Transportation Committee Agenda

Friday, January 4, 2019
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

Agenda Highlights

- 2019 Performance Management Rule 1 Safety Target Setting
- Proposed Amendments to the Regional Transit Comprehensive Fare Ordinance and TransNet Ordinance
- SANDAG Regional Electric Vehicle Charging Program

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Transportation Committee
Friday, January 4, 2019

Item No. | Recommendation
--- | ---
+1. Approval of Meeting Minutes
The Transportation Committee is asked to review and approve the minutes from its December 14, 2018, meeting.

2. Public Comments/Communications/Member Comments
Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Transportation Committee members. Public speakers are limited to three minutes or less per person. Transportation Committee members also may provide information and announcements under this agenda item.

Reports

+3. 2019 Performance Management Rule 1 Safety Target Setting (Rachel Kennedy)
The Transportation Committee is asked to recommend that the Board of Directors approve supporting the 2019 statewide safety targets established by Caltrans, in accordance with the Fixing America’s Surface Transportation Act.

+4. Proposed Amendments to the Regional Transit Comprehensive Fare Ordinance and TransNet Ordinance (Brian Lane)
The Transportation Committee is asked to recommend that the Board of Directors adopt the proposed amendments to the Comprehensive Fare Ordinance and TransNet Ordinance.

+5. SANDAG Regional Electric Vehicle Charging Program (Susan Freedman)
Staff will present an update on development of the SANDAG Regional Electric Vehicle Charging Program.

+6. Mid-Coast Corridor Transit Project Update (John Haggerty)
Staff will present an update on the Mid-Coast Corridor Transit Project and other projects being built concurrently in the corridor.

7. Continued Public Comments
If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.
8. Upcoming Meetings

The next Transportation Committee meeting is scheduled for Friday, January 18, 2019, at 9 a.m.

9. Adjournment

+ next to an item indicates an attachment
December 14, 2018, Transportation Committee Meeting Minutes

Vice Chair Bill Sandke (South County) called the meeting of the Transportation Committee to order at 9:01 a.m.

1. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Vice Chair Garry Bonelli (San Diego Unified Port District [SDUPD]), and a second by Mayor Catherine Blakespear (North County Coastal), the Transportation Committee approved the minutes from its October 19, 2018, meeting. Yes: Vice Chair Sandke, Supervisor Ron Roberts (County of San Diego), Councilmember Bill Baber (East County), Mayor Blakespear, Supervisor Bill Horn (North County Transit District [NCTD]), Director April Boling (San Diego County Regional Airport Authority [SDCRAA]), and SDUPD Vice Chair Bonelli. No: None. Abstain: None. Absent: City of San Diego, North County Inland, and Metropolitan Transit System (MTS).

2. Public Comments/Communications/Member Comments

John Wotzka, a member of the public, submitted written comments and spoke about various transportation matters.

Dan Summers, a member of the public, submitted written comments and spoke about safety and traffic concerns related to State Route (SR) 67.

Chair Erica Pinto, Jamul (Southern California Tribal Chairmen’s Association [SCTCA]) relayed comments from Chair Edwin Romero, Barona Band of Mission Indians, in support of SR 67 improvements. Chair Pinto also announced her appointment as Chair to the Native American Advisory Committee to Caltrans.

Nicole Burgess, Bike San Diego, spoke about active transportation.

Supervisor Roberts will submit a request to the SANDAG Board of Directors to request for a traffic study concerning emergency vehicles access to medical facilities including SHARP and Rady Children’s Hospital on Interstate 805 and SR 163.

Consent

3. Proposed FY 2019 Program Budget Amendment: Overhead Contact System Insulator and Catch Cable Replacement (Approve)

The Transportation Committee was asked to approve an amendment to the FY 2019 Program Budget, transferring $270,892 from the completed Substation Standardization [Capital Improvement Program (CIP) Project No. 1142100] and Light Rail Vehicle Car Wash (CIP Project No. 1128600) projects to the Overhead Contact System Insulator and Catch Cable Replacement (CIP Project No. 1129200) project.

4. TransNet Environmental Mitigation Program Land Management Grant Program: Quarterly Status Update (Information)

This report provided an overview of progress made by TransNet Environmental Mitigation Program Land Management Grant recipients.
5. **TransNet Smart Growth Incentive Program and Active Transportation Grant Program:** Quarterly Status Update (Information)

This report provided an overview of progress made by TransNet Smart Growth Incentive Program and Active Transportation Grant Program recipients.

**Action:** Upon a motion by Supervisor Horn, and a second by Mayor Judy Ritter (North County Inland), the Transportation Committee approved Consent Item Nos. 3 through 5. Yes: Vice Chair Sandke, Mayor Ritter, Councilmember Georgette Gomez (City of San Diego), Supervisor Roberts, Councilmember Baber, Mayor Blakespear, Supervisor Horn, SDCRAA Director Boling, and SDUPD Vice Chair Bonelli. No: None. Abstain: None. Absent: MTS.

**Reports**

6. **Border to Bayshore Bikeway Project: California Environmental Quality Act Exemption (Approve)**

Alison Moss, Associate Regional Planner, Sandra Lavender-Martín, Senior Regional Planner, and Linda Culp, Principal Regional Planner, presented the item.

David Flores, Casa Familiar, spoke in support of the item.

Judi Tentor, Bike San Diego, spoke in support of the item.

Andy Hanshaw, San Diego County Bicycle Coalition, spoke in support of the item.

Ms. Burgess spoke in support of the item.

**Action:** Upon a motion by Councilmember Gomez, and a second by Councilmember Baber, the Transportation Committee approved the California Environmental Quality Act exemption for the Border to Bayshore Bikeway project. Yes: Vice Chair Sandke, Mayor Ritter, Councilmember Gomez, Supervisor Roberts, Councilmember Baber, Mayor Blakespear, Supervisor Horn, SDCRAA Director Boling, and SDUPD Vice Chair Bonelli. No: None. Abstain: None. Absent: MTS.

7. **Proposed FY 2019 Program Budget Amendment: Carlsbad Village Railroad Trench Study (Approve)**

Ms. Culp presented the item.

**Action:** Upon a motion by Supervisor Horn, and a second by Mayor Ritter, the Transportation Committee approved an amendment to the FY 2019 Program Budget, accepting $369,440 from the City of Carlsbad to fund the Carlsbad Village Railroad Trench Study (Capital Improvement Program Project No. 1239819). Yes: Vice Chair Sandke, Mayor Ritter, Councilmember Gomez, Supervisor Roberts, Councilmember Baber, Mayor Blakespear, Supervisor Horn, SDCRAA Director Boling, and SDUPD Vice Chair Bonelli. No: None. Abstain: None. Absent: MTS.

8. **Proposed FY 2019 Program Budget Amendment: Eastern Hillcrest Bikeways (Recommend)**

Chris Romano, Associate Regional Planner, presented the item.

Brittany Bailey, Office of Councilmember Chris Ward, spoke in support of the item.

Ms. Tentor spoke in support of the item.

**Action:** Upon a motion by Councilmember Gomez, and a second by Supervisor Roberts, the Transportation Committee recommended that the Board of Directors approve an amendment to the FY 2019 Program Budget, accepting $2.2 million from the City of San Diego to fund the design and construction of the Normal Street Promenade as part of the Eastern Hillcrest Bikeways (Capital Improvement Program Project No. 1223083). Yes: Vice Chair Sandke, Mayor Ritter, Councilmember Gomez, Supervisor Roberts, Councilmember Baber, Mayor Blakespear, Supervisor Horn, SDCRAA Director Boling, and SDUPD Vice Chair Bonelli. No: None. Abstain: None. Absent: MTS.
9. **North Coast Corridor Program: Status Update (Information)**

Allan Kosup, Corridor Director, District 11, Caltrans presented an update on the North Coast Corridor Program.

**Action:** This item was presented for information.

10. **Middletown-Old Town San Diego Quiet Zone Feasibility Study (Information)**

Ms. Culp presented an update on the recently completed Middletown-Old Town San Diego Quiet Zone Feasibility Study.

Bob Daniel, Western Slopes Community Association, spoke in support of the Middletown-Old Town San Diego Quiet Zone.

**Action:** This item was presented for information.

11. **Caltrans Litter Abatement Plan and Partnership Strategies (Information)**

Cory Binns, District 11 Director, Caltrans, introduced the item.

Andrew Rice, Project Manager, Caridad Sanchez, Chief of Public Information and Legislative Affairs, and Everett Townsend, Chief of Maintenance, District 11, Caltrans, presented an update on the Caltrans Litter Abatement Plan and partnership strategies along regional highways and bikeways.

**Action:** This item was presented for information.

12. **Continued Public Comments**

Vice Chair Sandke thanked Supervisor Roberts for his service.

13. **Upcoming Meetings**

The next Transportation Committee meeting is scheduled for Friday, January 4, 2019, at 9 a.m.

14. **Adjournment**

Vice Chair Sandke adjourned the meeting at 11:15 a.m.
# Confirmed Attendance at SANDAG Transportation Committee Meeting

December 14, 2018

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
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<tr>
<td>North County Inland</td>
<td>Vacant</td>
<td>Member</td>
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<tr>
<td></td>
<td>Judy Ritter</td>
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<tr>
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<td>Bill Sandke, Vice Chair</td>
<td>Member</td>
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<td></td>
<td>Mary Salas</td>
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<td>Georgette Gomez</td>
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<td>Jennifer Mendoza</td>
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<td>Jewel Edson</td>
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<td>Metropolitan Transit System</td>
<td>David Arambula</td>
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<td>Mark Packard</td>
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<tr>
<td>San Diego County Regional Airport Authority</td>
<td>April Boling</td>
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<td></td>
<td>Johanna Schiavoni</td>
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<td>Michael Zucchet</td>
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## Advisory Members

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<td>Caltrans</td>
<td>Cory Binns</td>
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<td>Southern California Tribal Chairmen’s Association</td>
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<td>Allen Lawson</td>
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### Other Attendees

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<tr>
<td>Matt Tucker</td>
<td>NCTD</td>
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<td>Sharon Cooney</td>
<td>MTS</td>
<td></td>
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<tr>
<td>Steve Vaus</td>
<td>SANDAG Board Vice Chair</td>
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2019 Performance Management Rule 1 Safety Target Setting

Overview
Since 2015, the Federal Highway Administration (FHWA) has issued a number of Final Rules that establish performance requirements for states and Metropolitan Planning Organizations (MPOs). Performance Management Rule 1 (PM 1) focuses on transportation safety on all public roads regardless of ownership or maintenance responsibility.

State departments of transportation are required to set PM 1 targets by August 31 of each year for the subsequent calendar year. MPOs have 180 days from that date to either establish regional targets or agree to support the state targets. For 2018, the Board of Directors elected to support the statewide targets.

Key Considerations
Caltrans developed its 2019 PM 1 statewide targets to include aspirational goals related to decreasing fatalities and serious injuries consistent with the 2015 Strategic Highway Safety Plan1.

San Diego County is approximately 8.4 percent of the state population; and approximately 8.4 percent of the crash fatalities/serious injuries in California occur in San Diego County (it is a little lower for some categories of incidents and slightly higher for others). This holds true for vehicle miles travelled (VMT) as well. Since fatality and serious injury crash statistics for the SANDAG region track closely with statewide trends, staff recommends that SANDAG support the 2019 statewide safety targets outlined below.

<table>
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<th>Performance Measure</th>
<th>2018 Statewide Targets</th>
<th>2019 Statewide Targets</th>
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<tbody>
<tr>
<td>Number of Fatalities</td>
<td>3,590.8</td>
<td>3,445.4</td>
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<tr>
<td>Rate of Fatalities (per 100 million VMT)</td>
<td>1.029</td>
<td>0.995</td>
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<tr>
<td>Number of Serious Injuries</td>
<td>12,823.4</td>
<td>12,688.1</td>
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<tr>
<td>Rate of Serious Injuries (per 100 million VMT)</td>
<td>3.831</td>
<td>3.661</td>
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<tr>
<td>Number of non-motorized Fatalities and Serious Injuries</td>
<td>4271.1</td>
<td>3,949.8</td>
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An overview of the source and calculation of each of the proposed targets is provided in Attachment 1.

Fiscal Impact:
A summary of programming efforts in support of Performance Management Rule 1 targets can be found in the Federal Performance Management appendix of the 2018 Regional Transportation Improvement Program (RTIP). More than $1.1 billion is programmed in the 2018 RTIP for safety related projects.

Schedule/Scope Impact:
Targets must be submitted to Caltrans by February 27, 2019.

Action Requested: Recommend
The Transportation Committee is asked to recommend that the Board of Directors approve supporting the 2019 statewide safety targets established by Caltrans, in accordance with the Fixing America’s Surface Transportation Act.

1 The Strategic Highway Safety Plan is the principal statewide traffic safety planning document.
Next Steps

Pending recommendation by the Transportation Committee, the Board of Directors will be asked to approve supporting the 2019 statewide safety targets established by Caltrans, in accordance with the Fixing America's Surface Transportation Act.

Programming efforts that support the targets are summarized in Appendix H of the 2018 Regional Transportation Improvement Program and progress toward the targets will be reported on as part of San Diego Forward: The 2019–2050 Regional Plan.

Charles “Muggs” Stoll, Director of Land Use and Transportation Planning

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org

Attachment: 1. Performance Management Rule 1: Performance Measure Methodology
<table>
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<tr>
<th>Performance Measure</th>
<th>Calculation</th>
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<tr>
<td>1. Number of Fatalities</td>
<td>Five year rolling average</td>
<td>• Fatality Analysis Reporting System (FARS)</td>
</tr>
<tr>
<td>2. Rate of Fatalities per 100 Million Vehicle Miles</td>
<td>Five year rolling average of annual fatality rate</td>
<td>• FARS • Highway Performance Monitoring System (HPMS)</td>
</tr>
<tr>
<td>3. Number of Serious Injuries</td>
<td>Five year rolling average</td>
<td>• Statewide Integrated Traffic Records System (SWITRS)</td>
</tr>
<tr>
<td>4. Rate of Serious Injuries per 100 Million VMT</td>
<td>Five year rolling average of annual serious injury rate</td>
<td>• SWITRS • HPMS</td>
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<tr>
<td>5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries</td>
<td>Five year rolling average of the annual sum of non-motorized fatalities and non-motorized serious injuries</td>
<td>• FARS • SWITRS</td>
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Proposed Amendments to the Regional Transit Comprehensive Fare Ordinance and *TransNet* Ordinance

**Overview**

*SANDAG Board Policy No. 029: Regional Fare Policy and Comprehensive Fare Ordinance*, provides guidelines for setting a uniform, fair, and equitable region-wide fare system within the County of San Diego for the Metropolitan Transit System (MTS) and North County Transit District (NCTD). The Comprehensive Fare Ordinance includes the existing fare structure used by MTS and NCTD, with a detailed listing of the available fares, their prices, and their limitations.

Over the past two years, SANDAG has been working with MTS and NCTD on a regional fare study to consider various ways to simplify the transit fare system and help fare revenues keep pace with rising operational costs while minimizing impacts to ridership.

In order to implement these fare changes, SANDAG is required to amend the Comprehensive Fare Ordinance and *TransNet* Ordinance. Changes to the Fare Ordinance resulting in fare increases were last made in 2009.

**Key Considerations**

The fare change recommendations were approved by the MTS Board of Directors on December 13, 2018, and by the NCTD Board of Directors on December 20, 2018. The proposed changes are outlined in Attachment 1.

The key fare changes would include:

- introduction of a combined Youth and Senior/Disabled/Medicare Regional Day Pass at $3;
- increasing the age limit from 60 to 65 years for the senior discount across all fare types;
- increased discounts to youth monthly passes (would equal a price reduction from $36 to $23 for Regional, $50 to $32 for Premium Regional, and $82.50 to $58 for COASTER);
- decreased discounts to Senior/Disabled/Medicare monthly passes (would equal a price increase from $18 to $23 for Regional, $25 to $32 for Premium Regional, and $41.25 to $58 for COASTER);
- changes to numerous MTS- and NCTD-specific one-way fares and monthly pass prices into simplified Regional Fares;
- for improved simplification of the fare structure, removal of certain passes including the separate SPRINT/BREEZE monthly pass, Trolley transfers, and multi-day passes.

The recommended changes require amendments to the Comprehensive Fare Ordinance and *TransNet* Ordinance, which are outlined in Attachments 2 and 3. The *TransNet* amendments are the result of the proposed changes to the senior age limit and the Senior/Disabled/Medicare monthly pass discount.
Public Engagement and Feedback

Six public open-house meetings for input on the fare changes were conducted in October 2018. Attachment 4 includes a full description of the public outreach conducted and a complete list of the comments received to date. In general, the Senior/Disabled/Medicare monthly pass holders and paratransit riders expressed concern with the increases, while youth and their families generally were pleased with the proposed discount. There was some understanding that it has been nearly ten years since fares were increased, so many of the increases were considered reasonable.

In response to public comments, the originally proposed Senior/Disabled/Medicare monthly pass price increase was lowered from $26, to the currently proposed $23. Additionally, NCTD decreased the proposed paratransit fare for those riders that would have had an equivalent transfer on a fixed route. Instead of a potential $10 or $15 one-way fare, the fare will be capped at $7.50.

Equity Analysis

Pursuant to Title VI of the Civil Rights Act, SANDAG is required to conduct a fare equity analysis to evaluate the effects of fare changes on low-income and minority populations. Attachment 5 includes the analysis of fare changes and shows that there are no disparate impacts to minority riders and no disproportionate burdens to low-income riders.

Next Steps

Pending final approval by the SANDAG Board of Directors, the fare changes would be enacted on March 10, 2019.

Charles “Muggs” Stoll, Director of Land Use and Transportation Planning

Key Staff Contact:  Brian Lane, (619) 699-7331, brian.lane@sandag.org
Attachments:   1. Overview of Proposed Fare Changes
   2. Proposed Changes to the Comprehensive Fare Ordinance
   3. RTC Ordinance No. RTC-CO-2019-02, Approving Proposed Amendments to the TransNet Extension Ordinance
   4. Public Engagement and Feedback
   5. Title VI Fare Equity Analysis
Overview of Proposed Fare Changes

Single Ride

- MTS Bus
  - Adult and Youth would increase from $2.25 to $2.50
  - Senior/Disabled/Medicare would increase from $1.10 to $1.25

- MTS Rural
  - Adult and Youth Rural two-zone currently ($5-$10), would blend to an $8 flat fare
  - Senior/Disabled/Medicare two-zone currently ($2.50-$5), would blend to a $4 flat fare

- NCTD BREEZE
  - Would increase from $1.75 to $2.50 for Adult/Youth, and from $0.75 to $1.25 for Senior/Disabled/Medicare, in parallel with MTS

- NCTD SPRINTER
  - Would increase from $2.00 to $2.50 for Adult/Youth, and from $1.00 to $1.25 for Senior/Disabled/Medicare, in parallel with MTS

- NCTD COASTER
  - Zone 1 would increase for Adult from $4 to $5, Senior/Disabled/Medicare would increase from $2 to $2.50, Youth would decrease from $4 to $2.50
  - Zone 2 would increase for Adult from $5 to $5.75, Senior/Disabled/Medicare would increase from $2.50 to $2.75, Youth would decrease from $5 to $2.75
  - Zone 3 would increase for Adult from $5.50 to $6.50, Senior/Disabled/Medicare would increase from $2.75 to $3.25, Youth would decrease from $5.50 to $3.25

- MTS Access
  - Would increase from $4.50 to $5

- NCTD LIFT
  - Would increase from $3.50 to $5, and from $3.50 to $7.50 for some longer trips
  - Capped at $5 per trip for Medi-Cal eligible customers for all trips

Day and Monthly Passes

- Regional 1-Day Pass (Modes: MTS Bus, Trolley, Rapid, NCTD BREEZE, NCTD SPRINTER)
  - Adult 1-Day Pass would increase from $5 to $6
  - NEW: Introduction of Senior/Disabled/Medicare and Youth 1-Day Pass at $3

- Regional 30-Day/Monthly Pass (Modes: MTS Bus, Trolley, Rapid, NCTD BREEZE, NCTD SPRINTER)
  - Adult would remain at $72
  - Senior/Disabled/Medicare would increase from $18 to $23
  - Youth would decrease from $36 to $23
• Premium Regional 1-Day Pass (Includes Regional Pass Modes, MTS *Rapid Express*, and NCTD FLEX, except FLEX 372)
  o Adult 1-Day would remain at $12 (but now exclude COASTER)
  o **NEW: Introduction of Senior/Disabled/Medicare and Youth Premium Regional 1-Day Pass at $6**

• Premium Regional 30-Day/Monthly Pass (Includes Regional Pass Modes, MTS *Rapid Express*, MTS Rural, and NCTD FLEX, except FLEX 372)
  o Adult would remain at $100
  o Senior/Disabled/Medicare would increase from $25 to $32
  o Youth would decrease from $50 to $32
  o **NEW: MTS Rural service added to this pass**

• NCTD COASTER Regional 1-Day Pass (Includes Regional and Premium Regional Pass Modes + all COASTER zones)
  o **NEW: Introduction of Adult 1-Day Pass at $15**
  o **NEW: Introduction of Senior/Disabled/Medicare and Youth 1-Day Pass at $7.50**

• NCTD COASTER Regional 30-Day/Monthly Pass (Includes Regional and Premium Regional Pass Modes + all COASTER zones)
  o Adult 1 Zone would increase from $120 to $140
  o Adult 2 Zone would increase from $150 to $161
  o Adult 3 Zone would increase from $165 to $182
  o Senior/Disabled/Medicare would increase from $41.25 to $58
  o Youth would decrease from $82.50 to $58

**Simplification**

• Elimination of 2,3,4, and 14-day passes
• Elimination of Trolley to Trolley one-way cash transfers to align with bus policy
• Elimination of $2.25 SPRINTER/BREEZE Senior/Disabled/Medicare 1-Day Pass (Will now be $3 to include service on the MTS bus and Trolley)
• Elimination of $59 SPRINTER/BREEZE 30-Day/Monthly Pass (Will now be $72 to include service on the MTS bus and Trolley)

**Other Policy Changes**

• Increasing the minimum age for senior discounts from 60 to 65 years (seniors 60 or older prior to the effective date will remain eligible for reduced fares)
SAN DIEGO ASSOCIATION OF GOVERNMENTS
COMPREHENSIVE FARE ORDINANCE
An Ordinance Establishing a Regional Fare Pricing Schedule and Revenue Allocation Formula

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 ACCESS: the complementary Americans with Disabilities Act (ADA) service operated by the Metropolitan Transit System (MTS) in Zone 1.

2.2 ADA: Americans with Disabilities Act, as defined in Title 49, Part 37, of the United States Code.

2.3 ADA Complementary Paratransit Service: Specialized origin-to-destination transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA.

2.4 BREEZE: North County Transit District (NCTD) fixed-route bus service brand name.

2.5 Bus: Rubber-tired transit vehicles operated by MTS and NCTD.

2.6 Cash Fare: Term used to describe fares purchased with United States currency.

2.7 Child: Any person five years of age or under.

2.8 COASTER: The brand name of the commuter rail service operated by NCTD in the coastal corridor from Oceanside to San Diego.

2.9 College Student: Any person currently enrolled as a student in a participating accredited San Diego area post-secondary school with a valid picture identification issued by the school.

2.10 Companion: In relation to the ADA complementary paratransit service, a companion is someone who accompanies an ADA passenger on board a paratransit vehicle, but is not a personal care attendant as specified in the passenger’s ADA certification application.

2.11 Compass Card: The Compass Card is an electronic fare medium based on contactless smart card technology. The Compass Card may hold either transit products or cash for use on regional transit services. Transit products may include but are not limited to Monthly Passes, post-secondary passes, single-day and multi-day passes, and stored value.
The Compass Card utilizes wireless technology to interface with validator devices on buses, rail platforms, and Ticket Vending Machines (TVMs). Passengers must tap their Compass Card on a validator in order to utilize transportation services.

2.12 Compass Cash: The marketing name for the Stored Value product.

2.13 Compass Cloud: Marketing name for Mobile Ticketing application to purchase select fare types.

2.14 Day Pass: a fare medium that allows a passenger to ride one Service Day.

2.15 Discount: A reduction in the price of a fare or fare product as a result of the passenger holding a special identification card or an existing fare product.

2.16 FLEX: The brand name of the on-demand, deviated fixed-route, and point-deviated fixed-route service operated by NCTD. Senior/Disabled/Medicare

2.17 Limited Use Compass Card: A Compass Card printed on a disposable material. Limited Use Compass Cards have a limited lifetime and may not accept all fare products available for loading onto a plastic Compass Card.

2.18 Medicare Recipient: Any person to whom the federal government has issued a Medicare identification card, regardless of age.

2.19 MetroLink: The Commuter rail service operated by the Southern California Regional Rail Authority.

2.20 Mobile Ticketing: A mobile phone application allowing for the purchase of many of the fares available.

2.21 Monthly Pass: This term refers to either the Calendar Month Pass or the 30-Day Pass.

2.22 MTS: The San Diego Metropolitan Transit System which operates services in all areas of San Diego County outside the jurisdiction of NCTD. MTS operates MTS Bus, Rural Bus, MTS Express, MTS Rapid, MTS Rapid Express, MTS Trolley service, and ADA Access Service.

2.23 MTS Suburban Paratransit: The complementary ADA service operated by MTS in suburban areas (ADA Zones 2, 3, and 4).

2.24 NCTD: North County Transit District operating services in Northern San Diego County. NCTD services include the BREEZE, COASTER, SPRINTER, and LIFT.

2.25 OCTA: Orange County Transportation Authority.

2.26 Person with Disability: Any person with a permanent or temporary mental or physical disability as defined by the ADA (Title 49, Part 37 of the Code of Federal Regulations). In order to qualify for a disabled fare a passenger for regular (non-ADA paratransit) transit must be in
possession of a transit identification card or a valid Compass Card with a picture identifying
the person as a person with a qualifying disability a Medicare card or DMV placard ID receipt.
In order to qualify for ADA paratransit service the person with a disability must be ADA
certified.

**2.24.26** **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 who is not charged a fare to ride on the ADA complementary paratransit
vehicle when accompanying the ADA-eligible passenger. The person may be a friend, family
member, or paid employee. The need for and use of a personal care attendant must be
indicated at the time of eligibility certification.

**2.25.27** **Platform Validator:** A validator located in a standalone device on a rail platform.
Platform validators must be tapped before boarding a rail vehicle unless a new Compass Card
product is loaded and validated at a TVM.

**2.26.28** **Rapid:** MTS brand name for a premium rapid transit service operated wholly or partly
on exclusive bus lanes, guideways, Managed Lanes, or use of other transit priority measures.
Depending on specific route characteristics, individual Rapid routes may be classified as
MTS Rapid or MTS Rapid Express for purposes of Table 2.

**2.27.29** **Regional Fare System:** The Regional Fare System is governed by SANDAG Board Policy
No. 018: Transit Service Policies, Board Policy No. 029: Regional Fare Policy and Comprehensive
Fare Ordinance, this Ordinance, MTS and NCTD transit operations ordinances and policies,
and any other fare agreements, including agreements entered into by SANDAG with transit
operators.

**2.28.30** **Regular Fare:** Applies to all persons age six and older, except persons eligible for Senior,
Disabled, and Medicare (S/D/M) or Youth fares.

**2.29.31** **S/D/M:** Acronym that stands for Senior, Disabled, and Medicare passengers.

**2.30.32** **Senior:** Any person who meets the age requirement for transit fares provided in the
TransNet Ordinance, Section 4, Paragraph (c)(3), is eligible to pay the discounted Senior Cash
Fare or purchase a Senior pass.

**2.31.33** **Service Day:** 4 a.m. until 3:59 a.m. on the subsequent dayFrom the start time of the first
trip through the end of the last trip in public timetables.

**2.32.34** **Sorrento Valley COASTER Connection (SVCC):** A peak period only Community
Shuttle service operated by MTS between the Sorrento Valley COASTER Station, and nearby
employment centers.

**2.33.35** **SPRINTER:** The brand name of the Oceanside to Escondido rail service operated by NCTD
with Diesel Multiple Units in a light rail mode.

**2.34.36** **Station:** A light rail, Bus Rapid Transit or commuter rail passenger stop.
Stored Value: Cash value placed on Compass Cards that can be debited to purchase fare products or pay a Cash Fare on a Compass Card.

Supplement: A charge paid on a one-time basis to permit the use of a fare product for a transit ride that requires a more expensive fare. Payment of a supplement does not change the original fare product.

Sworn Peace Officers: San Diego County, state, and federal sworn peace officers. Sworn peace officers include but are not limited to all municipal police department officials, all County Sheriff Department deputies, County Marshals, all County of San Diego Probation Officers, State Highway Patrol officers, State Police, U.S. Marshals, Federal Bureau of Investigation Officers, the MTS Chief of Police, and U.S. Immigration and Customs officers.

Tap: The act of touching a Compass Card on a validator to validate trips or deduct fares from Stored Value.

Transit Service Types:

Local – Fixed-route bus service on local or arterial roads serving neighborhood destinations and feeding transit centers. Includes BREEZE and MTS Bus. Also includes routes operating extensively on arterials with transit priority features and limited stops (Rapid Services).

Corridor – A frequent transit service with limited stops including but not limited to major transit centers, residential centers, and activity centers that have more than six stops outside Centre City. Corridor services include MTS Trolley, MTS Rapid, SPRINTER, and express buses generally traveling less than 50 percent of the one-way trip miles on freeways. Corridor services travel at least 12 miles per hour, with an average passenger trip length of approximately 10 miles or under.

Rapid Express – Includes 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.

Commuter Rail – The commuter rail service operated in the coastal corridor from Oceanside to San Diego by NCTD under the brand COASTER.

Rural – A rural bus service providing limited daily or weekly service linking rural areas to a multimodal transit center or major shopping center and designated by the MTS or NCTD Board of Directors as having a special one or two zone-fare. Service is generally provided in rural areas with one-way vehicle trip lengths ranging from 15 to 80 miles. Rural service includes MTS Rural and NCTD FLEX.

Transfer: The action of a passenger leaving one bus, train, or other transit vehicle and within a brief time, without a stopover, boarding a subsequent bus, train, or other transit vehicle to complete his or her trip.
2.412.43 **Transfer Slip**: A document that may be issued by a driver to enable a passenger to board another transit vehicle free of charge, typically during a service disruption. Only customers that paid a cash one-way fare are eligible to receive a transfer slip. Transfer slips are only valid in the NCTD service area on BREEZE routes or for a reduced amount. Transfer slips are not issued for travel entirely within San Diego County solely on the fixed-route system. Transfer slips may be issued for transfers between ADA services and fixed-route services and between fixed-route services and other systems outside San Diego County.

2.422.44 **TransNet**: The TransNet Ordinance is a SANDAG ordinance passed by voters in 2004 that provides for a half-cent transactions and use tax collected in San Diego County and used for transportation-related projects.

2.432.45 **Trolley**: Light-rail transit service operated by MTS.

2.442.46 **TVM**: Ticket Vending Machine used for the sale of single and multi-trip fare products, to check value left on Compass Card, and as a validator for MTS services.

2.452.47 **Universal Pass**: Provides unlimited rides on select transit services for an agreed upon period of time to individuals associated with a sponsoring entity, where the sponsoring entity guarantees universal participation/purchase by its employees, students, or other membership.

2.46 **Upgrade**: An additional fare required to enhance the value of a transit pass to travel on a transit service with a higher fare. Upon payment of an upgrade, the original fare instrument is converted to the new, more expensive product and the original product is no longer available.

2.472.48 **Validator**: A device for tapping a Compass Card in order to validate the fare product or to deduct Stored Value. Validators may be standalone devices, located on bus fareboxes, or part of a TVM. Validators located in TVMs may not be used as platform validators.

2.482.49 **Youth**: A person as defined in the TransNet Ordinance Section 4(C)(3).

2.492.50 **Zone**: For ADA purposes a zone is defined as:

- **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** NCTD Service area

For the COASTER, the fare zones are set forth in Table 3.5. The fares zones applicable to Rural Fares are set forth in Section 3.4 of this Ordinance.
SECTION 3: SINGLE TRIP, SINGLE DAY, AND MULTI-DAY FARES

3.1 Fare Product Limitations

3.1.1 SPRINTER/BREEZE fare products may only be used on the SPRINTER and BREEZE.

3.1.2 Regional fare products may only be used on COASTER, ADA, Rapid Express and Rural bus services MTS Bus and Trolley, and NCTD BREEZE and SPRINTER without paying an Upgrade or Supplement.

3.1.3 Premium Regional fare products (Rapid Express, COASTER, and RegionPlus) may only be used on Local, Corridor all services listed above, as well as, Rapid Express, and single zone–certain FLEX routes (listed in the NCTD Riders Guide), and Rural services. Regional fare products may be used with the Supplements indicated in Table 1.

3.1.4 COASTER Regional and RegionPlus fare products may be used on all transit services operated by MTS and NCTD except LIFT, Access, and certain FLEX routes (as listed in the NCTD Riders Guide), but require Supplements for two zone rural services. Discounts are available to holders of Premium and Regional fare products using the COASTER, as shown in Table 1.

3.1.5 Sorrento Valley COASTER Connection fare products are only valid on the Sorrento Valley COASTER Connection.

3.2 Fares and Pass Products

Tables 1 through 4 list transit fares available to the general public. The tables show the fare for each type of service by passenger category and which passes are accepted on specific services. The notes below the tables show the amount of any Supplement or Discount that may be required or available.

Table 1:
Pass Prices, Acceptance, and Required Supplements or Discounts

<table>
<thead>
<tr>
<th>Service</th>
<th>One-Way Cash</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adult &amp; Youth</td>
</tr>
<tr>
<td>MTS Bus, Rapid, Express, Trolley, NCTD BREEZE and SPRINTER</td>
<td>$2.50</td>
</tr>
<tr>
<td>MTS Rapid Express</td>
<td>$5.00</td>
</tr>
<tr>
<td>NCTD FLEX</td>
<td>$5.00</td>
</tr>
<tr>
<td>NCTD FLEX 372</td>
<td>$10.00</td>
</tr>
</tbody>
</table>
### Table 2: One-Way Cash Fares - COASTER

<table>
<thead>
<tr>
<th>Service</th>
<th>One-Way Cash</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adult</td>
<td>S/D/M &amp; Youth</td>
</tr>
<tr>
<td>NCTD COASTER 1 Zone</td>
<td>$5.00</td>
<td>$2.50</td>
</tr>
<tr>
<td>NCTD COASTER 2 Zones</td>
<td>$5.75</td>
<td>$2.75</td>
</tr>
<tr>
<td>NCTD COASTER 3 Zones</td>
<td>$6.50</td>
<td>$3.25</td>
</tr>
</tbody>
</table>

### Table 3: Day Pass Prices

<table>
<thead>
<tr>
<th>Service</th>
<th>Day Pass</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adult</td>
<td>S/D/M &amp; Youth</td>
</tr>
<tr>
<td>Regional</td>
<td>$6.00</td>
<td>$3.00</td>
</tr>
<tr>
<td>Premium Regional</td>
<td>$12.00</td>
<td>$6.00</td>
</tr>
<tr>
<td>COASTER Regional</td>
<td>$15.00</td>
<td>$7.50</td>
</tr>
</tbody>
</table>

### Table 4: Monthly/30 Day Pass Prices

<table>
<thead>
<tr>
<th>Service</th>
<th>30-Day/Monthly</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adult</td>
<td>S/D/M &amp; Youth</td>
</tr>
<tr>
<td>Regional</td>
<td>$72.00</td>
<td>$23.00</td>
</tr>
<tr>
<td>Premium Regional</td>
<td>$100.00</td>
<td>$32.00</td>
</tr>
<tr>
<td>NCTD COASTER 1 Zone</td>
<td>$140.00</td>
<td>$58.00</td>
</tr>
</tbody>
</table>
### 3.3 COASTER Zones

The COASTER Fares are based on three zones. The number of zones between stations is shown in Table 35. Passengers must purchase a single-trip or round-trip ticket or pass based on the number of zones between their origin and destination.

<table>
<thead>
<tr>
<th>To From</th>
<th>Oceanside</th>
<th>Carlsbad Village</th>
<th>Carlsbad Poinsettia</th>
<th>Encinitas</th>
<th>Solana Beach</th>
<th>Sorrento Valley</th>
<th>Old Town</th>
<th>Santa Fe Depot</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oceanside</td>
<td></td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Carlsbad Village</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Carlsbad Poinsettia</td>
<td>1</td>
<td>1</td>
<td></td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Encinitas</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Sorrento Valley</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td></td>
<td>2</td>
<td>2</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Old Town</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Santa Fe Depot</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

One-way and round-trip tickets and passes are valid only for travel between the number of zones or the stations listed on the ticket or pass.

### 3.4 MTS Rural Bus Service Zones

The Rural area is west of the line that runs due south from a point 14 miles east of Interstate 15 on the San Diego Orange County line through the midpoint of Palomar Mountain State Park and then to Ramona (Ramona Station), Alpine (Tavern Road and Alpine Boulevard), and Tecate border crossing (Tecate Road and Thing Road) including the rural area east of this line. Zone 1 of the rural areas is west of the line that runs due south from a point 14 miles east of Interstate 15 on the San Diego – Orange County line through the midpoint of Palomar Mountain State Park and then to Ramona (Ramona Station), Alpine (Tavern Road and Alpine Boulevard), and Tecate border crossing (Tecate Road and Thing Road). Zone 2 of the rural area is east of this line.

### 3.5 Senior/Disabled/Medicare

The single-trip Cash Fare for persons eligible for S/D/M fares shall be 50 percent of the single-trip regular fare, rounded down to the nearest $0.05.
3.6 Children

NCTD and MTS may each determine how many children five years old and under may ride free on all bus, light rail, and commuter rail services when traveling with a paying passenger.

3.7 NCTD Reduced Fare Identification Card on BREEZE and SPRINTER

Passengers holding a valid NCTD issued Paratransit Reduced Fare Identification Card may ride BREEZE or SPRINTER services without payment of any fare. A personal care attendant also may ride free accompanying the passenger with a Reduced Fare Identification Card if the requirement for a personal care attendant is noted on the NCTD Paratransit Reduced Fare Identification Card.

3.8 Regional Day Pass

3.8.1 With the exception of Juror Day Passes and special marketing programs or event tickets/passes, all Day Passes shall be valid for travel on the specified services from the time of issue for the number of consecutive days indicated on the Day Pass or Compass Card product. The Day Pass is valid for travel until the end of the Service Day. The prices for all 1-Day, 14-Day, Monthly, and 30-Day Passes are shown in Table 1.

3.8.2 Regional Day Passes also will be available for two, three, and four days from the Transit Store, North County Customer Service Centers, and select TVMs at the prices shown in Table 4.

Table 4
2, 3, and 4 Day Pass Prices

<table>
<thead>
<tr>
<th>Day Pass</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-Day Regular</td>
<td>$9</td>
</tr>
<tr>
<td>3-Day Regular</td>
<td>$12</td>
</tr>
<tr>
<td>4-Day Regular</td>
<td>$15</td>
</tr>
</tbody>
</table>

3.8.3 The price of 14-Day Passes shall be 60 percent of the cost of Monthly Passes rounded to the nearest dollar.

3.9 RegionPlus Day Pass

A RegionPlus Day Pass is valid on all services except for LIFT, ACCESS, and MTS Suburban Paratransit. Upgrade required for travel on Rural Zone 2. The price of a RegionPlus Day Pass is $12.

3.10 Classroom Day TripperPass

Classroom Day Trippers Passes are valid for travel between 9 a.m. and 3 p.m., and after 6 p.m. Monday through Friday, and 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 15-12 people. One chaperone per every five students may ride at the Regional Classroom Day TripperPass price.
<table>
<thead>
<tr>
<th>Valid on</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTS Bus, SPRINTER, BREEZE, and Rapid Express</td>
<td>$1.50</td>
</tr>
<tr>
<td>COASTER only</td>
<td>$5.50</td>
</tr>
<tr>
<td>COASTER plus any of the following: MTS Bus, MTS Trolley, Rapid Express, SPRINTER, and BREEZE</td>
<td>$64.50</td>
</tr>
</tbody>
</table>

A maximum of 135 students and adults per group are permitted to ride a single scheduled COASTER train. Advance confirmation of the availability of space is required at the time of purchase for all COASTER Classroom Day Trippers Pass.

### 3.118 SPRINTER/BREEZE Social Services Agency Day Pass

The SPRINTER/BREEZE Social Service Agency Day Pass is a one-day NCTD Day Pass, sold in packs of ten priced at $45, which is validated by social service agencies by identifying the 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. Valid for unlimited travel on SPRINTER/BREEZE for day punched.

### 3.129 Juror Day Pass

Any state or federal court in San Diego County may purchase Juror Passes after signing an agreement with MTS. Juror Passes are not valid for use on any special service with a higher fare (e.g., Stadium Bus Service) or ADA complementary paratransit service. The agreement may include a portion of passes to be supplied free of charge to the courts in exchange for promoting transit use in all juror summons.

A Regional Juror Day Pass is valid for travel on all NCTD and MTS services except Rapid Express, COASTER, or Rural services. A RegionPlus COASTER Regional Juror Day Pass is valid for travel on all NCTD and MTS services except 2-Zone Designated Rural services.

The price for Regional Juror Day Passes sold to the courts shall be based on the price of the Regional Day Pass and included in the agreement with the court. The price for COASTER Regional RegionPlus Juror Day Passes sold to the courts shall be based on the price of the COASTER Regional RegionPlus Day Pass and included in the agreement with the court.

Each Juror Day Pass becomes activated/valid on the day it is tapped by the passenger.

### 3.1310 Advance Purchase Group Day Pass Sales

Groups wishing to purchase a minimum of 100 large amount of Regional Day Passes shall be entitled to obtain passes at the discount rates shown in Table 5 when the passes are purchased at least 21 days in advance. Groups purchasing 1,000 or more Day Passes shall be entitled to discounts from the Table 5 prices, as shown in Table 6. Additional discounts require the approval of the SANDAG Transportation Committee or SANDAG Board of Directors.
Table 5
Prices for Advance Purchase Group Day Passes

<table>
<thead>
<tr>
<th>Days</th>
<th>Regional</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-Day</td>
<td>$4.50</td>
</tr>
<tr>
<td>Two-Day</td>
<td>$8</td>
</tr>
<tr>
<td>Three-Day</td>
<td>$11</td>
</tr>
<tr>
<td>Four-Day</td>
<td>$14</td>
</tr>
<tr>
<td>Five-Day</td>
<td>$16</td>
</tr>
<tr>
<td>Six-Day</td>
<td>$18</td>
</tr>
<tr>
<td>Seven-Day</td>
<td>$20</td>
</tr>
</tbody>
</table>

Table 6
Additional Discount for Bulk Purchase of Advance Purchase Group Day Passes

<table>
<thead>
<tr>
<th>Passes Purchased</th>
<th>Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,000-1,999</td>
<td>5%</td>
</tr>
<tr>
<td>2,000-2,999</td>
<td>10%</td>
</tr>
<tr>
<td>3,000-3,999</td>
<td>15%</td>
</tr>
<tr>
<td>4,000 or more</td>
<td>20%</td>
</tr>
</tbody>
</table>

3.14 Monthly Passes

All Calendar Month Passes shall be valid until the end of the Service Day on the last day of the calendar month. All 30-Day Passes shall be valid for 30 consecutive days commencing on the first day the pass is validated.

3.15 Upgrades to RegionPlus Day Pass

Upon implementation of Stored Value, a Regional Day Pass residing on a Compass Card may be upgraded to a RegionPlus Day Pass upon payment of the difference between the original price paid and the new pass price. This upgrade only is available on Compass Cards with a sufficient Stored Value balance and occurs automatically when a Compass Card with a valid Regional Day Pass is tapped prior to boarding a service requiring a RegionPlus Day Pass. An upgrade does not extend the period of validity of the pass and is not available for paper Day Passes.

SECTION 4: MULTI RIDE TICKETS AND TOKENS

4.1 Round Trip Tickets

Any transit operator may, at its option, sell round trip tickets at two times the price of a single-trip ticket for any fare category or service. Outbound and return trips must be taken on the same service day and are valid roundtrip from the point of origin to the destination.
4.2 Multi-Trip Ticket Packs

Any transit operator may, at their option, bundle multiple single-trip tickets for any service they operate, and sell the tickets for the full face value of the tickets or with a discount of up to 10 percent.

4.3 Tokens

If tokens are made available, Tokens are a legacy fare that is no longer sold or issued, but remain in circulation. If a token is presented they shall entitle the person holding the universal token to up to a $2.50 cash fare value trip on any MTS bus, Trolley, BREEZE, or SPRINTER service, except ADA paratransit services. Some services may require a cash upgrade in conjunction with the Regional Universal Token.

Tokens will not be accepted for payment of any COASTER, Access, LIFT, or Rapid Express single-trip fare. Multiple tokens may be used to pay fares or purchase passes with a value of more than one local bus trip, but change will not be given.

SECTION 5: COMPASS CARDS

5.1 Card Acquisition and Registration

MTS, the administrator of the Compass Card Program, may require a nonrefundable fee for passengers wishing to acquire a Compass Card. The fee shall not exceed $5.

Compass Card users may elect to register their card. If registered, users will be entitled to one 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 the value of their cash or transit product at the time the card is reported lost or stolen. Reimbursement will be provided on a new Compass Card. An unregistered user shall have no right to reimbursement or refund of a Compass Card balance even if the card is lost or stolen. Registered Compass Cards are not transferable.

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 MTS and may be revoked and/or confiscated by MTS or NCTD.

5.2 Validating a Compass Card

Compass Card users who have a transit fare product or Stored Value loaded on their card must validate their card each time they board a bus or train. Passengers who fail to tap and validate their Compass Card as required may be deemed to not be in possession of a valid fare consistent with the ordinances and policies of MTS and NCTD.

5.3 Inspection and Use of Compass Cards

Users of the Compass Card must produce the Compass Card for inspection by authorized MTS or NCTD personnel or their designated agents. The Compass Card is intended as a fare
payment device on MTS, NCTD, or any transportation service that is part of the San Diego Regional Fare System. Any nonauthorized use of the card is strictly forbidden.

5.4 Refunds of Stored Value and Transit Products

Refunds will not be issued for transit pass products loaded onto a Compass Card. Refunds of Stored Value remaining on voluntarily surrendered cards and confiscated cards will be available for 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. Refunds will only be issued up to the maximum value of any receipts that show cash being loaded onto the subject Compass Card. All refunds are subject to a processing and waiting period of up to 90 days. MTS or NCTD may refuse any improper request for refund, or may make a partial refund. MTS or NCTD may deduct a processing fee of not more than 10 percent 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.

5.5 Photographs of Cardholders

A photograph of a registered card holder may be printed onto a Compass Card if requested by the registered user. MTS or NCTD may charge up to an $8 fee for placement of a photograph on the Compass Card. Compass Cards bearing a photograph only may be used by the person whose photograph appears on the card.

5.6 Stored Value

Once implemented by MTS or NCTD, the Stored Value feature of a Compass Card (Compass Cash) may be loaded with cash value. A Compass Card with Stored Value may not be used to purchase an additional or replacement Compass Card. A Compass Card with Stored Value may not be used to purchase fare products or Stored Value to be loaded onto a different Compass Card.

5.7 Default Fare for Stored Value

All card holders boarding any bus or rail vehicle and paying their fare with Stored Value on a Compass Card will have the applicable Day Pass one-way fare cost deducted from the Compass Card when a farebox or platform validator is tapped. Passengers boarding a bus must advise the driver before tapping if they wish to pay a single trip fare, purchase a Day Pass or purchase a product other than the default Day Pass. Passengers boarding a service at any station or stop equipped with platform validators and TVMs must use the TVM if the passenger prefers to purchase a paper single-trip ticket or a product other than the default Day Pass for the service they will be boarding.

SECTION 6: COMPASS CLOUDMOBILE TICKETING

Compass Cloud is a Mobile Ticketing used on a mobile phone application allowing for the purchase of many of the fares available. It has the capability to offer the full range of fares and passes, including special events, universal passes, discounted fares, one-way fares, day passes and monthly passes. The products offered are at the discretion of the transit agencies. Discounted fares and
universal passes require proof of eligibility to make the fares available. Refunds will not be issued for transit pass products loaded onto Compass Cloud.

SECTION 67: DISCOUNTED POST-SECONDARY AND GROUP PASSES

67.1 Post-Secondary Discounted Passes

MTS and NCTD shall each have the right to negotiate agreements, individually or jointly, with educational institutions. MTS and NCTD may establish their own policies, terms or eligibility rules regarding the sale of the passes in the sales agreements; however, the prices to the education institutions must conform to this Ordinance.

67.1.1 Discounted Calendar Monthly Post-Secondary Regional Pass

The price of a Regional Calendar Monthly / 30-Day Pass for post-secondary institutions shall be 80 percent of the price of an Adult Regional Monthly / 30-Day Pass. The discounted pass shall be valid for unlimited travel during a calendar month or 30-day period until the end of the Service Day on the last day of the month. All Regional Pass discounts, supplements, and upgrade rules apply to the Monthly Post-Secondary Pass.

67.1.2 Discounted Post-Secondary Regional Quarter/Trimester/Semester Pass

The price of the quarter/trimester/semester pass for post-secondary educational institutions shall be based on 65 percent of the price of an Adult Regional Monthly / 30-Day Pass, divided by 31 and multiplied by the number of days in the academic term.

The discounted Regional pass shall be valid for unlimited travel during an academic term until the end of the Service Day on the last day of the academic term. All Regional Pass discounts, supplements, and upgrade rules apply to the Post-Secondary Regional Quarter/Trimester/Semester Pass.

6.1.3 SPRINTER/BREEZE Only Post-Secondary Pass

The SPRINTER/BREEZE Monthly Pass may be sold to post-secondary educational institutions with a discount of $10 per month.

67.2 Group Pass Program

67.2.1 Ecopass Group Sales Pass Program

This program is for businesses or groups who purchase Regional and Premium passes and who are willing to purchase sufficient passes to provide a full year of transportation for 25-10 employees or members at a discounted rate and execute a participation agreement.

The pass price discount would be based on the pre-purchase of a specified number of passes for a 12-month period. Only one three-month trial program is permitted per employer or group interested in testing the program. Advance payment is generally required for both the trial program and permanent program annual passes. Participants may purchase additional monthly passes as provided in the participation agreement at a discounted rate.
The price of the employer or group sales pass program shall be set according to the number of annual regular adult passes purchased as defined in the participation agreement. All passes purchased in excess of limits in the participation agreement may be sold at retail rates.

67.2.2 Universal Pass Program

MTS and NCTD shall each have the right to negotiate UPass agreements, individually or jointly, with sponsoring entities. MTS and NCTD may establish their own policies, terms, or eligibility rules regarding the sale of the UPass in the sales agreements.

SECTION 78: TRANSFERS WITH OTHER TRANSIT OPERATORS

78.1 Metrolink Trip Tickets and Monthly Passes

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

78.1.1 Metrolink Monthly/7 Day Pass: This pass must have the correct current month, year, and list Oceanside as a valid city in order to be valid.

78.1.2 Metrolink Round-Trip Ticket: This ticket must be imprinted with the current date and is valid until the time shown on that date on the BREEZE or the SPRINTER at Oceanside Transit Center.

78.1.3 Metrolink One-Way Ticket: This ticket must be imprinted with the current date and is valid until the time shown on that date to board the BREEZE or the SPRINTER departing the Oceanside Transit Center.

7.2 NCTD and Orange County Transit Authority Transfers

The following transfer agreement is in effect with the Orange County Transit Authority (OCTA) between its Route 1 and Route 191 and BREEZE Route 395:

7.2.1 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.

7.2.2 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 supplement 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.
7.3 **Rail 2 Rail**

The Rail 2 Rail Program is subject to renewal with the National Railroad Passenger Corporation (Amtrak). When an agreement is in effect persons holding valid Amtrak tickets may ride any COASTER train between Oceanside, Solana Beach, and Santa Fe Depot within the origin and destination listed on their Amtrak ticket or pass, and persons holding fares valid for COASTER use may ride Amtrak trains designated on the NCTD COASTER schedule as Rail 2 Rail trains. Passengers can determine if an agreement is in place by contacting NCTD.

**SECTION 89: PARTICIPATION IN THE REGIONAL FARE SYSTEM**

The requirements for participation in the Regional Fare System by transportation providers shall be as follows:

89.1 Transit operators participating in the Regional Fare System must operate fixed-route transit service with fixed, published schedules.

89.2 Transit Operators must serve an area not currently served by an existing publicly subsidized, fixed-route bus operator.

98.3 New transit operators will be incorporated into the Compass Card system to the extent feasible and practical as determined by MTS and NCTD.

98.4 Any transit provider selling or receiving Compass Card, Compass Cloud, or other MTS and NCTD fare media shall have a secure handling procedure for all fare media. All tickets, passes, and transfers shall be handled as cash-value media, with appropriate security provided for acceptance, inspection, storage, distribution, and disposal.

**SECTION 910: SPECIAL FARES**

910.1 **Sworn Peace Officers**

MTS and NCTD transit operators will allow all 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. Officers must show identification when requested by MTS or NCTD. This privilege does not apply to special events for off-duty officers.

910.2 **Temporary, Promotional, and Experimental Fares**

MTS and NCTD 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 12 months for seasonal events or for marketing purposes. These fares, because of their short term/temporary nature, are not included in this Ordinance.
SECTION 10.1: S/D/M AND YOUTH COMPASS CARDS ELIGIBILITY AND REQUIREMENTS

10.1 Eligibility

In order to be eligible to purchase discounted S/D/M Passes, passengers must present an S/D/M or person with disabilities Compass Card with integral photo identification or one of the valid identification cards listed in Sections 10.2 through 10.3.

10.2 Seniors

Seniors must provide a valid Medicare card, state-issued driver’s license, government-issued photo identification, or an S/D/M Compass Card with integral photo identification when paying a Cash Fare, purchasing a Senior Pass, or boarding a transit vehicle with a Senior Pass.

10.3 Persons with Disabilities and Medicare

10.3.1 Cash Fares

All persons with a valid 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 shall be permitted to pay the S/D/M single cash fare.

10.3.2 Compass Cards

In order to receive a reduced fare Compass Card, a person with a disability must present for approval their completed application form and show a government-issued photo identification card and original versions of at least one of the following (photocopies will not be accepted) at the time of submitting the application:

10.3.2.1 State of California DMV disabled identification card, (the white receipt from the DMV)

10.3.2.2 State of California DMV placard identification card

10.3.2.3 ADA Paratransit Identification Card

10.3.2.4 Certification on the application form by a doctor or a qualified health care professional or a statement from a physician or rehabilitation center (on original letterhead or prescription notepad with an original signature). In addition to the nature of the disability, the statement should identify whether it is permanent or temporary in nature

10.3.2.5 Individualized Education Program from school for disabled students

10.3.2.6 Current year Supplemental Security Income (S.S.I.) or Social Security Administration (S.S.A.), or Social Security Disability Insurance (S.S.D.I.). award letter
Youth must provide on request valid school, college, or government-issued photo identification to establish eligibility for a Youth discount when boarding a transit vehicle with a Youth pass.

SECTION 4.12: ADA Paratransit

4.12.1 Fares

The Cash Fare for ADA paratransit per ride for ADA-certified passengers for one complete trip, origin to destination, regardless of any need to transfer between ADA transit operators or zones, shall be double the local fixed-route fare of the typical fixed-route service linking the origin and destination based on a determination by MTS or NCTD. Such determination must be made by calculating the regular fixed-route fare, including transfers for a trip of similar length, at a similar time of day, on the transit operators fixed-route system.

All ADA prepaid fare media only will be good on the system for which it was created. ADA prepaid fare media may not be loaded onto a Compass Card.

One personal care attendant may ride free with each ADA passenger riding an ADA paratransit or transit vehicle if requirement is identified on ADA certification.

MTS and NCTD may establish their own policies and prices regarding the sale of daily/monthly/30 day passes for fixed-route buses and trains to ADA-certified passengers; however, the prices to these customers must not exceed the S/D/M prices.

4.12.2 ADA-LIFT and Access Transfers

Paratransit customers needing to transfer between MTS Access, and NCTD LIFT or FLEX will need to pay the corresponding fares. There is no charge to transfer from any ADA service to any Local, Corridor, or Regional bus or rail service.

A transfer slip or proof of fare payment will be issued by the driver of an MTS ADA paratransit service to allow ADA passengers to transfer to regular transit services. Passengers transferring from LIFT to SPRINTER or BREEZE will not require any transfer slip or proof of payment.

Passengers transferring from any fixed-route service must pay a Supplement if the fare paid on the fixed-route service is less than the fare on the ADA paratransit service they are boarding. The Supplement required will be the applicable ADA paratransit fare less the amount of any fare paid on the fixed-route service. Passengers transferring from fixed-route
to ADA will only receive a transfer credit if the fare paid on the fixed-route service is a fare for which a paper transfer or proof of payment is issued. This includes single and return trip rail tickets, or Regional or RegionPlus Day Passes. If a single trip Cash Fare is deposited into a fixed-route farebox without a proof of payment, the ADA passenger will be required to pay the full fare when boarding a subsequent ADA vehicle as receipts are not issued for single trip Cash Fares deposited into the farebox.

One personal care attendant may ride free with each ADA passenger riding an ADA paratransit or transit vehicle if requirement is identified on ADA certification.

SECTION 4213: REGIONAL TICKET AND PASS ADMINISTRATION, REVENUE SHARING

Processes and rules regarding regional ticket and pass administration and revenue sharing may be the subject of one or more separate agreements between MTS and NCTD as they see fit.

SECTION 4314: EFFECTIVE DATE OF ORDINANCE OR AMENDMENTS

This Ordinance shall go into effect on August 25, 2014 February 24, 2019. Notwithstanding Board Policy No. 004: Rules of Procedure for Board of Directors and Committees, all amendments shall go into effect not less than 30 days after the second reading and approval of the Board of Directors, unless approved in accordance with Board Policy No. 004 as an urgency measure.


__________________________  ____________________________
CHAIRPERSON                 SECRETARY

ATTEST: ____________________________

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.

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 approved by the SANDAG Board of Directors on 25th of July 2014 January 2019, at the time and by the vote stated above, which said Ordinance is on file in the office of SANDAG.

DATED: ______________________________, 2014 2019

_________________________________________

Clerk of the Board
RESOLUTION NO. RTC-CO-2019-02

AN ORDINANCE OF THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION AMENDING REGIONAL TRANSPORTATION COMMISSION ORDINANCE NO. RTC-CO-04-01 RELATED TO FARE CHANGES

WHEREAS, the TransNet Extension Ordinance established revenues to the Metropolitan Transit System (MTS) and North County Transit District (NCTD) to guarantee additional discounts to monthly regional transit passes for seniors and disable riders; and

WHEREAS, MTS and NCTD have proposed a change to the senior age limit from 60 to 65 in order to increase revenue to bridge funding shortfalls and/or improve farebox recovery ratio levels mandated by State statute; and

WHEREAS, MTS and NCTD have proposed changes to the discount for disabled riders in order to increase revenue to bridge funding shortfalls and/or improve farebox recovery ratio levels mandated by State statute; and

NOW THEREFORE BE IT RESOLVED that the SANDAG Board of Directors, ALSO ACTING AS THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION, DOES HEREBY RESOLVE AS FOLLOWS:

The language in Section 4(C)(3) to Regional Transportation Commission Ordinance No. RTC-CO-04-01 is hereby amended to read as set forth below:

From the remaining revenues, there shall be expended such sums as necessary to guarantee in the North San Diego County Transit Development Board and Metropolitan Transit Development Board areas of jurisdiction for the duration of the measure (1) a monthly regional transit pass for senior (60-65 years or older) and disabled riders priced at not more than 25% of the cost of the regular regional monthly transit pass, and (2) a monthly regional youth transit pass for students (18 years or under) priced at not more than 50 percent of the cost of the regular regional monthly transit pass.

PASSED AND ADOPTED this 10th of March 2019.

AYES:

NOES:

ABSENT:
4.1 Public Engagement Efforts

The San Diego Association of Governments (SANDAG), in conjunction with the Metropolitan Transit System (MTS) and the North County Transit District (NCTD), conducted public outreach to seek input on proposed transit fare changes affecting the MTS and NCTD service areas. The proposed transit fare changes require amendments to the Regional Comprehensive Fare Ordinance and the TransNet Ordinance. For this reason, SANDAG’s public outreach was conducted in accordance with SANDAG Board Policy No. 004: Rules of Procedure for Board of Directors, Policy Advisory Committees, and other Legislative Bodies; Board Policy No. 025: Public Participation Plan Policy; and Board Policy No. 029: Regional Fare Policy and Comprehensive Fare Ordinance.

SANDAG, along with MTS and NCTD, hosted six public meetings throughout the region to solicit input between October 22, 2018, and November 1, 2018. Two weeks in advance of these meetings, “Take One” fliers in English and Spanish were posted on affected public transit vehicles and advertisements were placed in the Union Tribune and La Prensa notifying riders of the proposed changes; the time, date, and location of the public meetings; and other ways to provide input.

Additionally, SANDAG created a web page (sandag.org/fares) summarizing the proposed changes, providing the details of the public meetings, and offering other ways to provide input including a comment form, an email address (pio@sandag.org), an open phone line, and SANDAG’s physical address for written comments. MTS and NCTD not only posted web pages regarding the proposed changes and the public meetings, but also created surveys to gather further input. These surveys were distributed at the public meetings and posted online for members of the public to complete.

SANDAG publicized the public meetings through the October Region Newsletter, a press release, media advisories, and social media posts. Further, the proposed fare changes were presented to SANDAG’s Community Based Organizations Working Group on October 4, 2018. All public notices and outreach materials listed above are included in Appendix A of this Attachment.

At the public meetings, participants could ask questions of staff, complete the MTS or NCTD surveys provided in English and Spanish, and provide official public testimony recorded by SANDAG staff. Each meeting was opened and closed by a public hearings officer, who ensured the meeting adhered to SANDAG policies and procedures for public input. A copy of the agenda as well as the contact information of SANDAG staff who recorded official public testimony for each public meeting is listed in Appendix A.

4.2 Public Feedback Received

SANDAG received 629 public comments via mail, email, SANDAG’s online comment form, voicemail, audio and written testimony recorded at public meetings, and via MTS and NCTD surveys. SANDAG staff transcribed fare-related voicemails and recorded audio testimony as well as translated comments received in a language other than English. SANDAG staff also redacted any personably identifiable information. All 629 comments are included in Appendix B, categorized by communication type.
Agenda Item 4 — Attachment 4:

Appendix A – Public Notices and Outreach Materials

The full document in electronic format can be downloaded at
https://www.sandag.org/index.asp?meetingID=4959&fuseaction=meetings.detail

A reference copy will be available at the meeting. For a printed copy, please contact the Public Information Office at (619) 699-1950 or pio@sandag.org.
Agenda Item 4 — Attachment 4:

Appendix B – Public Feedback

The full document in electronic format can be downloaded at https://www.sandag.org/index.asp?meetingID=4959&fuseaction=meetings.detail

A reference copy will be available at the meeting. For a printed copy, please contact the Public Information Office at (619) 699-1950 or pio@sandag.org.
SANDAG Draft Title VI Fare Equity Analysis for Fare Change Proposed for 2019

LTK Engineering Services
December 18, 2018
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Purpose of Analysis

Pursuant to the San Diego Association of Government’s (SANDAG) Board Policy No. 018, and in accordance with federal Title VI civil rights requirements (FTA Circular 4702.1B, October 1, 2012), SANDAG is responsible for evaluating whether any proposed change to the Fare Ordinance will have a disparate impact on minorities (based on race, color, or national origin) or result in a disproportionate burden on low-income persons. Pursuant to the FTA Circular and the FTA Title VI FAQ dated December 2012, the Fare Equity Analysis is conducted for fixed route transit, including both bus and rail services.

SANDAG Title VI Requirements

Pursuant to SANDAG’s Board Policy No. 018, section 1.2, the process to be followed in determining whether a fare change has a disparate impact on minorities or a disproportionate burden on low-income individuals is as follows:

1.2.1.1 SANDAG will determine the existence of disparate impacts to minority populations for all Fare Ordinance changes. Pursuant to Title VI of the Civil Rights Act, disparate impacts are found when there is a difference in adverse effects between minority and non-minority areas of ten percent (10%) or more. Minority populations will be deemed adversely affected when the proportion of minority persons adversely affected by the change exceeds the average proportion of minority persons in the analysis service area. If SANDAG, in consultation with the transit operators, chooses to implement a proposed fare change in the Fare Ordinance despite a finding of disparate impact on minority populations, or if SANDAG finds, in consultation with the transit operators, even after the revisions, that minority populations will continue to bear a disproportionate share of the adverse effects of a proposed fare change, SANDAG may implement the fare change only if:

1.2.1.1.1 There is a substantial legitimate justification for the proposed fare change, and

1.2.1.1.2 A finding is made that there are no alternatives that would have a less disparate impact on minority populations and still accomplish the legitimate goals of the fare change.

1.2.1.2 SANDAG will determine the existence of disproportionate burdens on low-income populations for all Fare Ordinance changes. Pursuant to Executive Order 12898 (Clinton 1994), disproportionate burdens are found when there is a difference in adverse effects between low-income and non-low income populations of ten percent (10%) or more. Low-income populations will be deemed adversely affected when the proportion of low-income persons (using a threshold of at or below 200 percent of the U.S. Department of Health and Human Services poverty guidelines) adversely affected exceeds the average proportion of low-income persons in the analysis service area. If SANDAG chooses, in consultation with the transit operators, to implement a proposed fare change in the Fare Ordinance
despite a finding of disproportionate burden on low-income ridership, or if SANDAG finds, in consultation with the transit operators, even after the revisions, that low-income riders will continue to bear a disproportionate burden due to the proposed fare change, SANDAG may implement the fare change only if the transit agency(ies) show that they will:

1.2.1.2.1 Take steps to avoid, minimize, or mitigate impacts where practicable, and

1.2.1.2.2 Provide a description of alternatives available to low-income populations affected by the fare changes.

This process is not intended by SANDAG, MTS, NCTD or the FTA to be an absolute determination of discrimination. Rather, the finding of a potential disparate impact or disproportionate burden according to this test is intended to trigger additional steps that otherwise can be skipped.

This analysis also does not contemplate an assessment of the relative equity of the fare structure as it exists today, only of whether the proposed changes are themselves equitable. This is in accordance with FTA guidance.

Description of Proposed Fare Change

SANDAG, the San Diego Metropolitan Transit System (MTS), and the North County Transit District (NCTD) are currently considering changes to fares in the region. The current fixed route fare structure and proposed changes are set forth in Table 1 below. These changes are proposed to be implemented February 24, 2019.

In addition, SANDAG, MTS and NCTD are implementing a new definition of “senior” so that it will only apply to riders over the age of 65 compared with the current age of 60. However, all individuals who are certified as a senior prior to February 24, 2019 will continue to be considered a “senior” and will not be subject to the changed definition. Therefore, no individual will experience an increase or decrease in fares as a result of this changed definition. All individuals who are not certified as a senior by February 24, 2019 can expect to experience a delay in when they qualify for the reduced “senior” fares.

The agencies also considered other changes to current and future fares, however no other changes to fixed route are proposed for adoption at this time. A separate Fare Equity Analysis will be conducted prior to proposing any additional changes to the fixed route fare structure in the future.

Dataset and Methodology

As required by this policy and FTA Circular 4702.1B, SANDAG has calculated the number of minority and low-income boardings taken with each fare product that is currently offered by MTS or NCTD. This data was obtained from the 2015 SANDAG On-Board Transit Survey and annual calculations of ridership by fare product.
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<tr>
<td>Region Plus Day Pass</td>
<td>Including COASTER service (15% of riders)</td>
<td>$12.00</td>
<td>$15.00</td>
</tr>
<tr>
<td>Rapid Express 30 Day/Monthly Pass</td>
<td>No Change</td>
<td>$100.00</td>
<td>$100.00</td>
</tr>
<tr>
<td>Rapid Express 30 Day/Monthly Youth Pass</td>
<td>Combined into single, lower cost, SDM/Youth Monthly Pass</td>
<td>$50.00</td>
<td>$32.00</td>
</tr>
<tr>
<td>MTS Bus One-Way</td>
<td>Increase</td>
<td>$2.25</td>
<td>$2.50</td>
</tr>
<tr>
<td>MTS Rural 1 Zone</td>
<td>Increase (2 Rural Zones are combined) (4%)</td>
<td>$5.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>MTS Rural 2 Zone</td>
<td>Decrease (2 Rural Zones are combined) (76%)</td>
<td>$10.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>MTS Rural 1 Zone SDM</td>
<td>Increase (2 Rural Zones are combined) (1%)</td>
<td>$2.50</td>
<td>$4.00</td>
</tr>
<tr>
<td>MTS Rural 2 Zone SDM</td>
<td>Decrease (2 Rural Zones are combined) (19%)</td>
<td>$5.00</td>
<td>$4.00</td>
</tr>
<tr>
<td>Trolley One-Way (Rider does not transfer)</td>
<td>No Change (82% of riders)</td>
<td>$2.50</td>
<td>$2.50</td>
</tr>
<tr>
<td>Trolley One-Way (Rider does transfer)</td>
<td>Eliminate free transfer, Rider pays twice (18%)</td>
<td>$2.50</td>
<td>$5.00</td>
</tr>
<tr>
<td>SDM MTS Bus One-Way</td>
<td>Increase</td>
<td>$1.10</td>
<td>$1.25</td>
</tr>
<tr>
<td>SDM Express One-Way</td>
<td>No Change</td>
<td>$1.25</td>
<td>$1.25</td>
</tr>
<tr>
<td>SDM Rapid Express One-Way</td>
<td>No Change</td>
<td>$2.50</td>
<td>$2.50</td>
</tr>
<tr>
<td>BREEZE One-Way</td>
<td>Increase</td>
<td>$1.75</td>
<td>$2.50</td>
</tr>
<tr>
<td>BREEZE SDM One-Way</td>
<td>Increase</td>
<td>$0.75</td>
<td>$1.25</td>
</tr>
<tr>
<td>SPRINTER One-Way</td>
<td>Increase</td>
<td>$2.00</td>
<td>$2.50</td>
</tr>
<tr>
<td>SPRINTER SDM On-Way</td>
<td>Increase</td>
<td>$1.00</td>
<td>$1.25</td>
</tr>
<tr>
<td>SPRINTER/BREEZE 30 Day/Monthly</td>
<td>Eliminate, Riders use higher cost Regional Pass</td>
<td>$59.00</td>
<td>$72.00</td>
</tr>
<tr>
<td>COASTER One-Way (1 Zone)</td>
<td>Increase</td>
<td>$4.00</td>
<td>$5.00</td>
</tr>
<tr>
<td>COASTER One-Way (2 Zone)</td>
<td>Increase</td>
<td>$5.00</td>
<td>$5.75</td>
</tr>
<tr>
<td>COASTER One-Way (3 Zone)</td>
<td>Increase</td>
<td>$5.50</td>
<td>$6.50</td>
</tr>
<tr>
<td>COASTER One-Way (1 Zone) SDM</td>
<td>Increase</td>
<td>$2.00</td>
<td>$2.50</td>
</tr>
<tr>
<td>COASTER One-Way (2 Zone) SDM</td>
<td>Increase</td>
<td>$2.50</td>
<td>$2.75</td>
</tr>
<tr>
<td>COASTER One-Way (3 Zone) SDM</td>
<td>Increase</td>
<td>$2.75</td>
<td>$3.25</td>
</tr>
<tr>
<td>COASTER One-Way (1 Zone) Y</td>
<td>Combined into single, lower cost, SDM/Youth fare</td>
<td>$4.00</td>
<td>$2.50</td>
</tr>
<tr>
<td>COASTER One-Way (2 Zone) Y</td>
<td>Combined into single, lower cost, SDM/Youth fare</td>
<td>$5.00</td>
<td>$2.75</td>
</tr>
<tr>
<td>COASTER One-Way (3 Zone) Y</td>
<td>Combined into single, lower cost, SDM/Youth fare</td>
<td>$5.50</td>
<td>$3.25</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass (1 Zone)</td>
<td>Increase</td>
<td>$120.00</td>
<td>$140.00</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass (2 Zone)</td>
<td>Increase</td>
<td>$150.00</td>
<td>$161.00</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass (3 Zone)</td>
<td>Increase</td>
<td>$165.00</td>
<td>$182.00</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass Youth</td>
<td>Combined into single, lower cost, SDM/Youth Monthly Pass</td>
<td>$82.50</td>
<td>$58.00</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass SDM</td>
<td>Increased</td>
<td>$41.25</td>
<td>$58.00</td>
</tr>
<tr>
<td>COASTER SDM/Youth Day Pass</td>
<td>New Fare Product, Riders previously used full fare RegionPlus Day Pass</td>
<td>$12.00</td>
<td>$7.50</td>
</tr>
<tr>
<td>SPRINTER/BREEZE SDM Day Pass</td>
<td>Eliminate, Riders use new, higher cost, Regional Reduced Fare Day Pass</td>
<td>$2.25</td>
<td>$3.00</td>
</tr>
</tbody>
</table>
This On-Board Survey effort involved two types of surveys with bus and rail riders in the San Diego Service area: on-to-off counts and an origin-destination survey. Surveys were conducted on the Metropolitan Transit System (MTS) Bus, MTS Rail (Trolley), NCTD BREEZE, NCTD COASTER, and NCTD SPRINTER. Overall, over 88,000 On-to-Off Counts Surveys and nearly 33,900 Origin-Destination Surveys were completed. Both surveys were carried out by ETC Institute on behalf of SANDAG between February 2015 and December 2015. The demographic and fare payment information in the survey provided SANDAG with the percentage of riders for each fare product who are considered to be a minority or a low-income rider.

The information from the On-Board Survey is combined with calculations on the boardings by fare product based on farebox data, APC data, and annual surveys of fare use. This provides information on the boardings by fare product and allows calculation of the number of boardings by fare product for minority and low-income individuals.

MTS and NCTD have numerous fare types. Figure 1 below shows the principal fare types used by riders across both MTS and NCTD systems.

![Figure 1: Principal Fare Types](image)

**Effect on Minority Populations**

The FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander. Table 2 below presents the estimates of minority and total riders for each fare product being changed, and for all other riders, that resulted from SANDAG’s analysis of survey and other data. Table 2 also presents the percent change in the fare for each group of riders.
<table>
<thead>
<tr>
<th>Fare Type</th>
<th>% Fare Change</th>
<th># of Riders</th>
<th># of Riders Adversely Impacted (Any Fare Increase)</th>
<th>Impact (% Fare Change * # of Riders)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Minority</td>
<td>Total</td>
<td>Minority</td>
</tr>
<tr>
<td>Regional 30 Day/Monthly Pass</td>
<td>0%</td>
<td>57,463</td>
<td>78,356</td>
<td></td>
</tr>
<tr>
<td>Regional 30 Day/Monthly Youth Pass</td>
<td>-36%</td>
<td>9,305</td>
<td>10,775</td>
<td>(3,360)</td>
</tr>
<tr>
<td>Regional 30 Day/Monthly SDM Pass (age 65)</td>
<td>28%</td>
<td>11,534</td>
<td>22,961</td>
<td>3,204</td>
</tr>
<tr>
<td>2 Day Regional Pass</td>
<td>33%</td>
<td>21</td>
<td>30</td>
<td>7</td>
</tr>
<tr>
<td>3 Day Regional Pass</td>
<td>50%</td>
<td>50</td>
<td>66</td>
<td>66</td>
</tr>
<tr>
<td>4 Day Regional Pass</td>
<td>60%</td>
<td>338</td>
<td>458</td>
<td>458</td>
</tr>
<tr>
<td>14 Day Regional Pass</td>
<td>40%</td>
<td>227</td>
<td>330</td>
<td>330</td>
</tr>
<tr>
<td>Regional Day Pass</td>
<td>20%</td>
<td>39,711</td>
<td>52,730</td>
<td>7,942</td>
</tr>
<tr>
<td>Regional Reduced Fare (SDM/Youth) Day Pass</td>
<td>-40%</td>
<td>1,126</td>
<td>2,070</td>
<td>(450)</td>
</tr>
<tr>
<td>Region Plus Day Pass (new Premium Regional Day Pass)</td>
<td>0%</td>
<td>2,044</td>
<td>2,586</td>
<td></td>
</tr>
<tr>
<td>Rapid Express 30 Day/Monthly Pass</td>
<td>25%</td>
<td>383</td>
<td>646</td>
<td>-</td>
</tr>
<tr>
<td>Rapid Express 30 Day/Monthly Youth Pass</td>
<td>-36%</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>Rapid Express 30 Day/Monthly SDM Pass</td>
<td>28%</td>
<td>125</td>
<td>125</td>
<td>125</td>
</tr>
<tr>
<td>MTS Bus One-Way</td>
<td>11%</td>
<td>7,263</td>
<td>11,106</td>
<td>807</td>
</tr>
<tr>
<td>MTS Express One-Way (Routes 20, 50, 60, 110, 150, 235, 237, 870, 950)</td>
<td>0%</td>
<td>336</td>
<td>561</td>
<td></td>
</tr>
<tr>
<td>MTS Rapid Express One-Way</td>
<td>0%</td>
<td>6</td>
<td>18</td>
<td>-</td>
</tr>
<tr>
<td>MTS Rural 1 Zone</td>
<td>60%</td>
<td>5</td>
<td>7</td>
<td>3</td>
</tr>
<tr>
<td>MTS Rural 2 Zone</td>
<td>-20%</td>
<td>100</td>
<td>133</td>
<td>(20)</td>
</tr>
<tr>
<td>MTS Rural 1 Zone SDM</td>
<td>60%</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>MTS Rural 2 Zone SDM</td>
<td>-20%</td>
<td>25</td>
<td>33</td>
<td>(5)</td>
</tr>
<tr>
<td>Trolley One-Way (Rider does not transfer)</td>
<td>0%</td>
<td>39,917</td>
<td>52,503</td>
<td></td>
</tr>
<tr>
<td>Trolley One-Way (Rider does transfer)</td>
<td>100%</td>
<td>8,762</td>
<td>11,525</td>
<td>11,525</td>
</tr>
<tr>
<td>SDM MTS Bus One-Way</td>
<td>14%</td>
<td>454</td>
<td>944</td>
<td>62</td>
</tr>
<tr>
<td>SDM Express One-Way</td>
<td>0%</td>
<td>0</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>Trolley One-Way (Rider does not transfer)</td>
<td>0%</td>
<td>0</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>BREEZE One-Way</td>
<td>43%</td>
<td>3,171</td>
<td>3,970</td>
<td>1,359</td>
</tr>
<tr>
<td>BREEZE SDM One-Way</td>
<td>67%</td>
<td>74</td>
<td>131</td>
<td>49</td>
</tr>
<tr>
<td>SPRINTER One-Way</td>
<td>25%</td>
<td>634</td>
<td>794</td>
<td>159</td>
</tr>
<tr>
<td>SPRINTER SDM On-Way</td>
<td>25%</td>
<td>15</td>
<td>26</td>
<td>4</td>
</tr>
<tr>
<td>SPRINTER/BREEZE 30 Day/Monthly Pass</td>
<td>22%</td>
<td>1,049</td>
<td>1,453</td>
<td>231</td>
</tr>
<tr>
<td>COASTER One-Way (1 Zone)</td>
<td>25%</td>
<td>9</td>
<td>44</td>
<td>2</td>
</tr>
<tr>
<td>COASTER One-Way (2 Zone)</td>
<td>15%</td>
<td>56</td>
<td>280</td>
<td>8</td>
</tr>
<tr>
<td>COASTER One-Way (3 Zone)</td>
<td>18%</td>
<td>60</td>
<td>299</td>
<td>11</td>
</tr>
<tr>
<td>COASTER One-Way (1 Zone) SDM</td>
<td>25%</td>
<td>1</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>COASTER One-Way (2 Zone) SDM</td>
<td>10%</td>
<td>6</td>
<td>23</td>
<td>1</td>
</tr>
<tr>
<td>COASTER One-Way (3 Zone) SDM</td>
<td>18%</td>
<td>6</td>
<td>24</td>
<td>1</td>
</tr>
<tr>
<td>COASTER One-Way (1 Zone) Y</td>
<td>-38%</td>
<td>1</td>
<td>5</td>
<td>(0)</td>
</tr>
<tr>
<td>COASTER One-Way (2 Zone) Y</td>
<td>-45%</td>
<td>8</td>
<td>34</td>
<td>(4)</td>
</tr>
<tr>
<td>COASTER One-Way (3 Zone) Y</td>
<td>-41%</td>
<td>9</td>
<td>37</td>
<td>(4)</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass (1 Zone)</td>
<td>17%</td>
<td>412</td>
<td>666</td>
<td>66</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass (2 Zone)</td>
<td>7%</td>
<td>239</td>
<td>676</td>
<td>676</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass (3 Zone)</td>
<td>10%</td>
<td>457</td>
<td>1,471</td>
<td>47</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass Youth</td>
<td>-30%</td>
<td>183</td>
<td>242</td>
<td>(54)</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass SDM</td>
<td>41%</td>
<td>212</td>
<td>678</td>
<td>678</td>
</tr>
<tr>
<td>COASTER SDM/Youth Day Pass</td>
<td>-38%</td>
<td>128</td>
<td>162</td>
<td>(48)</td>
</tr>
<tr>
<td>SPRINTER/BREEZE SDM Day Pass</td>
<td>33%</td>
<td>13</td>
<td>69</td>
<td>4</td>
</tr>
</tbody>
</table>

| TOTAL ALL FARES                                                  | 186,441       | 260,437     | 75,288                                              | 111,770                              |
|                                                                 | 71.59%        | 67.36%      | 67.50%                                              | 67.50%                               |
As defined by SANDAG’s policy the existence, or non-existence, of disparate impacts to the minority populations is determined by whether the proportion of minority persons adversely affected by the change exceeds the average proportion of minority persons in the analysis service area by more than 10%. To determine this, individuals facing a fare increase were considered to be adversely affected by the fare change. The proportion of minority persons adversely affected by the change was calculated based on the number minority persons who faced a fare increase and the total number of riders who faced a fare increase. The average proportion of minority persons in the analysis service area was calculated as the proportion that minority persons made up of all riders. The key results are as follows:

- The proportion of minority persons adversely affected by the change is: 67.36%
- The average proportion of minority persons in the analysis service area is: 71.59%
- As the proportion of minority persons adversely affected by the change does not exceed the average proportion of minority persons in the analysis service area by more than 10%, there is no disparate impact.

A second calculation was conducted to estimate the proportion of the fare increase burden born by minority persons compared with the proportion that minority persons make up of all riders. This calculation takes into account that the fare change reduces the fares for some riders, reducing the burden on those riders, and also that a larger fare change places a greater burden on a rider than a smaller fare change. The two rightmost columns in Table 2 therefore show the result of multiplying the percentage change in price of each fare product times the number of riders using that fare product. A fare product which has a price reduction (such as the Regional 30 Day / Monthly Youth Pass) shows a negative number in these columns as it reduces the burden on riders, while a fare product which has a price increase (such as the Regional 30 Day / Monthly Senior Disabled Medicare Pass) shows a positive number as it increases the burden on riders. This calculation was performed separately for all riders and for minority persons, and these totals were then used to estimate the proportion of the fare increase burden born by minority persons. This was compared with the average proportion of minority persons in the analysis service area, calculated as discussed above.

- The proportion of the fare increase burden born by minority persons is: 67.50%
- The average proportion of minority persons in the analysis service area is: 71.75%
- As the proportion of the fare increase burden born by minority persons does not exceed the average proportion of minority persons in the analysis service area by more than 10%, this confirms that there is no disparate impact.

**Effect on Low-Income Populations**

The FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines, unless the agency has adopted a different, broader, definition. SANDAG defines a low-income person as a person whose household income is at or below 200% of the U.S. Department of Health and Human Services (HHS) poverty guidelines. Table 3 below presents the estimates of low-income and total riders for each fare product...
being changed, and for all other riders, that resulted from SANDAG’s analysis of survey and other data.

Table 3 also presents the percent change in the fare for each group of riders.

As defined by SANDAG’s policy the existence, or non-existence, of a disproportionate burden on low-income riders is determined by whether the proportion of low-income persons adversely affected by the change exceeds the average proportion of low-income persons in the analysis service area by more than 10%. To determine this, individuals facing a fare increase were considered to be adversely affected by the fare change. The proportion of low-income persons adversely affected by the change was calculated based on the number low-income persons who faced a fare increase and the total number of riders who faced a fare increase. The average proportion of low-income persons in the analysis service area was calculated as the proportion that low-income persons made up of all riders. The key results are as follows:

- The proportion of low-income persons adversely affected by the change is: 65.95%
- The average proportion of low-income persons in the analysis service area is: 66.17%
- As the proportion of low-income persons adversely affected by the change does not exceed the average proportion of low-income persons in the analysis service area by more than 10%, there is no disproportionate burden.

A second calculation was conducted to estimate the proportion of the fare increase burden born by low-income persons compared with the proportion that low-income persons make up of all riders. This calculation takes into account that the fare change reduces the fares for some riders, reducing the burden on those riders, and also that a larger fare change places a greater burden on a rider than a smaller fare change. The two rightmost columns in Table 3 therefore show the result of multiplying the percentage change in price of each fare product times the number of riders using that fare product. A fare product which has a price reduction (such as the Regional 30 Day / Monthly Youth Pass) shows a negative number in these columns as it reduces the burden on riders, while a fare product which has a price increase (such as the Regional 30 Day / Monthly Senior Disabled Medicare Pass) shows a positive number as it increases the burden on riders. The calculations were performed separately for all riders and for low-income persons, and these totals were then used to estimate the proportion of the fare increase burden born by low-income persons. This was compared with the average proportion of low-income persons in the analysis service area, calculated as discussed above.

- The proportion of the fare increase burden born by low-income persons is: 66.38%
- The average proportion of low-income persons in the analysis service area is: 66.17%
- As the proportion of the fare increase burden born by low-income persons does not exceed the average proportion of low-income persons in the analysis service area by more than 10%, this confirms that there is no disproportionate burden.
Table 3: Low-Income and Total Ridership by Current Fare Structure with Proposed Changes

<table>
<thead>
<tr>
<th>Fare Type</th>
<th>% Fare Change</th>
<th># of Riders</th>
<th># of Riders Adversely Impacted (Any Fare Increase)</th>
<th>Impact (% Fare Change * # of Riders)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Low-Income</td>
<td>Total</td>
<td>Low-Income</td>
</tr>
<tr>
<td>Regional 30 Day/Monthly Pass</td>
<td>0%</td>
<td>42,850</td>
<td>66,231</td>
<td>-</td>
</tr>
<tr>
<td>Regional 30 Day/Monthly Youth Pass</td>
<td>-36%</td>
<td>5,698</td>
<td>7,300</td>
<td>-</td>
</tr>
<tr>
<td>Regional 30 Day/Monthly SDM Pass (age 65)</td>
<td>28%</td>
<td>13,952</td>
<td>19,302</td>
<td>13,952</td>
</tr>
<tr>
<td>2 Day Regional Pass</td>
<td>33%</td>
<td>22</td>
<td>27</td>
<td>22</td>
</tr>
<tr>
<td>3 Day Regional Pass</td>
<td>50%</td>
<td>46</td>
<td>69</td>
<td>46</td>
</tr>
<tr>
<td>4 Day Regional Pass</td>
<td>60%</td>
<td>252</td>
<td>382</td>
<td>252</td>
</tr>
<tr>
<td>14 Day Regional Pass</td>
<td>40%</td>
<td>226</td>
<td>306</td>
<td>226</td>
</tr>
<tr>
<td>Regional Day Pass</td>
<td>20%</td>
<td>29,578</td>
<td>43,698</td>
<td>29,578</td>
</tr>
<tr>
<td>Regional Reduced Fare (SDM/Youth) Day Pass</td>
<td>-40%</td>
<td>1,230</td>
<td>1,737</td>
<td>-</td>
</tr>
<tr>
<td>Region Plus Day Pass (new Premium Regional Day Pass)</td>
<td>0%</td>
<td>1,710</td>
<td>2,259</td>
<td>-</td>
</tr>
<tr>
<td>Region Plus Day Pass</td>
<td>25%</td>
<td>321</td>
<td>565</td>
<td>321</td>
</tr>
<tr>
<td>Rapid Express 30 Day/Monthly Pass</td>
<td>0%</td>
<td>275</td>
<td>1,056</td>
<td>-</td>
</tr>
<tr>
<td>Rapid Express 30 Day/Monthly Youth Pass</td>
<td>-36%</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>Rapid Express 30 Day/Monthly SDM Pass</td>
<td>28%</td>
<td>106</td>
<td>256</td>
<td>106</td>
</tr>
<tr>
<td>MTS Bus One-Way</td>
<td>11%</td>
<td>5,262</td>
<td>9,302</td>
<td>5,262</td>
</tr>
<tr>
<td>MTS Express One-Way (Routes 20, 50, 60, 110, 150, 235, 237, 870, 950)</td>
<td>0%</td>
<td>237</td>
<td>524</td>
<td>-</td>
</tr>
<tr>
<td>MTS Rapid Express One-Way</td>
<td>0%</td>
<td>6</td>
<td>18</td>
<td>-</td>
</tr>
<tr>
<td>MTS Rural 1 Zone</td>
<td>60%</td>
<td>3</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>MTS Rural 2 Zone</td>
<td>-20%</td>
<td>55</td>
<td>124</td>
<td>-</td>
</tr>
<tr>
<td>MTS Rural 1 Zone SDM</td>
<td>60%</td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>MTS Rural 2 Zone SDM</td>
<td>-20%</td>
<td>14</td>
<td>31</td>
<td>-</td>
</tr>
<tr>
<td>Trolley One-Way (Rider does not transfer)</td>
<td>0%</td>
<td>30,185</td>
<td>44,720</td>
<td>-</td>
</tr>
<tr>
<td>Trolley One-Way (Rider does transfer)</td>
<td>100%</td>
<td>6,626</td>
<td>9,817</td>
<td>6,626</td>
</tr>
<tr>
<td>SDM MTS Bus One-Way</td>
<td>14%</td>
<td>406</td>
<td>671</td>
<td>406</td>
</tr>
<tr>
<td>SDM Express One-Way</td>
<td>0%</td>
<td>0</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>SDM Rapid Express One-Way</td>
<td>0%</td>
<td>0</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>BREEZE One-Way</td>
<td>43%</td>
<td>2,462</td>
<td>3,272</td>
<td>2,462</td>
</tr>
<tr>
<td>BREEZE SDM One-Way</td>
<td>67%</td>
<td>60</td>
<td>113</td>
<td>60</td>
</tr>
<tr>
<td>SPRINTEN One-Way</td>
<td>25%</td>
<td>492</td>
<td>654</td>
<td>492</td>
</tr>
<tr>
<td>SPRINTEN SDM On-Way</td>
<td>25%</td>
<td>12</td>
<td>23</td>
<td>12</td>
</tr>
<tr>
<td>SPRINTEN/BREEZE 30 Day/Monthly</td>
<td>22%</td>
<td>722</td>
<td>1,020</td>
<td>722</td>
</tr>
<tr>
<td>COASTER One-Way (1 Zone)</td>
<td>25%</td>
<td>7</td>
<td>44</td>
<td>7</td>
</tr>
<tr>
<td>COASTER One-Way (2 Zone)</td>
<td>15%</td>
<td>43</td>
<td>280</td>
<td>43</td>
</tr>
<tr>
<td>COASTER One-Way (3 Zone)</td>
<td>18%</td>
<td>46</td>
<td>296</td>
<td>46</td>
</tr>
<tr>
<td>COASTER One-Way (1 Zone) SDM</td>
<td>25%</td>
<td>1</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>COASTER One-Way (2 Zone) SDM</td>
<td>10%</td>
<td>5</td>
<td>23</td>
<td>5</td>
</tr>
<tr>
<td>COASTER One-Way (3 Zone) SDM</td>
<td>18%</td>
<td>6</td>
<td>24</td>
<td>6</td>
</tr>
<tr>
<td>COASTER One-Way (1 Zone) Y</td>
<td>-38%</td>
<td>1</td>
<td>5</td>
<td>-</td>
</tr>
<tr>
<td>COASTER One-Way (2 Zone) Y</td>
<td>-45%</td>
<td>8</td>
<td>34</td>
<td>-</td>
</tr>
<tr>
<td>COASTER One-Way (3 Zone) Y</td>
<td>-41%</td>
<td>9</td>
<td>37</td>
<td>-</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass (1 Zone)</td>
<td>17%</td>
<td>511</td>
<td>659</td>
<td>511</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass (2 Zone)</td>
<td>7%</td>
<td>75</td>
<td>632</td>
<td>75</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass (3 Zone)</td>
<td>10%</td>
<td>133</td>
<td>1,341</td>
<td>133</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass Youth</td>
<td>-30%</td>
<td>118</td>
<td>162</td>
<td>-</td>
</tr>
<tr>
<td>COASTER 30 Day/Monthly Pass SDM</td>
<td>41%</td>
<td>150</td>
<td>503</td>
<td>150</td>
</tr>
<tr>
<td>COASTER SDM/Youth Day Pass</td>
<td>-38%</td>
<td>107</td>
<td>141</td>
<td>-</td>
</tr>
<tr>
<td>SPRINTEN/BREEZE SDM Day Pass</td>
<td>33%</td>
<td>20</td>
<td>29</td>
<td>20</td>
</tr>
<tr>
<td>TOTAL ALL FARES</td>
<td></td>
<td>144,049</td>
<td>217,705</td>
<td>61,546</td>
</tr>
</tbody>
</table>

| Impact (% Fare Change * # of Riders)         | 66.17%        | 65.95%      | 66.38%                                           |
SANDAG Regional Electric Vehicle Charging Program

Overview
San Diego Forward: The 2015 Regional Plan commits $30 million to a SANDAG Electric Vehicle (EV) Charging Program. Set to begin in mid-2020, the regional incentive program will help to reduce greenhouse gas emissions associated with passenger vehicles by supporting public and workplace electric vehicle charging stations.

Attachments 1 and 2 provide information on various types of electric vehicles and charging infrastructure.

Key Considerations
SANDAG received a $600,000 planning grant from Caltrans to identify programmatic best practices, develop program design criteria within a detailed framework, and build a regional incentive program.

The first phase of the grant project is to review existing charger incentive programs and policies; including:

- The Draft Summary Report on Existing Electric Vehicle Charger Incentive Programs in the United States, which reviews more than 35 charger incentive programs across the U.S. in terms of program scope, administration, eligible technologies, participation criteria, incentive levels, program metrics, and additional measures.
- A review of federal, state, and local transportation electrification policies to help guide the incentive program.
- Coordination meetings with Caltrans District 11, the San Diego County Air Pollution Control District, SANDAG member agencies, San Diego Gas & Electric, Electrify America, and the California Energy Commission’s California Electric Vehicle Infrastructure Project to assess regional and statewide objectives and leverage opportunities.

To complete the first phase, informational interviews will be conducted with a select number of incentive programs to gain additional insights into program design and operation. In addition, coordination and outreach will continue with other charging programs, local governments, and stakeholders. Wherever possible, SANDAG is seeking to coordinate and build upon regional EV efforts and outside investments.

Next Steps
Based on the research reports and stakeholder feedback, a detailed program framework for the regional incentive program will be developed and brought back for review in summer 2019. The framework will be flexible to accommodate inclusion of future program partners, shifts in market needs and/or technologies, and potential program expansions. The remaining program components will be built from the framework and ready for launch in 2020.

Charles “Muggs” Stoll, Director of Land Use and Transportation Planning

Key Staff Contact: Susan Freedman, (619) 699-7387, susan.freedman@sandag.org
Attachments: 1. SANDAG InfoBits Electric Vehicles in the San Diego Region
2. Regional Mobility Hub Implementation Strategy – Electric Vehicle Charging

Fiscal Impact:
Development of the SANDAG Regional Electric Vehicle Charging Program is funded through a $600,000 Senate Bill 1 Caltrans planning grant under Overall Work Program Element No. 3201300.

Schedule/Scope Impact:
Development of the SANDAG Regional Electric Vehicle Charging Program is on schedule and expected to be complete in April 2020.

Action Requested: Information
Staff will present an update on development of the SANDAG Regional Electric Vehicle Charging Program.
Electric Vehicles and Charging Stations

Plug-in electric vehicles (PEVs) are catching on with consumers, while at the same time playing a big role in the state of California’s plans to cut greenhouse gas emissions. With 1.5 million zero-emission vehicles expected to hit California roads by 2025, there also will be a massive demand for new charging stations.

Converting to Plug-in Electric Vehicles

**PEVs come in two types...**

- **battery electric** runs entirely on electricity
- **plug-in hybrids** have both an electric battery and a gas engine

There are plenty of PEV models available, and plenty of incentives to invest in them. Work is underway to deploy a network of charging stations in the region and the state.

Benefits of Driving an Electric Vehicle

- Switching to a PEV typically reduces fuel costs by half
- Reduced greenhouse gas and air pollutant emissions (zero tailpipe emissions)
- Lower maintenance costs (no oil changes)
- Increased energy independence (less fossil fuels, and powered by increasingly renewable electricity sources)

Clean vehicle rebates up to $2,500 per vehicle purchased

HOV lane access stickers Solo EV drivers can use carpool lanes

Federal tax credits up to $7,500

SDG&E EV rates Pay lower rates for vehicle charging

SANDAG and the Center for Sustainable Energy provide guidance on the installation of charging stations.

SDG&E will install 3,500 charging stations over the next three years.
The region and the state are poised for a rapid expansion of electric vehicle technology in the next five years. The San Diego region currently is home to about 19,000 plug-in vehicles, with that number expected to grow to more than 90,000 by 2020. Statewide, the total number of electric vehicles is expected to grow from about 170,000 to 1 million in that same time frame. There are 377 charging locations in the region (with a total of about 1,000 plug-in points) right now, and that number will grow by more than four times by 2020 (numbers do not include in-home charging). Statewide, the number of public charging plug-in points is expected to expand from 7,400 to more than 46,000 in the same time frame.

For more information, call (619) 699-1950 or email: pio@sandag.org
DEFINITION
An electric vehicle charging station (EVCS) gives people the opportunity to charge plug-in electric vehicles (PEVs) at a mobility hub. Battery-powered electric vehicles, plug-in hybrid electric vehicles, and electric vehicle conversions of hybrid or internal combustion engine vehicles are examples of PEVs. Passenger cars, microtransit vehicles, shuttles, and large transit buses can all be PEVs. They are critical to California’s zero emission vehicle (ZEV) planning.

SAMPLE EV CHARGING TECHNOLOGIES
The types and configuration of charging stations depend on how people use PEVs at a given location. Stations can be sited in specific areas of a transit station, or within the greater mobility hub zone. In addition to EVCS options that are available today, advanced technologies for EV charging such as wireless induction could be considered for future mobility hubs as they become available and vehicles become compatible for wireless charging.

<table>
<thead>
<tr>
<th>CHARGING TYPE</th>
<th>MILES OF RANGE PER HOUR OF CHARGE</th>
<th>MOBILITY HUB APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1 (L1)</td>
<td>~3-6 miles/hour</td>
<td>• Slowest charging method</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• PEVs recharge using an L1 charger, or by plugging into a standard 110/120-volt outlet</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Electric bikes, mopeds, scooters, and neighborhood electric vehicles (NEVs) recharge using a 110/120-volt outlet</td>
</tr>
<tr>
<td>Level 2 (L2)</td>
<td></td>
<td>• Home, office, and public applications</td>
</tr>
<tr>
<td>3.3kW (low)</td>
<td>8-12 miles/hour</td>
<td>• All PEVs can use Level 2 chargers</td>
</tr>
<tr>
<td>6.6kW (medium)</td>
<td>16-24 miles/hour</td>
<td>• Each charging station can have 1 to 4 ports</td>
</tr>
<tr>
<td>9.6kW (high)</td>
<td>32-48 miles/hour</td>
<td>• Supports PEVs of parked transit riders, waiting ridehailing services, microtransit, and passing drivers who may stop at a mobility hub to charge up on their way to their ultimate destination</td>
</tr>
<tr>
<td>19.2kW (highest)</td>
<td>&gt; 60 miles/hour</td>
<td></td>
</tr>
<tr>
<td>DC Fast and Super-Fast Charging</td>
<td>~80% of battery charged in 15-30 minutes</td>
<td>• Preferred method for corridor/freeway charging</td>
</tr>
<tr>
<td>(50kW to 350kW)</td>
<td></td>
<td>• Quick charge for transit riders, TNCs or other microtransit, shuttles, and for passing drivers to continue trips on electric</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Not compatible with all PEVs, so typically installed along with L2 chargers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Superfast charging was exclusive to Tesla, but it’s becoming an option for more PEVs</td>
</tr>
<tr>
<td>Wireless and future advanced charging technologies</td>
<td>TBD; Likely similar to ranges identified above</td>
<td>• Cater to new and future PEV models ranging from cars to buses</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Allow vehicles to charge without plugging in</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Older vehicle models not compatible with wireless</td>
</tr>
</tbody>
</table>

2 Electric vehicles have battery packs in various sizes; the size determines the amount of energy stored in the vehicle and the actual time to charge.
IMPLEMENTATION CONSIDERATIONS

- Consider how electric vehicle charging at a mobility hub fits in with the overall network of public charging stations in the region.
- Statewide data show a need for more charging stations within disadvantaged communities. Consider measures that help encourage people in disadvantaged communities to buy PEVs and/or use electric carsharing services.
- When installing charging stations at mobility hubs, consider the following:
  - Add wayfinding signs to direct PEV drivers to station locations and increase awareness about public charging stations.
  - If parking is limited, assess whether charging stations can be installed at nearby properties to accommodate transit riders, TNCs, and other shuttles.
  - If electrical capacity is limited, consider installing onsite electricity storage and/or renewable sources of energy.
  - Bollards and/or curbs can protect charging equipment from collisions.
  - Determine the distance between planned charging stations and electrical connections. Where possible, site charging stations nearby the electrical substations.
  - Provide a dedicated electric meter for charging stations at a hub.
  - Provide a network connection to track overall usage and show real-time availability at each station through phone apps and other networks.
  - Install stations with multiple ports between stalls, to increase access to charging equipment from multiple stalls. Do this where physical configuration, vendor technologies, accessibility requirements, and other design constraints allow.
- Consider how charging stations will be managed, operated, monitored, and maintained. Local agencies or jurisdictions that partner with vendors to provide stations may pay a fee to the vendor to install, manage, operate, and maintain it.
- A variety of smartphone applications and websites provide information on how to locate charging stations. This could be integrated with other trip planning websites, applications, and kiosks to encourage EV charging at mobility hubs.
- Universal transportation accounts could be expanded to allow users to pay for charging fees.
- Funding opportunities are available to support the purchase of charging stations for some types of installations and each program has its own eligibility requirement:
  - The San Diego Gas & Electric program, Power Your Drive, provides charging stations for workplaces and multi-family dwellings, if they meet certain qualifications. SDG&E aims to deploy up to 3,500 charging stations in its service territory, and the utility will pilot a project that will feature chargers at eight park-and-ride stations in the San Diego region.
  - Electrify America will invest $800 million in California for EV charging over the next ten years, and a San Diego Metro Area program will be a beneficiary. Funding comes from a $1.2 billion federal settlement with Volkswagen over emission violations.
  - SANDAG is developing a regional charging program to offer incentives to agencies and businesses for the purchase and installation of publicly accessible charging stations. The program is expected to be available in 2021.

RESOURCES

- State policies and resources that support the increased deployment of EVCSs include:
  - Executive Order B-16-12 calls for 1 million ZEVs by 2020 and 1.5 million by 2025, including required infrastructure to support these vehicles. Senate Bill 1275 (2014) extended the 2020 ZEV deadline to 2023.
  - The California Energy Commission Alternative and Renewable Fuel and Vehicle Technology Program provides grants to support vehicle deployments; regional EVCS planning; and research, development, and demonstration of emerging technologies.
  - The 2016 California Building Standards Code includes EVCS requirements that apply to new construction and to alterations of existing structures.
  - The California Green Building Standards Code (CALGreen), includes information on voluntary and mandatory requirements for EV charging stations.
  - The California Electrical Code (Title 24, Part 3, Article 625) specifies required methods for wiring, equipment construction, and safety (short) protection systems and overcurrent control and protection. It also covers proper equipment marking, placement, orientation, and location.
- Regional and local policies and resources that support the increased deployment of EVCSs include:
  - San Diego Forward: The Regional Plan and its Environmental Impact Report identify several measures supporting the electrification of transportation. Among them:
    > Prepare a regional alternative fuels readiness plan.
    > Develop a regional charger incentive program.
    > Integrate EV charging infrastructure into new transportation projects that include parking lots and/or facilities.
    > A review of codes and standards relating to EVCS installations
    > An overview of common installation challenges in different scenarios
    > EVSC installation checklists and other best practices to help local building departments and electrical contractor
Del Lago Transit Station – Escondido, CA
Located off Interstate 15, the Del Lago Transit Station provides access to five Level 2 chargers and a DC Fast Charger with two ports. The Level 2 chargers are compatible with all PEVs and provide a full charge in four to six hours. The DC Fast Charger works well for users who need a quick charge before continuing their trip. Only electric vehicles are permitted to park in these charging spots.

Sabre Springs/Peñasquitos Transit Station – San Diego, CA
Located off the intersection of Interstate 15 and Ted Williams Parkway, this station provides access to ten Level 2 chargers and is pre-plumbed for 20 more. The chargers are compatible with all PEVs and provide a full charge in four to six hours. Only electric vehicles are permitted to park in these charging spots. This transit station incorporated other mobility hub features including smart parking, bike lockers, and solar shading for rooftop parking.

Metro Charge Stations – Los Angeles County
Metro has installed 62 EV charge stations at 15 rail station parking lots throughout Los Angeles County. The charge stations allow users to charge their vehicles while they ride Metro. Charge stations are available for $1 per hour with a $3 daily max to riders who sign up for an account through Metro’s website. There is no monthly or start-up fee. An app-based system is used to initiate a charge, and a user can receive an email, text, or a mobile app notification when the charging session is completed or if it’s experienced any interruptions.

EVCS Portals
The U.S. Department of Energy’s Alternative Fuel Data Center station locator provides information on alternative fueling station locations and features, and the infrastructure is verified by the Clean Cities Coalition. PlugShare and ChargeHub are crowd-sourced tools that allow users to find electric vehicle charging stations. These resources are available online or via a mobile app.
Mid-Coast Corridor Transit Project Update

Overview

The Mid-Coast Corridor Transit Project (Mid-Coast) extends the Metropolitan Transit System (MTS) Blue Line Trolley from Old Town to University City in San Diego. The project’s construction is about 52 percent complete.

Key Considerations

Mid-Coast construction is progressing rapidly. The project currently is on schedule and service is anticipated to begin in fall 2021. The construction contractor for Mid-Coast also is building double track projects along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, a new bikeway facility, a new Interstate 5 (I-5) overcrossing at Gilman Drive, and street improvements on the University California San Diego campus to provide access for the Trolley extension - all of which are on schedule and budget. Highlights this quarter include placing all the girders for the LOSSAN bridges and all the foundations for the Trolley bridge over the San Diego River; advancing LOSSAN double track and new Trolley bridges over Rose Creek; completing the foundations and columns for the Nobel Station; removing falsework over I-5 for the new Gilman Drive Bridge; placing falsework for the Trolley bridge over I-5 at Voigt Drive; and placing half of the pre-cast concrete girders on Genesee Avenue.

Next Steps

Per Federal Transit Administration guidelines, the project team is in the process of preparing a comprehensive mid-construction update of project risks for all aspects of the Mid-Coast project. This “risk refresh” will update the project risk profile and identify likely risks and consequences and potential actions for risk avoidance and reduction. Preliminary results from this analysis will be presented in this project update. The final analysis will be complete in the First Quarter of 2019.

Jim Linthicum, Director of Mobility Management and Project Implementation

Key Staff Contact: John Haggerty, (619) 699-6937, john.haggerty@sandag.org

Attachment: 1. Mid-Coast Corridor Transit Project Fact Sheet

Fiscal Impact:
The Mid-Coast Corridor Transit Project is expected to be completed within its budget of $2.17 billion.

Schedule/Scope Impact:
The Mid-Coast Corridor Transit Project is on schedule to complete construction in mid-2021.
The Project
The Mid-Coast Trolley will extend the Trolley Blue Line service from the Santa Fe Depot in Downtown San Diego north to the University City community, serving major activity centers such as Old Town, the University of California, San Diego (UC San Diego), and Westfield UTC. This important regional transit project was approved in fall 2014. Pre-construction activities began in early 2016 to relocate utilities out of the project alignment. Primary construction started in fall 2016, and service is anticipated to begin in 2021.

The route begins just north of the Old Town Transit Center, travels in existing railroad right-of-way, and alongside Interstate 5, to serve UC San Diego and University City. The extension will serve nine new stations: Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, Pepper Canyon (serving UC San Diego west campus), Voigt Drive (serving UC San Diego east campus), Executive Drive, and the terminus station at the Westfield UTC transit center.

The Need
Freeways and arterials in the Mid-Coast corridor are generally congested, and traffic congestion is projected to increase as the region grows. By 2030, population in the corridor is forecast to increase 19 percent and employment is expected to increase by 12 percent. The University City area has developed as a major employment and high-density residential area, similar to Downtown San Diego. University City is San Diego’s second downtown, and UC San Diego is a high transit use area with students and employment. SANDAG just opened a regional transit center at Westfield UTC, and the Mid-Coast Trolley will directly connect to the transit center, increasing transit ridership.

The Mid-Coast Trolley extension will provide an effective alternative to congested freeways and roadways for travelers, improve public transit services, and enhance travel options by connecting the corridor with areas served by the existing trolley system.

Project Costs
The current project budget is $2.1 billion, which includes financing costs.

Project Status
In fall 2014, the SANDAG Board of Directors and the Federal Transit Administration (FTA) gave final environmental clearance to the project. In September 2016, through its New Starts Program, the Federal Transit Administration signed a Full Funding Grant Agreement with SANDAG to provide the nearly 50 percent federal match needed to fund the project and allow construction to immediately start in fall 2016. In June 2017, SANDAG secured a loan from the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which reduces borrowing costs and increases flexibility that will save taxpayer dollars in building the largest transit project in the region’s history.
Pre-construction activities - consisting of the relocation of underground utilities - began in early 2016, and primary construction activities started in fall 2016. Construction is now well underway along the entire 11-mile alignment. Service is scheduled to begin in 2021.

Funding Status
The Mid-Coast Trolley extension is fully funded. The project is one of the highest priorities for SANDAG in its TransNet Early Action Program. The FFGA is providing approximately 48 percent of the project funding, with TransNet providing the remaining local match. TransNet also will provide operating funds for the Mid-Coast Trolley extension through the year 2048.

Summary
The Mid-Coast Trolley extension will improve access to growing employment, education, and residential areas. A trolley extension is particularly well-suited to the corridor because:

- It connects with the existing regional rail system at the Old Town Transit Center and Downtown San Diego at Santa Fe Depot, providing a vast improvement to mobility within the region.
- As an extension of the existing Trolley Blue Line, it will offer a one-seat (no transfer) ride from the international border and communities south of Downtown San Diego all the way to University City.
- It will connect residents of the corridor with major activity centers such as the VA Medical Center and two major hospitals, UC San Diego, Westfield UTC, Old Town, and Downtown San Diego.

For More Information
- Visit: KeepSanDiegoMoving.com/MidCoast
- Call: (877) 379-0110
- Facebook: MidCoastTrolley
- Twitter: @MidCoastTrolley

November 2017