROJECTS

Border

**Border/SR 905 ($600m)** - Includes 6-lane east-west freeway between United States-Mexico Port of Entry (POE) at Otay Mesa with interchanges at State Route (SR) 125, Interstate 805 (I-805), and Interstate 5 (I-5).

**New Border Crossing/SR 11 ($500m)** - Includes new United States-Mexico POE at East Otay Mesa and new SR 11, a 4-lane freeway connecting the East Otay Mesa POE to SR 905.

Maritime

**Maritime/32nd Street ($109m)** - Includes 32nd Street and Harbor Drive Overpass connecting Tenth Avenue Marine Terminal and National City Marine Terminal via Harbor Drive to I-15 at 32nd Street.

**Maritime/National City ($56m)** - Includes terminal wharf and multilevel roll on-roll off cargo storage facilities at the National City Marine Terminal.

**Maritime/Tenth Avenue ($66m)** - Includes Tenth Avenue Overpass and Grade Separation at Cesar Chavez Parkway/Harbor Drive that would connect the Tenth Avenue Marine Terminal to I-15 via Harbor Drive and the 32nd Street Overpass and initial terminal operations improvements.

Rail

**South Line Rail ($325m)** - Includes rail, sidings and passing tracks, bridge and bridge rehabilitation, crossovers, yard improvements, computerized train controls, Coronado Line rehabilitation, and improved connectivity to the Mexican rail, port, yards and logistics centers along the South Line between Broadway in San Diego and the United States-Mexico rail border crossing at San Ysidro.

**Coastal Rail ($100m)** - Includes rail, sidings and passing tracks, and bridges to provide the equivalent of double tracking along the Coastal Corridor between downtown San Diego and the Orange County Line.
Goods Movement Action Plan
TCIF Candidate Projects

San Diego Region

1. Air Cargo

Border
2. SR 905
3. SR 11/New Border Crossing

Maritime
4. Includes Ground Access Improvements

5. Pipeline

Rail
6. Coastal/SPRINTER
6A. High Speed Rail/Inland
7. South/MEX
7A. Desert

Road/Managed Lanes
8. I-5
9. I-15
10. I-805
11. SR 94/125, I-8
12. SR 125/Toll
13. SR 54/125/52/67/94 Outer Loop

Projects
- Project Locations
- Logistics Center/Yard
- Coastal/SPRINTER
- South/Trolley/Mexico/Desert

Concepts
- Potential High Speed Rail/Inland
- SR 54/125/52/67/94 Outer Loop

Commercial/Industrial Land Use

July 2007
SPRINTER PROJECT STATUS REPORT AND
SANDAG INDEPENDENT ASSESSMENT

Introduction

The North County Transit District (NCTD) SPRINTER Rail Project converts an existing 22-mile freight rail corridor into a Diesel Multiple Unit (DMU) transit system connecting Oceanside, Vista, unincorporated County areas, San Marcos, and Escondido. The SPRINTER is a TransNet-funded project. In response to requests from NCTD and the Federal Transit Administration (FTA), SANDAG staff is currently providing support and oversight services for the project and has been asked by the SANDAG Board of Directors to report on its progress monthly to the Transportation Committee.

Discussion

Current Progress

The Mainline contractor continues to place most of its effort on the communication and signaling work, which has been the critical path for completion since last winter. Current work includes connecting communication equipment at the stations and railroad signal work throughout the corridor. Communications equipment is operable at nine of the 15 stations. The corridor is divided into five separate zones for signal work; one of the five is complete. The second and third are scheduled for October 18 and the fourth and fifth for November 12. Permanent electrical service is now available at all but one station.

All work except warranty repairs is complete at the SPRINTER Operations Facility (SOF). The elevator at the California State University San Marcos station is installed, and the San Marcos Loop contract is expected to be complete by the end of October. All DMU vehicles have been granted preliminary acceptance by NCTD and only require additional running time on the tracks before final acceptance. Test trains are running daily from the SOF to Las Posas Road in San Marcos.

On September 23, NCTD ran a test train the entire length of the project for the first time. This was done to check for clearances along the guideway and at station platforms. Only one location was identified as a potential problem.

The Mainline contract is approximately 90 percent complete. All track work is done. Station platforms and canopies are nearly complete. Seven station parking lots are paved. Landscaping and re-vegetation has started.

A residue called mill scale was left on the new rail after manufacturing. It impeded electrical current and was disrupting testing of the signal system. NCTD brought in a machine to grind off the residue, and signal testing has continued. There are no other significant quality issues at this time and none that could impact the start of revenue operations.
Schedule

The settlement agreement with the Mainline contractor provides for new internal schedule milestones to track progress. If the contractor delivers the work required of a particular milestone, the contractor is compensated for “constructive acceleration.” The maximum payment the contractor could earn by meeting all milestones is $3.3 million. Five of the seven milestones also provide for an assessment of liquidated damages if the contractor fails to meet the milestone date.

Milestone 7 required the contractor to be substantially complete with all work except landscaping. Two months of prerevenue operations were originally planned, however, the contractor is four weeks behind the Milestone 7 schedule. In order to mitigate any delay to the start of revenue service, NCTD is working with the contractor to give its contract operator ten miles of fully functional rail line from the SOF to the Buena Creek Station by October 18 and 12 miles from Buena Creek Station to Oceanside Transit Center Station on November 12. If successful, it is anticipated revenue service could commence this calendar year.

Milestone 8 requires the contractor to submit documents certifying all safety critical items of work are built per specification by October 14. As of the writing of this report, approximately 2,000 of the 4,800 have been submitted. Because of the delay to the completion of work in Milestone 7, Milestone 8 also will be delayed.

Completion of Milestone 7 by October 1 would have resulted in a constructive acceleration payment of $2.475 million. Completion of Milestone 8 by October 14 would have resulted in a payment of $495,000 to the contractor. Liquidated damages of $20,000 each for Milestones 7 and 8 could be assessed for each day either of these milestones are late after October 25.

It should be noted that the contractor could receive an extension of time should NCTD make changes that delay the critical items of work in each milestone. There continues to be a great emphasis on minimizing changes to the work, but some have been made, and the contractor may be due additional time resulting in constructive acceleration payments for milestones already passed and/or foregoing of the assessment of liquidated damages.

Estimate at Completion

The settlement agreement with the Mainline contractor provides for payments not to exceed $12.2 million for damages the contractor incurred due to the design changes. Before receiving payment, the contractor is required to submit documentation verifying any loss. The contractor has submitted a portion of the documentation and, after analysis, NCTD has agreed to make an initial $1.1 million payment.

The current estimate at completion (EAC) is $476.6 million compared to $470 million reported in July. Of this $6.6 million increase, $2.4 million stems from a recent policy decision to provide additional contingency for “start-up” costs originally planned to be charged to operations. Start-up is an acceptable capital cost and is how MTS historically charges for this effort. The remaining $4.2 million is for increases in construction expenditures.

The $476.6 million EAC is made up of $461.8 million of base cost, plus a $14.7 million contingency. The base cost includes the maximum value of the settlement agreement plus the forecasted cost of each change order. The project budget set by the NCTD Board and included in the Amended
Recovery Plan for the FTA is $484.1 million.

NCTD staff is focusing its construction management effort on calculating the final construction quantities and adjusting each item of work for quantity overruns and under runs. Then it will begin negotiations with the Mainline contractor on the final costs of outstanding change order work. The results of these pending calculations pose the biggest risk to the budget. The construction manager now has nine staff members committed to this effort.

The San Diego Regional Water Quality Control Board has assessed NCTD a $160,000 penalty for failing to take proper measures to prevent sediment from leaving the work site of the Mainline and Loop contracts. NCTD is responding to the Water Board with information supporting lower penalties and is requesting reconsideration. The construction contractor is responsible for implementing these measures, and any penalty for failure to do should be passed along per the contract.

Summary

The development of new internal milestones last spring has succeeded in greatly accelerating the work. Unfortunately, these dates proved to be too aggressive for the contractor, and each has been missed. NCTD continues to work with the Mainline contractor and its contract operator on ways to overlap construction work and prerevenue operations in order to begin revenue service in December. NCTD is closely monitoring the progress of all parties and will decide in early November when to commence service.

The estimate at completion has increased significantly since July. Some of this increase stems from capitalizing start-up costs. The remaining risk to budget is not from unforeseen work or expenses, but from the backlog of construction quantities and change order costs still to be calculated and negotiated. The construction manager now has a large staff devoted to reducing this backlog. With $14.7 million of contingency and another $7.5 million of capacity between the EAC and the project budget, NCTD is still predicting that the SPRINTER will come in under budget.

JACK BODA
Director of Mobility Management and Project Implementation

Key Staff Contact: Jim Linthicum, (619) 699-1970, jlin@sandag.org
Oct. 19, 2007

SANDAG
TRANSPORTATION COMMITTEE
AGENDA ITEM #2 (Public Comment...)

Good morning Chair Madaffer, Vice-Chair Dale, board members, staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave. #124 which is in the SBSU neighborhood of San Diego, 92115 Phone 619-546-5610.

On last evenings 7/39 TV news there was a story about the MTS fare increase which was approved by the MTS board after the second reading of the order. There was talk about the affect this will have on the poor and disabled which is not good. The budget short fall of $9 million at MTS was talked about, but there was never a connection made to the recent action by Governor Schwar and State legislature that took $1.26 Billion from the state Public Transportation Account.
ISSUES SUMMARY: COMPREHENSIVE FARE ORDINANCE AMENDMENTS
TITLE VI FINDINGS RELATED TO AMENDMENTS

CITY HEIGHTS COMMUNITY DEVELOPMENT CORPORATION (CHCDC) SUPPORTS THE
GOALS OF "CITIZENS FOR EFFECTIVE TRANSPORTATION" TO FIND EFFECTIVE
FUNDING STRATEGIES, WHILE BUILDING A MORE STABLE AND Viable TRANSIT
DEVELOPMENT PLAN. THESE POINTS ARE BASED ON ATTACHED LETTER
SUBMITTED TO SANDAG TRANSPORTATION COMMITTEE, OCTOBER 5, 2007:

1. TRANSFERS WERE INTEGRAL TO THE SYSTEM CHANGES MADE IN 2006. THEY
   SHOULD NOT BE ELIMINATED.

2. SANDAG CAN REALLOCATE TRANSNET FUNDING ON AN INTERIM BASIS IN
   CONJUNCTION WITH ESTABLISHMENT OF A SPECIAL TRANSIT TRUST FUND
   THAT WILL HELP STABILIZE THE TRANSIT OPERATIONS.

   THE FUND WILL BE CONSTITUTED FROM A VARIETY OF FUNDING SOURCES
   INCLUDING BUT NOT LIMITED TO
   - TRANSNET RESERVE,
   - TRANSIT FUNDS "BORROWED" by the STATE for FY 2008,
   - SPECIAL REGIONAL QUALITY OF LIFE FUND
   - PARKING REVENUE SURCHARGES
   - TRANSIENT OCCUPANCY TAXES ALLOCATION
   (RECOGNIZES CRITICAL NEED FOR A VIABLE TRANSIT SYSTEM TO PROVIDE TOURIST
    SUPPORT AND TRANSPORTATION FOR WORKERS IN TOURIST RELATED INDUSTRIES).

3. PROMOTE AND EXPAND THE USE OF TRANSFERS AND OTHER MECHANISMS TO
   MAKE PUBLIC TRANSIT MORE ATTRACTIVE.

   CHCDC IS INTERESTED IN EVALUATING POTENTIAL PILOT PROGRAMS TO
   PROMOTE EXPANDED COMMUTER EXPRESS SERVICES AND EXPANDED USE OF
   BUS PASSES, BUT WE DO NOT SUPPORT THE ELIMINATION OF TRANSFERS.
October 1, 2007

Honorable Jim Madaffer, Chairman and Members Transportation Committee
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, California 92101

RE: Comprehensive Fare Ordinance Amendments and Title VI Findings Related to Amendments
ITEMS # 4 and #5 FOR THE SANDAG TRANSPORTATION AGENDA, October 5, 2007

Dear Chairman Madaffer and Members of the Transportation Committee:

This is to provide comments on behalf of the City Heights Community Development Corporation (CHCDC) for your consideration regarding the subject Comprehensive Fare Ordinance Amendments and Title VI Findings Related to Amendments.

1. The Comprehensive Operational Analysis and route changes adopted just last year were predicated on an integrated transit system using transfers from and to feeder systems; the transfer is an integral and necessary part of the success of this system. The amendment provision to eliminate use of transfers is not in concert with the operational changes implemented nor does it help achieve Title VI objectives and should be deleted.

2. SANDAG needs to re allocate some measure of short term funding of TRANSNET to this apparent public transit funding crisis which has been exacerbated by the State of California raiding the $1.3 Billion transit funds that were to be allocated to local jurisdictions. The State needs to recognize this as a “loan” and commit to paying that back next year AND SANDAG needs to set forth a fund for purposes of maintaining or lowering fares and maintaining or raising services as necessary.

3. Absent a policy and budgetary commitment to a Transit First strategy in Transnet and the RTP, the region will never be able to attract the so-called “choice” riders necessary to make the transit system a viable alternative to Single Occupancy Vehicle travel. SANDAG should allocate funds to initiate and promote a six month to one year commitment to lower fares, expand the use of transfers and raise services to increase “choice” ridership on selected high ridership potential routes. We suggest the promotion and expansion of express services serving the Mid-City region to key job centers as a candidate for this initiative.

In summary, we do not believe that a continued diminishment of service and increase in fares is a cost effective strategy to achieve higher ridership and higher revenues.

Sincerely,

HC Jay Powell, CHCDC Executive Director

4283 El Cajon Blvd, Suite 220
City Heights, CA 92105 • 619-584-1535 • FAX: 619/584-7992 • info@cityheightscdc.org
FINDINGS IN SUPPORT OF NOTICE OF EXEMPTION UNDER THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT RELATING TO PROPOSED AMENDMENTS TO THE
REGIONAL COMPREHENSIVE FARE ORDINANCE

WHEREAS, the Metropolitan Transit System (MTS) has requested that SANDAG make changes to the Regional Comprehensive Fare Ordinance to bridge a recently identified $9.2 million funding gap in the MTS FY 2008 Budget; and

WHEREAS, the North County Transit District (NCTD) has requested that SANDAG establish fares for the SPRINT service in the Regional Comprehensive Fare Ordinance; and

WHEREAS, SANDAG's Transportation Committee has been authorized in Board Policy No. 001 to conduct hearings regarding fare setting and approve comprehensive fare ordinance amendments and has held such public hearings regarding the proposed amendments to the Regional Comprehensive Fare Ordinance; and

WHEREAS, the Transportation Committee wishes to render written findings in support of the determination that the amendments to the Regional Comprehensive Fare Ordinance do not require an environmental impact report before it approves the amendments; and

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

WHEREAS, establishment of fares and fare increases are exempt from CEQA pursuant to an exemption for fees charged by a public agency for the purpose of meeting operating expenses pursuant to Public Resources Code, § 21080, subd. (b)(8); and California Code of Regulations Title 14, § 15273 , subd. (a); and

WHEREAS, it has been made clear in the reports and public meetings leading up to this second reading of the Regional Comprehensive Fare Ordinance that if SANDAG does not quickly take action to increase fares on behalf of MTS, MTS will be forced to cut additional services in order to meet its budget shortfall. It also has been made clear that the revenues obtained from the fare increase will be used for operations purposes rather than for capital improvements; and

WHEREAS, it has been made clear in the reports and public meetings leading up to this second reading of the Regional Comprehensive Fare Ordinance that NCTD plans to begin operations of the SPRINT service in December 2007 and a fare must be imposed on this service for purposes meeting operating expenses for this new service, including employee wage rates and fringe benefits, and/or purchasing or leasing supplies, equipment, or materials; NOW THEREFORE
BE IT RESOLVED that SANDAG makes the following findings:

1. MTS has an urgent need to increase fares in order to fill a revenue gap created by the combined effects of the FY 2008 State Budget and less than expected sales tax revenues. Prior to requesting the fare increases, MTS reviewed and tested several options to reduce agency costs and to generate new non-fare revenue, but additional funding is needed meet the full extent of its budget need for operating expenses.

2. NCTD is scheduled to open the SPRINTER for revenue service in December 2007. Fares for this service must be set in order to pay for operating expenses for this new service.

PASSED AND ADOPTED this 19th of October, 2007.

__________________________________________
CHAIRPERSON

__________________________________________
ATTEST:

__________________________________________
SECRETARY

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

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
Notice of Exemption

To: Office of Planning and Research
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

County Clerk
County of San Diego
1600 Pacific Highway
San Diego, CA 92101

From: (Public Agency) SANDAG:
401 B Street, Suite 800
San Diego, CA 92101
(Address)

Project Title: Comprehensive Fare Ordinance Amendments.

Project Location - Specific:
Transit fares on public transit within San Diego County within the Metropolitan Transit Service area and the North County Transit District Service area.

Project Location - City: all jurisdictions within San Diego County
Project Location - County: San Diego County

Description of Nature, Purpose and Beneficiaries of Project:
The Comprehensive Fare Ordinance Amendments include changes to the fare structure to include the start up of SPRINTERS service by the North County Transit District (NCTD), various cash and Regional Monthly fare increases requested by the Metropolitan Transit System (MTS), elimination of transfers, proposed modifications to the Juror Program, and reduction of other fare discounts.

Name of Public Agency Approving Project: San Diego Association of Governments (SANDAG)

Name of Person or Agency Carrying Out Project: SANDAG/MTS/NCTD

Exempt Status: (check one)
- □ Ministerial (Sec. 21080(b)(1); 15268);
- □ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- □ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- □ Categorical Exemption. State type and section number: [blank]
- ☑ Statutory Exemptions. State code number: 15273 - Rates, Tolls, Fares, and Charges

Reasons why project is exempt:
The Comprehensive Fare Ordinance is being amended and modified so that the transit agencies (MTS, NCTD) can meet operating expenses due to revenue shortfalls.

Lead Agency Contact Person: Rob Rundle
Area Code/Telephone/Extension: (619) 699-6949

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? □ Yes: □ No

Signature: [Signature]
Date: 10/19/07
Title: Principal Planner

☑ Signed by Lead Agency
☐ Signed by Applicant

Revised 2005
18 October 2007

Transportation Committee
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Re: Agenda Item no. 7 on Transportation Committee’s October 19, 2007 Agenda—Amendments to Comprehensive Fare Ordinance

Dear Transportation Committee:

On behalf of Theresa Quiroz and Citizens for Responsible Equitable Environmental Development, I am writing to express my clients’ opposition to the above-identified matter because the proposed amendments have not been subjected to environmental review under the California Environmental Quality Act (“CEQA”). Approval of the amendments constitutes a discretionary project triggering the three-tiered CEQA structure described in No Oil, Inc. v. City of Los Angeles, 13 Cal. 3d 68 (1974), and therefore must be reviewed under CEQA before approval. The Transportation Committee (and hence SANDAG) has not made any of the determinations required by this three-tiered structure. Approval of the amendments is therefore unlawful.

While I assume that the Transportation Committee, because of the nature of its work, is already familiar with the potential environmental impacts of taking any action that may result in fewer people using public transportation, I have nevertheless included with this letter a DVD containing ample evidence that such a decrease may increase vehicle trips and emissions and thus lead to more air pollution; more traffic, congestion, and demand for parking; and more fuel consumption and demand for fuel-providing services and infrastructure.

Additionally, it is unlawful for the Transportation Committee and SANDAG to rely on any other environmental review that may currently be in the works or to separate final approval of the amendments from the public’s opportunity to comment on the lack of environmental review. Such reliance constitutes unlawful segmentation, and such separation unlawfully bifurcates approval from the requisite environmental review (especially when additional evidence is considered by you after the public’s opportunity to comment is cut off). See, e.g., Bakersfield Citizens for Local Control v. City of Bakersfield, 124 Cal. App. 4th 1184 (2004); and Lincoln Place Tenants Ass’n v. City of Los Angeles, 130 Cal. App. 4th 1491 (2005).

For the foregoing reasons, my clients and I urge you not to approve the amendments.

Another problem with the Transportation Committee’s approval of the amendments is that you do not have the legal authority to take such action. SANDAG Board Policy no. 001 purports to delegate the authority to “[c]onduct hearings regarding fare setting and approve comprehensive fare ordinance amendments” to the Transportation Committee. Meanwhile, under Public Utilities Code Section 132351.1(c) (formerly Section 132351.1(b) under S.B. 1703), the SANDAG board...
may delegate only "executive, administrative, and ministerial power" to the Transportation Committee; there is no mention of legislative authority in the statute. Notably, the SANDAG Board itself approved the Regional Fare Policy and Comprehensive Fare Ordinance in October 2004 (nearly two years after S.B. 1703 was signed by the Governor). The SANDAG Board amended the Comprehensive Fare Ordinance in February 2006; the Transportation Committee merely recommended the amendment's approval. This is consistent with Section 2-a of Article III of SANDAG’s Bylaws, which states that all SANDAG powers "shall be exercised by the Board of Directors" and which itself renders Board Policy no. 001 invalid. In sum, the Transportation Committee has no legal authority to take the legislative action necessary to approve the proposed amendments.

Thank you for your consideration of these comments and the accompanying evidence.

Sincerely,

BRIGGS LAW CORPORATION

Cory J. Briggs

Enclosures (DVD)
# MTS Hearing Comments

This Item Relates to Agenda Item #7, Transportation Committee, October 19, 2007

## Comments on Proposed Changes to the Comprehensive Fare Ordinance

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<tr>
<th>No.</th>
<th>Date</th>
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<th>Form</th>
<th>Comment</th>
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<tbody>
<tr>
<td>1</td>
<td>10/03/2007</td>
<td>2:32 PM</td>
<td>Email</td>
<td>We provide assistance to Seniors and people with disabilities and are very concerned about the proposed MTS fare increases.</td>
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<td>2</td>
<td>10/03/2007</td>
<td>2:36 PM</td>
<td>Email</td>
<td>I am asking you not to raise the bus fares, but if you do could the day passes be 1/2 price for Seniors and Disabled? Didn't you get a subsidy from and organization that has money and not ask the people who have the least money to make up your deficit? It would be appreciated. thanks.</td>
</tr>
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<td>3</td>
<td>10/03/2007</td>
<td>2:51 PM</td>
<td>Email</td>
<td>I am the program coordinator for the Senior Resource Centers at Sharp HealthCare. As part of our services, we provide information &amp; assistance to seniors and their caregivers. Transportation is one of the top issues of concerns. The proposed change in transfers will adversely affect those on limited incomes and restrict their movements even further. It is already difficult for them to find reliable transportation. Please reconsider your decision to eliminate transfers.</td>
</tr>
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<td>4</td>
<td>10/03/2007</td>
<td>3:05 PM</td>
<td>Email</td>
<td>I feel strongly that bus riders should be able to transfer to trolleys without having to pay any additional fees. If enacted, this policy will disproportionately hurt the poorest and most vulnerable San Diegans, the ones who can neither afford to own a car nor live in the city. If you need to raise revenue for the transportation department, raise the cost of parking in the city. To establish a sustainable mode of living, we should be promoting the use of public transit and discouraging the use of privately owned automobiles as much as possible. This proposed policy does the opposite. It's very disheartening. I think that if this policy were to have a wider media exposure, it would cause the city some embarrassment.</td>
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<td>5</td>
<td>10/03/2007</td>
<td>3:49 PM</td>
<td>Email</td>
<td>I don't think it is fair for you to raise bus fares when people have to be packed on a bus like cattle. I take the 150 from Old Town to UCSD and the past week and a half have been absolutely horrible! It's standing room only and sometimes it is so crowded it's hard to get off at your stop. There are too many people. If you are going to increase fares you should run buses more often. When I buy a bus pass I expect a seat on a bus. And honestly, how do you expect to encourage people to take the transit for a lousy ride when a person knows they have a seat in their own car and don't have to be squished between a bunch of strange bodies. I'm sure perverts love it but I (and I am sure many others) do not like it. And I have heard other people say in disgust they are not taking the bus anymore and will take their car instead.</td>
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<tr>
<td>6</td>
<td>10/03/2007</td>
<td>4:02 PM</td>
<td>Email</td>
<td>One-way fares will now double for all passengers not taking a round trip. This affects airport patrons on Route 992 who only ride one-way in one day, workers who might take PT to or from work and carpool the other way, and students who only go home from school each day. It doesn't make sense for fares to go up AND for transfers to be eliminated. Look at the San Jose VTA which just lowered pass prices because of the loss of ridership they had incurred. Also - why do ADA passengers pay 50% more for curb-to-curb service than DART customers? ADA passengers don't even get a reservation at the time they want to go like DART passengers do. The fares for DART should be <em>at least</em> $4.50 if this service is to stay around.</td>
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<td>7</td>
<td>10/03/2007</td>
<td>4:22 PM</td>
<td>Email</td>
<td>I am very discouraged about the lack of will to create a strong public transit system in San Diego County. These latest fare changes are only the latest example. I'm sure that given this poor history, SANDAG will increase the fares as proposed regardless of public comment. However, in the hope that I'm wrong, I ask that the $5 day pass that will replace transfers be reduced to $2.50 for disabled individuals and seniors.</td>
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<tr>
<td>8</td>
<td>10/03/2007</td>
<td>4:29 PM</td>
<td>Email</td>
<td>I am a person with a disability who is very concerned about the proposed elimination of transfers and the creation of a $5.00 Day Pass. There are many people with disabilities on a fixed income for whom this would create an undue financial burden, tremendously limiting their ability to get around. The $5.00 Day Pass needs to be made available to people with disabilities at ½ price, as the other transit fares and passes are now, for both seniors and people with disabilities. Thank you.</td>
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<td>9</td>
<td>10/03/2007</td>
<td>4:45 PM</td>
<td>Email</td>
<td>Eliminating transfers makes riding the bus even more expensive for people on limited incomes. This will just reduce the number of people riding the bus and once again start the spiral of reduced ridership leading to reduced routes.</td>
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<tr>
<td>10</td>
<td>10/03/2007</td>
<td>4:53 PM</td>
<td>Email</td>
<td>I am vehemently opposed to elimination of transfers as an inexcusable limitation of customer choice. This proposal basically eliminates the notion of a single one-way ticket getting a customer from A to B within the city of San Diego. The hub-based system (that's what the transit centers are) requires making a transfer for such simple tasks as getting from most parts of the city to the SDSU campus. That trip - with one transfer (which from my observation is typical) - at the moment would costs $2.25. Your proposal would raise the cost of that one-way trip to $4.50! For a commuting journey (most of us spend all day at work), the cheapest cost would now be a day pass of $5.00. In other words, what you are really proposing is to raise the absolute minimum cost of a round-trip commuting ticket involving one transfer from $4.50 to $5.00. I would have no problem with that, IF you would not simultaneously ELIMINATING any possibility of a transfer ticket. Implications of this are numerous: (1) For many customers this will constitute a net rate increase by at least $0.50 for a round-trip. The effective rate increase could be as high as 100 percent. For taking a trip involving one transfer and but does in the morning not yet know whether they will need a return ticket (e.g., they were planning to car pool for the return trip), will end up paying $9.00 (4x $2.25) instead of now $4.50 (2x $2.25). (2) I know plenty of people who drive to work on most days, but will occasionally use MTS to get home after a night out. The possibility saves lives by limiting drunk driving. The effective cost of such a trip, again involving the likely single transfer, will according to your proposal rise from $2.25 to $4.50, an increase of 100 percent. Will some customers balk at this and choose to take the car instead, thereby increasing risks to themselves and others? I would predict so. (3) Given that the MTS system, including the ring structure formed of the trolley, is not conducive to straight connections. Thus, I would predict that some customers (especially with lower incomes) on certain trips will choose less efficient, environmentally less sound options. Also, I would predict that the number of MTS riders attempt to avoid payment on the trolley will rise, since that portion of the trip is right now included with the $2.25 bus fare, but would double in total. Having an opportunity to buy passes on the passes is a GOOD idea and its lack has bothered me for a long time. However, that should in no way be linked with an elimination of transfers and thus an effective raising of fares, at sometimes dramatic levels.</td>
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<td>11</td>
<td>10/03/2007</td>
<td>5:12 PM</td>
<td>Email</td>
<td>While I recognize the challenges of economy and efficiency that continually confront MTS, as a community volunteer I also see the very human face of the problem--and eliminating transfers will have a severe impact on many seniors, students and disabled already struggling with transportation barriers. What are minute, incremental cost-recovery increases to MTS are, for those most dependent on transit services, a make-or-break proposition. They will stay home in isolation and the conundrum of accessibility, affordability and unsustainable levels of ridership will continue to frustrate all of us.</td>
</tr>
<tr>
<td>12</td>
<td>10/03/2007</td>
<td>6:21 PM</td>
<td>Email</td>
<td>As the Program Director of a community service agency serving seniors, I am acutely of the need for transportation for the expanding senior population in SD County. I am also very concerned about proposed elimination of transfers and the $5.00 Day Pass. There are many seniors in San Diego County who currently live on a fixed income - this change would create an undue financial burden and tremendously limit their independence and capacity for dignity. The $5.00 Day Pass needs to be made available to seniors at ¼ price, as the other transit fares and passes are now, for both seniors and people with disabilities. Thank you for your time.</td>
</tr>
<tr>
<td>13</td>
<td>10/03/2007</td>
<td>7:42 PM</td>
<td>Email</td>
<td>As a medical professional who works with people with disabilities and reduced income I request that you do not eliminate the use of transfers on the bus system.</td>
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<tr>
<td>14</td>
<td>10/04/2007</td>
<td>12:26 AM</td>
<td>Email</td>
<td>What a joke you people are. Raise the fees, eh? Raise them to do what? -- employ more gang members as drivers? To allow them to drive your buses (I've actually seen at least two flash gang signs to passengers)? To employ drunks and drug users? To continue with your sterling on-time percentage, which is well below 10 percent? To continue actually not showing up over 20 percent of the time? (I take data.) Your drivers are almost ubiquitously rude: most of them refuse to announce destinations; one actually started moving before I had even exited the bus; another almost ran me over as I was crossing the road! Or how's this; allowing rabid fundamentalist Christians to spew their idiocy at Iris Ave. trolley station? They did nothing that day; nor did the supervisor standing right there: am I to pay for that? Am I to pay more to have gangs to harass me -- and the driver to do nothing -- as actually happened to me a couple years ago? Or how about the general state of filth that so many South Bay buses are constantly in? I'm to pay the increase for that? Or how about the many times a bus saw me running toward a stop; I'd be 50 feet from it. but the driver simply pretended I didn't exist? Am I to pay for that too? Speaking of filth: how about the filthy mouths so many of your drivers have? Does the rate increase see to it that they can continue? I have so much more to write ... but y'all get the idea. The MTS is an inferior company, run by corrupt administrators, almost certainly. Clean out your house, start respecting the riding public, insist on on-time service 99 percent of the time, employ drivers that aren't psychotic, withdrawn jerks (or jerkettes), and I'll support a fare increase!</td>
</tr>
<tr>
<td>15</td>
<td>10/04/2007</td>
<td>7:38 AM</td>
<td>Email</td>
<td>I work with seniors daily and am very concerned about the proposed elimination of transfers and the $5.00 Day Pass. There are many seniors on a fixed income for whom this would create an undue financial burden, tremendously limiting their ability to get around. The $5.00 Day Pass needs to be made available to seniors at ½ price, as the other transit fares and passes are now, for both seniors and people with disabilities.</td>
</tr>
<tr>
<td>16</td>
<td>10/04/2007</td>
<td>10:42 AM</td>
<td>Email</td>
<td>I am OK with fare increases, but please please do not eliminate free transfers unless you are dramatically increasing frequency of service on most routes. Often I will ask for a transfer and then not use it - I arrive at my transfer point, see my connection pulling away and then decide to walk or bike rather than wait an additional half hour for the next bus. If I have to pay for my transfer, then I must either pay for a ride I am not certain I will use or pay a second fare. For us one-way bus travelers this is a big imposition. Reduce the time that transfers can be used if you must, but don't get rid of them altogether.</td>
</tr>
<tr>
<td>17</td>
<td>10/04/2007</td>
<td>10:54 AM</td>
<td>Email</td>
<td>After years (no-decades) of developing a mass transit system which is finally beginning to work well, why reverse direction? Increasing fares and reducing services will only serve to reduce the popularity of the MTS. Students, seniors, visiting scholars, tourists all rely on the availability of a transit system which can provide them with transportation which is at least comparable to the costs of driving a car. With fare increases and reduced services, many of the students and visitors can see no financial reason to take the bus/coaster. Fare increases will put back on the road many of the cars that are now being used as secondary transportation. Also, there are seniors, the working poor, workers in low income groups, youth, and the physically disabled who will have longer lines, increased fares and the resultant expanding hardships. Currently, the lines for central stations such as Mission Valley and Old Town are so long that the senior, disabled, and parents with children experience an enormous amount of physical discomfort. The proposal to decrease services will only expand the number of people in line. Some people just cannot handle it. Currently, the major routes are so packed during rush hour it is becoming increasingly unsafe. The &quot;minor&quot; routes are even getting crowded beyond comprehension. When I see the posters encouraging San Diegans to park the cars and ride the bus, I have to laugh now. Why spend millions of dollars campaigning to get us to take MTS when you plan to make it more difficult? Give us more services, keep the fees as they are, hire more drivers. Make it reasonable for us to take the bus/coaster and we will. Make it difficult, put it out of our price range, make it less competitive with driving and we will start taking cars again and the mass transit popularity will be reversed to past decades.</td>
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<td>No.</td>
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</tr>
<tr>
<td>18</td>
<td>10/04/2007</td>
<td>12:22 PM</td>
<td>Email</td>
<td>I really don't think that this fee increase is warranted. MTS should be more concerned about customer service and efficiency of meeting bus times. If you do this fee increase, then please increase the number of cars on the green line from 2 to 3 from 7 - 8 a.m. and 4 - 6 p.m. Monday through Friday. Do you 3 cars for all Charger home games, why not for commuters? In regard to busses, please ensure customer service phone lines are in place during ALL working hours, 6 am - 11 pm all 7 days, not just 8 am to 5 pm, because incidents can occur at any time.</td>
</tr>
<tr>
<td>19</td>
<td>10/04/2007</td>
<td>1:10 PM</td>
<td>Email</td>
<td>I ride the 150 on a daily basis. I have found that the route keeps getting smaller (servicing fewer stops off of Gilman Drive) and the buses are getting more and more full, in both directions. I think it is unacceptable to raise the fees to ride when you have been cutting the route and making it more difficult to access the bus. Perhaps if there were enough buses to comfortable and safely accommodate the riders that you already have, more folks would recognize MTS as an option that might work for them. As it stands now, all one hears at the bus stops are complaints about the poor service from the current and frequent riders... Not great PR and marketing. I request that you re-evaluate the fee hike if you would like to retain your existing riders.</td>
</tr>
<tr>
<td>20</td>
<td>10/04/2007</td>
<td>1:52 PM</td>
<td>Email</td>
<td>I am writing to protest the impending elimination of transfers. Unless a rider is merely going to/from downtown on a direct route, nearly every trip requires a transfer--due to the redesign of routes in the last year or two. For those who must rely on the bus for occasional or one-way trips (and thus, for whom a monthly pass is not worth it), the cost of many trips in the city will soon spike from $1.75 up to $5! So now, not only can you (a) not get to Mira Mesa or La Jolla from uptown without at least 2 transfers(!), but (b) it takes longer to get between any 2 non-downtown points than it used to, and (c) it costs 3 times as much! Good, affordable public transportation can be the pride of a modern city, as Europe well knows. Why is it that even Denver can figure this out, but San Diego can't?</td>
</tr>
<tr>
<td>21</td>
<td>10/04/2007</td>
<td>4:29 PM</td>
<td>Email</td>
<td>Please do not eliminate bus transfers. I am an occasional user and I will find it prohibitively expensive for my two children and me to ride the bus if transfers are eliminated. It will cost us $15 instead of $5.25 to make our round trip (within the 2 hour limit). We will take the car instead. It doesn't make any sense to raise the cost of public transportation when you are trying to encourage people to use mass transit in order to combat our problems with global warming, air pollution and traffic. Please allocate more of our sales tax revenue to developing, facilitating and subsidizing mass transit that goes where people need to go in an acceptable amount of time at an reasonable price.</td>
</tr>
<tr>
<td>22</td>
<td>10/04/2007</td>
<td>6:31 PM</td>
<td>Email</td>
<td>I am a social worker for clients who are seniors and have disabilities. I am very concerned about the proposed elimination of transfers and the $5.00 Day Pass. All of my clients are in the low income bracket and this would create an undue financial burden, tremendously limiting their ability to get around. The $5.00 Day Pass needs to be made available ½ price, as the other transit fares and passes are now, for both seniors and people with disabilities. Thank you for your consideration of this request.</td>
</tr>
<tr>
<td>23</td>
<td>10/04/2007</td>
<td>11:49 PM</td>
<td>Email</td>
<td>To my fellow bus riders; I contest some of the ideas of this proposed rate hike. While I can see where the price in fuels has to affect everyone in the transportation business; sometimes the price increases go to some peoples head. It’s not that I can see that every possible person wants to see as much money possible; I just can’t see it happening here. Just as the postal system wants to nickel and dime some part of the society; the MTS looks like they want to nickel and dime us metro riders just the same. For me; I take the bus from Hillcrest on four nights a week. I take the 11, then the 120. When you cancel the transfer passes I would have pay $5 4 nights a week. Since I get out of work at 3am I end up having to take a cab to home. That cab ride cost me 9 to10 dollars a trip. Under your new system I will have to pay the 2.50 and than another 2.50 for the connecting bus. That's 5 dollars. If I was to pay the cab driver for my ride down town I would have to pay another 5 dollars. At least I would get too work on time. It’s not that I want to see a great bus system; I would like to see a bus system that would arrive on time. I hear horror stories from people that ride...</td>
</tr>
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</table>

4
<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Time</th>
<th>Form</th>
<th>Comment</th>
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<tbody>
<tr>
<td>24</td>
<td>10/05/2007</td>
<td>11:15 AM</td>
<td>Email</td>
<td>Please do not eliminate transfers. That would be completely unfair to occasional riders who do not live, work, or go to school along a direct route. San Diego bus fares are already about double the fares in Los Angeles, Long Beach, and Orange County.</td>
</tr>
<tr>
<td>25</td>
<td>10/11/2007</td>
<td>10:33 PM</td>
<td>Email</td>
<td>Here we go again. Stick it to the ones who can least afford it. Instead of raising bus pass prices, raise single trip fares across the board. And not just .25. How about at least $1.00. And leave Senior/Disabled fare prices for bus passes at where they are (among the highest in California and the entire US.) My proposal is for one trip fares to be raised $1.00 across the board for 2008 and another $1.00 for 2009. Regular Bus pass prices, Express and Premium Express at you have proposed or even increased above what you have proposed. These riders can, for the most part, readily pay the price and many are subsidized by their employers. Student and youth fares should be reduced to $20.00 for both years. Senior/Disabled/Medicare passes should be reduced to $10.00 for both 2008 &amp; 2009. The reason for the reduction for youth and SDM passes is real simple. These are the folks that can least afford the increases.</td>
</tr>
<tr>
<td>26</td>
<td>10/04/2007</td>
<td>4:01 PM</td>
<td>Phone</td>
<td>Customer does not think that SANDAG gave riders the appropriate amount of time since she just picked up the rider alert today, one day before the hearing. She does not see improvement in services but rather sees a lot of paperwork and wasted money on the re-printing of bus schedules which have changed several times over the past couple years. She sees this as wasted money that could have been used to balance the budget and not require the increasing of fares or elimination of transfers.</td>
</tr>
<tr>
<td>27</td>
<td>10/04/2007</td>
<td>4:32 PM</td>
<td>Phone</td>
<td>Customer noticed that services have recently been cut back but is not more unreliable. The cut back in service has required more transfers and now transfers will not be allowed. Customer feels that services need to be improved before fares are raised. She believes that the fare increases will make it so many people cannot afford public transportation.</td>
</tr>
<tr>
<td>No.</td>
<td>Date</td>
<td>Time</td>
<td>Form</td>
<td>Comment</td>
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</tr>
<tr>
<td>28</td>
<td>10/05/2007</td>
<td>12:10 PM</td>
<td>Phone</td>
<td>Customer stated that she voted to continue the sales tax for public transportation but believes that if the region cannot provide a basic, affordable and reliable service, the region shouldn't be paying for anything more exotic. Also, customer feels that eliminating transfers is criminal since MTS has recently broken up routes and required transfers. She also states that public transportation in San Diego is also more expensive than other parts of the country and the infrastructure in East County has gotten horrible with recent MTS changes. The city and county need to get behind infrastructure changes to improve conditions.</td>
</tr>
<tr>
<td>29</td>
<td>10/05/2007</td>
<td>3:17 PM</td>
<td>Phone</td>
<td>Customer stated that the fare increase and elimination of transfers is going to have disastrous affects on people with disabilities. She believes that MTS services are already too expensive for low-income individuals and people with disabilities. She states that the disabled are only getting $840 per month to live on and these individuals cannot afford any increases.</td>
</tr>
<tr>
<td>30</td>
<td>10/11/2007</td>
<td>3:53 PM</td>
<td>Phone</td>
<td>Customer stated that he is against any changes and elimination of transfers. He believes that this is not the right thing to do with MTS public transportation services declining.</td>
</tr>
<tr>
<td>31</td>
<td>10/12/2007</td>
<td>4:25 PM</td>
<td>Phone</td>
<td>Customer is concerned about the fare increase and in particular the elimination of transfers. She said that she and thousands of other workers rely on the bus to get to and from work every day because they can't afford cars. The fare increase will be very difficult for these workers and they won't be able to afford to pay multiple fares for one trip (referring to the elimination of transfers). She asks that SANDAG please help out the community and keep the transfers.</td>
</tr>
<tr>
<td>32</td>
<td>10/15/2007</td>
<td>12:05 PM</td>
<td>Phone</td>
<td>Customer heard about the increase in fares and elimination of transfers and is opposed to these changes. She believes that if these changes no longer make it cost effective to use public transit, she will start driving her car again and will not take the bus.</td>
</tr>
<tr>
<td>34</td>
<td>10/10/2007</td>
<td>--</td>
<td>Letter</td>
<td>See attached.</td>
</tr>
<tr>
<td>35</td>
<td>10/10/2007</td>
<td>--</td>
<td>Letter</td>
<td>See attached.</td>
</tr>
<tr>
<td>36</td>
<td>10/16/2007</td>
<td>--</td>
<td>Letter</td>
<td>See attached.</td>
</tr>
</tbody>
</table>
The proposed amendments to the MTS fare policy are, in my own and in many other's opinions, not beneficial to MTS's customers and will improve nothing other than the company's supposed profit. Most of your customers are on an extremely limited income and are utilizing MTS's service because they cannot afford their own transportation. Raising fares will impede the transit of hundreds of people, which is not right to do just to make a few extra dollars. Should this measure pass, many people who ride public transit will not be pleased.

Sincerely,

Valerie Broesch,
MTS customer
October 10, 2007

SANDAG
Transportation Committee
401 B Street
San Diego, CA. 92101

RE: Proposed MTS Fare Changes

Dear Committee Members:

I oppose the elimination of transfers as part of the Comprehensive Fare Ordinance Amendment scheduled for a second vote on October 19, 2007. This will only decrease ridership as those that are considering using the "BUS" will, yet again, have another cost to consider... why not instead have a "zone" price and or a day pass that FAIRLY charges for QUALITY service? (How much would you pay to sit alongside a "stinky" passenger for 45 minutes, the buses need improvements but this is not one of them!)

The North Park PAC's Second Implementation Plan 2007-2012, approved and adopted by San Diego City Council on July 17, 2007 identifies specific goals and objectives which include fostering “…pedestrian and transportation alternatives throughout the Project Area.” As you know, the very popular route #7, runs through the heart of North Park and provides access to other popular routes in North Park as part of the MTS network of getting riders to their destinations.

The elimination of transfers affects North Park residents, businesses, and economic development restricting the non-pass rider to one route unless an additional full fare is paid, doubling or more the expense for the one-way rider. This proposal contrary to fostering pedestrian and transportation alternatives in North Park, would actually hurt our community since riders often stop along the routes to patronize businesses. The alternative to stopping and paying a second fare to continue their trip, many riders would
remain on the originating bus, resulting in less pedestrian activity and ultimately lost revenue for North Park businesses.

In addition to the economic impact, area residents seeking to avoid paying two fares to travel one-way to reach their destination, will instead turn to friends and neighbors for that ride to the doctor, the mechanic, etc. That ride means more vehicles on the streets to pollute our air and increase traffic volume not just one-way, but round-trip. Rather than fostering “…pedestrian and transportation alternatives throughout the project area”, we’ve done the opposite: lost transit riders, their revenue, and added more vehicles to our crowded streets not only to the detriment of mass transit, but to the North Park community as well.

I understand the budget shortfall and realize fares must be increased, but the increases must be equitable for ALL riders. Modifying the transfer program with a shorter transfer period, a minimal charge for transfers, a 4-hour or “half-day pass” could all be part of flexible solutions increasing revenue. The elimination of transfers however, is NOT an acceptable solution.

Sincerely yours,

Don & Debbie Leichtling
To whom it may concern,

I am writing on behalf of the increase in the transit system. I disagree with the increase. I am a family of five now. I paid $210/month. Next year, it will be paid $224/month and next year $238. I cannot afford this price. Me and my family have to eat and keep a roof over my family head. I hope you can understand that this will hurt a lot of family. Hope you will make the right decision.
About the increase the price of the Bus. We use the Bus to get to work and to school every day.

Thank

Pothnie Wright
6333 Collegegrove Way
#9204
SD CA 92115
NORTH PARK PLANNING COMMITTEE  
(A.K.A. GREATER NORTH PARK COMMUNITY PLANNING COMMITTEE)  
P.O. BOX 4825  
SAN DIEGO, CALIFORNIA 92164  

October 16, 2007

Board of Directors  
Metropolitan Transit System  
1255 Imperial Avenue  
San Diego, California 92101  

RE: Proposed MTS fare changes  

Dear Members of the Board,

The North Park Planning Committee (NPPC) submitted a letter opposing the elimination of transfers prior to the deadline for the October 5th SANDAG public hearing. It learned later it was among other letters submitted prior to the deadline that were not distributed to the Transportation Committee Members until after the public hearing had begun.

With the elimination of the “transfer”, the five-dollar “day pass” more than doubles the fare for the one-way rider. SANDAG’s Regional Comprehensive Fare Ordinance slide 9 “Proposed Change to Transfers” points out (the) “Most significant effect will be on passengers taking one way trips”, Mr. Jablonski in responding to public hearing comments, did not address this effect only saying the transfer policy had been abused. With only 10% of riders not using some form of a pass, it was implied the effect of eliminating transfers would not be significant.

What would be significant but was not mentioned, is the outrageous 100% fare increase the one way rider would have to pay in order to access the complex network of transit routes that riders must use to reach their destination. This inequality will likely prompt the otherwise one-way rider to instead ask a friend or neighbor for that ride to the doctor, the mechanic, etc. That ride means an additional vehicle on the streets to pollute our air and add to traffic volume not just one-way, but round-trip. Losing transit passengers and their revenue while adding vehicles on our roadways is the wrong direction for mass transit.

The NPPC calls for a delay in eliminating transfers so community groups such as NPPC can work with MTS and SANDAG on other creative funding alternatives. We understand the budget shortfall but fares must be equitable for ALL riders. Modifying the transfer program with a shorter transfer period, a 25 cent transfer fee, a 4-hour or “half-day pass”, and a perhaps an Airport Authority fare subsidy for route 992 linking downtown with the airport could all be examples of flexible solutions increasing revenue. Eliminating transfers however, is NOT acceptable.

Sincerely yours,

[Signature]

North Park Planning Committee  
Vicki Ournowik, Chair
Regional Comprehensive Fare Ordinance

Second Reading of Amendments
TC - October 19, 2007

Overview of Ordinance Changes

- Adopts BREEZE fares on SPRINTER
- Addresses MTS fare increase request
- Makes additional changes required for:
  - New Ticket Machines and new fare media
  - Adjustments to interagency transfers to facilitate connections
  - New products include Regional Premium Day Pass and new Juror Day Passes
  - Updates revenue sharing agreements
Minor Corrections

- Since first reading several numbering and minor wording corrections have been made
- There have been no substantive changes made to the ordinance

Public Comment

- Public Comments continue to be received
- A Blue Sheet provides comments received since the public hearing
- MTS held a public hearing on Oct 18 to hear comment on changes to MTS Ordinance #4, the MTS Fare Ordinance
Today’s Action

- Hold second reading and approval of amendments of the Regional Comprehensive Fare Ordinance

Regional Comprehensive Fare Ordinance

Second Reading of Amendments

TC - October 19, 2007
FY 2008
Overall Work Program
Budget Amendment:
Performance Monitoring System

October 19, 2007

Performance Monitoring System (PeMS)

- Monitor performance
- Identify and assess system deficiencies
- Track and evaluate improvements over time
- Collect freeway detector data every 30 seconds, 24/7

http://pems.eecs.berkeley.edu/
**PeMS Opportunity**

- Caltrans research grant available to incorporate real-time arterial data
- Develop arterial detections systems evaluation and integration effort
- Developing multi-modal PeMS

**Action Requested**

- Accept FY2008 State Planning and Research funds through the approval of Resolution No. 2008-06
- Amend work element #40007 to add $300,000 for Completing the Arterial Detection Systems Evaluation and Integration Task
San Diego Regional Bicycle Plan Overview

Introduction

- Component of Regional Transportation Plan (RTP)
- Provide transportation choices
- Caltrans Community-Based Planning Grant
SANDAG Regional Bicycle Planning Responsibilities

- Integrate bicycle planning into RTP
- Administer bicycle facilities funding
- Continuity of bicycle facilities
- Support programs to increase bicycle mode split
- Provide technical assistance

Primary Objectives of San Diego Regional Bicycle Plan

- Define regional bicycle network
- Identify network gaps
- Develop cost estimates to construct the regional network
- Develop a funding strategy
- Provide a design manual
- Provide policy direction
Public Participation Opportunities

- Public workshops
- Bicycle-Pedestrian Working Group meetings
- Transportation Committee meetings

Timeline

- Consultant Selection: *Early 2008*
- Plan Development: *Spring-Summer 2008*
- Initial Draft Plan: *Fall 2008*
- Plan Refinements and Final Plan: *Winter 2008-2009*
Next Steps

- Status updates on development of Regional Bicycle Plan

TDA/TransNet Bicycle and Pedestrian Program

Overview of San Diego Regional Bicycle Plan
Trade Corridor Improvement Fund: Opportunities for Statewide Approach

Proposition 1B

» $20 billion California investment in transportation

» More than $7 billion already allocated (CMIA, State Route 99, STIP Augmentation)

» Need strategic approach for $2 billion TCIF
  - Make the transportation system work
  - Leverage investments
  - Federal, state, and regional roles
Parts of the System Are Like the Spokes of a Wheel

Prop. 1B Investments
($20 Billion Dollars Total)

- CMIA: $4.5
- STIP Augmentation: $2.0
- SR 99: $1.0
- TCIF: $2.0
- GM Emissions Reduction: $1.0
- Local Streets and Roads: $2.0
- Public Transit / Intercity Rail: $4.0
- Other: $3.4
- Other: $3.4
Priority Regions in California

Bay Area Region
Central Valley Region
Los Angeles / Inland Empire Region
San Diego / Border Region

Proposed TCIF Criteria

» Screening criteria
  — Improve gateways to California
  — Focus on goods movement that benefits the state

» Evaluation criteria
  — SB 1266 priorities
  — Leverage other funds (user fees and tolls)
Goods Movement Approach

» California consensus for significant federal investment in goods movement infrastructure (SAFETEA-LU reauthorization)

» Encourage user fees and other sources to help fund trade improvements

» Consider what’s best for both the state and the region – “win-win”
### Prop. 1B: TCIF Goods Movement Candidate Projects

<table>
<thead>
<tr>
<th>Projects</th>
<th>Cost</th>
<th>$200 M</th>
<th>$300 M</th>
<th>$400 M</th>
<th>$500+ M</th>
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<td>$600</td>
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<td>$100</td>
<td>$11</td>
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<td>$100</td>
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<td><strong>TOTALS</strong></td>
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<td>$100</td>
<td>$100</td>
<td>$111</td>
<td>$2,656</td>
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1. This funding would complete the project.
2. This investment would provide equity and the remainder would be covered by toll revenues.
3. Maritime investments would be matched by the Port of San Diego.
4. This project would be combined with Trolley improvement projects, and the local match would come from TransNet.
5. This project would be combined with COASTER improvements, and the local match would come from TransNet.
Current Progress

Mainline: 90% complete
- Track complete; mill scale removed
- Station platforms & canopies nearly complete
- 7 parking lots paved
- Landscaping & re-vegetation begun
Current Progress

Critical Work: Signals & Communication

- Train signals work divided into 5 zones
  - Zone 1 complete
  - Zones 2 & 3 scheduled for November 6th
  - Zone 4 scheduled for November 9th
  - Zone 5 scheduled for November 14th

- Communication components complete at
  9 of 15 stations

- Permanent electrical service at
  all but 1 station

Current Progress

- SPRINTERS Operations Facility complete
- San Marcos Loop complete this month
- DMU’s
  - All given preliminary acceptance
  - Running test trains from SOF to Las Posas
  - Ran single test train over entire corridor
to check clearances
Schedule

Settlement Agreement

- New internal milestones
- Payments for “constructive acceleration” up to $3.3M
- Liquidated damages for late completion

SPRINTER Completion Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Description</th>
<th>Date</th>
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<tbody>
<tr>
<td>MS 5.5</td>
<td>$825K, no LD’s</td>
<td>8/2/07</td>
</tr>
<tr>
<td>Track complete, Dispatch from CCF, three stations functional</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MS 6</td>
<td>$940K, no LD’s</td>
<td>9/3/07</td>
</tr>
<tr>
<td>Six stations fully complete and operational</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MS 7</td>
<td>$660K, $20K/Day LD’s</td>
<td>10/1/07</td>
</tr>
<tr>
<td>Substantial Completion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MS 8</td>
<td>$495K, $20K/Day LD’s</td>
<td>10/14/07</td>
</tr>
<tr>
<td>Safety Certification Submittals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MS 9</td>
<td>$330K, $3K/Day LD’s</td>
<td>12/1/07</td>
</tr>
<tr>
<td>Complete Landscaping at Eleven Stations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Completion: $20K/day LD’s</td>
<td>3/7/08</td>
<td></td>
</tr>
<tr>
<td>Complete all Landscaping and Maintenance Period</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Pre-Revenue: 11/30/07

Revenue Operations: December 2007
Schedule

- New target dates for turnover to operator
  - SOF to Buena Creek (10 miles): November 6th
  - Buena Creek to OTC (12 miles): November 14th

- Safety Certs to follow after turnover

- Overlap of construction & start up mitigates some delay

- Time extensions may push out milestones and trigger acceleration payments

Estimate at Completion (EAC)

Settlement Agreement

- Addresses contractor’s “impact damages” from design changes
- Reimbursement for actual damages not to exceed $12.2M with proper documentation
- NCTD has accepted documentation justifying $1.1M to date
Estimate at Completion (EAC)

- New EAC: $476.6M; previously $470M
  - $4.2M from construction expenditures
  - $2.4M reserve to potentially capitalize
    FY 08 “start up” costs
  - Includes $461.8M base cost and
    $14.8M of contingency

Estimate at Completion (EAC)

- CM staff calculating final construction
  quantities & change order costs
- Water Board fine of $160,000
- Project budget: $484.1M
Summary

Schedule

- Signals & communication work continue to be critical
- Internal milestones very effective but too aggressive for the contractor
- Overlapping construction & start up work will mitigate some delay
- December '07 opening achievable but schedule remains very tight
- NCTD to decide ROD in early November

Summary

Estimate at Completion

- $6.6M increase since July
- Largest risk to budget is construction quantities & change order costs backlog
- CM is staffed to determine & negotiate these costs
- EAC includes $14.7M contingency
- Additional $7.5M between EAC & budget
SPRINTER Status Report

October 19, 2007