



## BOARD OF DIRECTORS

Chairman Ed Gallo  
Vice-Chair Dave Roberts  
Bob Campbell  
David Druker  
Bill Horn  
Julianne Nygaard  
Chris Orlando  
Jerome Stocks  
Jim Wood

Karen King, Executive Director  
C. Michael Cowett, General Counsel

## AGENDA

### **SPECIAL** PLANNING COMMITTEE MEETING

Chairman Jerome Stocks, Bill Horn, Julianne Nygaard, Dave Roberts  
Staff Committee Liaison: Tom Lichterman

**Thursday, May 3, 2007 - 3:30 PM (Note time change)**  
**311 South Tremont, Oceanside, California**

1. Open Meeting
2. Changes to the Agenda
3. Elect Committee Vice-Chair (No staff report)
4. Public Hearing for August 12, 2007 Service Changes (Attachment 1)
5. FY 08 Transportation Development Act 4.0 and 4.5 and State Transit Assistance Funds (Attachment 2)
6. 5311 Application
7. NCTD Art in Public Spaces Policy (Attachment 3)
8. Regional Fare Study
9. Committee Meeting Day and Time (No staff report)
10. Other Matters
11. Public Comment
12. Next Meeting: Thursday, **June 7, 2007**, 3:00 pm, 311 South Tremont, Oceanside, CA
13. Adjournment

*For individuals with disabilities, we will provide assistive services. To obtain such services or copies of documents in an alternate format, please call or write, a minimum of 72 hours prior to the event, to request these needed reasonable modifications. We will make every attempt to accommodate requests that do not give 72 hour notice. Please contact our Customer Service Supervisor at (760) 966-6503.*

*Persons with hearing impairment please use the California Relay Service (CRS): 800-735-2929 using TTY; 800-735-2922 using voice; 800-735-0373 for CRS Customer Service; 800-855-3000 for Spanish.*



STAFF REPORT  
TO THE  
PLANNING COMMITTEE

COMMITTEE MEETING DATE: May 3, 2007

TITLE: Public Hearing for August 12, 2007 Service Changes

STAFF CONTACT: Stefan Marks  
Manager of Service Development  
E-mail: smarks@nctd.org  
TIME SENSITIVE: YES  NO   
Phone: 760/966-6539  
Consent  Action  Information

**COMMITTEE RECOMMENDATION:**

**DESCRIPTION:**

Review the proposed August 12, 2007, service change. A Public Hearing is scheduled for May 17, 2007 to receive public comment on the proposed changes. Estimates of ridership and cost changes are detailed in the tables below. Schedules and maps of affected routes are provided in Attachment 1.

**BACKGROUND:**

NCTD conducts three service changes annually. These service changes reflect current labor agreements and are based on providing the flexibility for the District to make needed changes as service demand changes throughout the year. The August service change is the longest of the three service changes (27 weeks). This year, staff is proposing to discontinue low performing routes (Routes 310, 316, 353/355 and the Carlsbad Village COASTER Connection) and to reduce service frequencies on Routes 350 and 351/352. This service period evaluation is based on reviews of passenger counts from individual trips and by evaluating a route's year-end performance productivity (boardings per service hour) with its peers. Additionally, a look at the December service changes, when the SPRINTER opens, was also considered. There will be a major route revision for the December service change period necessitated by SPRINTER implementation.

**FISCAL IMPACT:**

If the proposed service changes are made in August 2007, a cost savings of approximately \$700,000 is expected. If the changes are implemented in December 2007, the cost savings is approximately \$440,000, a difference of \$260,000. The proposed FY 08 operating budget currently assumes these service changes to be implemented in December 2007.

These proposed changes are anticipated to be a part of the North County Transit network when the SPRINTER begins revenue operations. Assumptions have been made that indicate boardings will decrease by 139,000, primarily due to the loss of ridership on peak capacity routes (61,000 or 44% of the estimated ridership loss). Ridership could fall by 1.4% annually as a result of discontinuing the four routes and the peak capacity services. No ridership loss is assumed in reducing peak frequencies on Route 350 or 351/352. Service hours on these routes would be reduced by 13,200 in FY 08 as part of this proposal.

**OBJECTIVE:**

Review elements of the August 2007 Service Plan.

COMMITTEE DISCUSSION

5/3/07

**EXTENDED BACKGROUND**

Table 1 presents the scope of the August service changes.

**Table 1 – Proposed Service Changes for August**

Route 310	Oceanside to UTC Express via I-5	Discontinue Route effective August 12, 2007.
Route 316	Oceanside to Francine Villas via Capistrano Drive	Discontinue Route effective August 12, 2007.
Route 353/355	N. Broadway, Ash Street, El Norte Parkway & Mission Avenue	Discontinue Route effective August 12, 2007.
Route 426	Carlsbad Village COASTER Connection	Discontinue Route effective August 12, 2007.
Route 350	Escondido to North County Fair	Weekday: Reduce frequencies to 15 minutes.
Route 351/352	Escondido Circulator	Weekday: Discontinue Morning and Afternoon Peak Service.

**Route 310 – Oceanside to UTC Express via I-5**

This route provides limited weekday express service between Oceanside Transit Center, Plaza Camino Real Transit Center, Encinitas Station and University Towne Center via I-5. Previously, service was reduced on this route as part of Fast Forward in 2002 and again reduced in August 2004 because the route failed to meet performance standards. Service is now focused on one morning and one afternoon trip. The service is expensive to operate because the travel distance is long and half of each round-trip is an equipment move. Because commuter services with a peak one-way demand are expensive to operate, the Board adopted a hybrid performance standard to account for this kind of express service that focused on the number of people carried (15 boardings per trip) as well its utilization in terms of boardings per hour (20 boardings per hour). This performance standard is not being achieved. Year to date performance is 6.8 boardings per revenue hour and carrying less than the numbers of riders needed to warrant the service on each peak trip (Table 2).

**Table 2 – Route 310 Average Ridership by Trip**

Weekday	Oct-06	Jan-07	Feb-07
6:05 am SB	11	8	9
4:00 pm SB	0	0	0
7:25 am NB	5	4	2
5:30 pm NB	12	9	6
Total	27	21	17

**Source: SANDAG Passenger Counting Program. Estimate using FY 06 data for trips by trip count.**

Year-to date trends suggest ridership has fallen 32%. Average monthly ridership in FY 2007 was 543 with an average daily ridership of 26 (Table 3).

**Table 3 – Route 310 Summary**

	<b>FY 2006</b>	<b>Estimated Annual FY 2007</b>	<b>% Change</b>
Ridership	9,658	6524	-32.5%
Service Hours	1,292	953	-26.3%
Weekday Productivity	7.5	6.8	-8.4%
Total Operating Cost	\$111,538	\$87,706	
Operating Revenue	\$8,885	\$9,263	
Net Operating Subsidy	\$102,267	\$81,444	
Farebox Recovery	8.0%	7.1%	
Subsidy Per Boarding	\$10.63	\$12.48	
Direct Variable Costs	\$78,760	\$63,132	

*FY 2007 annualized is an estimate based on year-to-date trends.*

### **Recommendation**

Based on the current trends (Table 3), the route is not meeting performance standards. The cost per boarding is twice the system average. Discontinuing the route could create some financial hardships for some commuters (the COASTER and Route 101 are available, as are MTS Routes 48/49 and 89 in the greater UTC area) but maintaining the route would limit the District's ability to allocate service in areas with higher ridership potential. This route is proposed to be discontinued.

### **Route 316 – Francine Villas/ Capistrano Street in Oceanside**

In August 2006, NCTD reduced service on this route from every two hours to four trips a day Monday through Saturday. The route serves a coastal single-family neighborhood adjacent to Camp Pendleton. Based on SANDAG 2005 data, the route serves 445 homes with a population of 1,487. To secure savings to improve frequencies on other services, this route is proposed to be discontinued. For the fiscal year through February, the route is performing at 6.3 weekday boardings an hour. The target performance for this route is 12 boardings an hour. On average in FY 2006, the route carries 31 boardings weekdays and 29 on Saturdays. Through FY 2007, Route 316 has carried 21 boardings weekdays and 14 boardings on Saturday. The busiest trip is the 3:30 pm trip which carries an average of 12 riders. With the resumption of middle school bus service by the Oceanside Unified School District this number is likely to fall.

Table 4 presents farebox data from three months (October, January and February) which were chosen to reflect school ridership and recent trends.

**Table 4 – Route 316 Average Ridership by Trip**

<b>Weekday</b>	<b>Oct-06</b>	<b>Jan-06</b>	<b>Feb-06</b>	<b>Average</b>
6:30 am	6	4	3	4
11:00 am	3	3	4	3
3:30 pm	14	8	14	12
6:00 pm	4	3	4	4
<b>Total</b>	<b>26</b>	<b>18</b>	<b>25</b>	<b>23</b>

**Table 5 – Route 316 Summary**

	<b>FY 2006</b>	<b>Estimated Annual FY 2007</b>	<b>% Change</b>
Ridership	10,156	6,372	-37.3%
Service Hours	1,278	1,005	-21.4%
Weekday Productivity	7.9	6.3	-20.2%
Total Operating Cost	\$110,330	\$92,540	
Operating Revenue	\$9,344	\$6,117	
Net Operating Subsidy	\$100,986	\$86,423	
Farebox Recovery	8.5%	6.6%	
Subsidy Per Boarding	\$9.94	\$13.56	
Direct Variable Costs	\$77,907	\$66,611	

*FY 2007 annualized is an estimate based on year-to-date trends.*

**Recommendation**

Based on the current trends (Table 5), the route will continue to be marginal serving approximately 5,300 boardings annually. The route as it exists is not warranted based upon ridership. The cost per boarding is over twice the system average.

**Route 353/355 – North Broadway, Ash Street, El Norte Parkway and Mission Avenue (Escondido)**

Route 353/355 was introduced as part of the Fast Forward service design in 2002 and serves residential areas in north-east Escondido. At the same time a peak capacity route 458/459 was added to serve Rincon Middle School at the request of parents who live in the vicinity of North Broadway. In August 2004, both routes were combined and Route 353/355 was extended to serve Ash Street, a rural collector street close to Rincon Middle School and also realigned to serve Village Road. The route operates every other hour in each direction and provides additional service on North Broadway (Route 358/359) and Mission Avenue (Route 354).

Because the route covers much of the same area as Routes 351/352, 354 and 358/359, the route is proposed to be discontinued. Rincon Middle School currently accounts for about 15% of the Route 353/355 boardings. Ridership at Rincon Middle School was reported as 26 boardings daily as part of SANDAG’s FY 2006 passenger counting program. Table 6 presents how many passengers would be affected by discontinuing service on El Norte Parkway and Ash Street.

**Table 6 – Passengers who would have to walk more than a ¼ mile**

	<b>Feb-04</b>	<b>Nov-04</b>	<b>Nov-05</b>
El Norte	24	13	12
Ash	0	17	29
Total	24	30	41
% Proportion	14%	16%	24%

Source: SANDAG Passenger Counting Program

**Table 7 – Route 353/355 Summary**

	<b>FY 2006</b>	<b>Estimated Annual FY 2007</b>	<b>% Change</b>
Ridership	42,429	31,493	-25.8%
Service Hours	4,390	3,272	-25.5%
Weekday Productivity	9.7	9.6	-0.4%
Total Operating Cost	\$378,989	\$301,240	
Operating Revenue	\$39,035	\$30,233	
Net Operating Subsidy	\$339,954	\$271,007	
Farebox Recovery	10.3%	10.0%	
Subsidy Per Boarding	\$8.01	\$8.61	
Direct Variable Costs	\$267,614	\$216,835	

*FY 2007 annualized is an estimate based on year-to-date trends.*

**Recommendation**

Most of this route duplicates service provided by other routes which is mostly within walking distance. The County plans to construct new sidewalks in summer 2007 connecting Rincon Middle School to North Broadway along Vista Avenue, N. Ash Street, and Lehner Avenue with a “Safe Routes to School” grant.

**Carlsbad Village COASTER Connection**

The Carlsbad Village COASTER Connection was introduced in May 2005 as a new route serving neighborhoods within Carlsbad Village and east of El Camino Real. The performance standard for a COASTER Connection Route is 10 Boardings per Hour. Once a new route is established, NCTD’s performance standards state that a route should be evaluated after a year of service to determine whether it should be modified or discontinued. Ridership has grown on the route and productivity year-to-date is up 34% from 4.7 boardings in FY 2006 to 6.3 boardings in FY 2007. Based upon the District’s service standard, the route is still well below the minimum threshold to warrant its continued operation. Table 8 presents the number of boardings per trip. Of the 11 trips, two meet the performance standard and two are close. Based on a previous 2002 On-Board Survey by SANDAG, it is conservatively estimated that 40% of riders are using the Connection to transfer to the COASTER. Average boardings per day on this COASTER Connection in FY 2007 totaled 39.

**Table 8 – Carlsbad COASTER Connection Average Ridership by Trip**

Coaster	Average Riders Per Trip	Boardings Per Hour
Departs 5:27 AM	2	3
Departs 6:10 AM	3	6
Departs 6:48 AM	5	9
Departs 7:19 AM	2	4
Departs 7:45 AM	4	9
Arrives 4:32 PM	8	13
Arrives 5:12 PM	6	12
Arrives 5:44 PM	4	7
Arrives 6:16 PM	4	5
Arrives 6:58 PM	1	1
Arrives 7:35 PM	0	0

Source: NCTD Farebox data (October, 2006, January 2007 and February 2007)

**Table 9– Carlsbad COASTER Connection Summary**

	FY 2006	Estimated Annual FY 2007	% Change
Ridership	7,543	9,893	31.1%
Service Hours	1,595	1,563	-2.0%
Weekday Productivity	4.7	6.3	33.8%
Direct Operating Cost	\$137,696	\$143,921	
Operating Revenue	\$15,003	\$19,587	
Net Operating Subsidy	\$122,694	\$124,334	
Farebox Recovery	10.9%	13.6%	
Subsidy Per Boarding	\$16.27	\$12.57	
Direct Variable Costs	\$97,231	\$103,596	

### Recommendation

The Carlsbad Village COASTER Connection is proposed to be discontinued. It is likely that some of the COASTER riders would continue to drive to the Station although it is conservatively assumed that by canceling the route, all passengers would no longer ride transit.

### Route 350 and 351/352

Service frequencies on both routes would be reduced and are not assumed as part of the North County Transit network when the SPRINTER opens. Ten minute service on Route 350 was introduced in August 2006 has not increased ridership as was hoped due in part to the chronic traffic congestion the route and passengers have suffered over the last year. Service would be dropped back to every 15 minutes. Since 2002, Route 351/352 has had additional peak morning and afternoon service from 6:15 AM to 8:15 AM and 2:15 PM to 4:45 PM. Sixteen trips on both routes would be discontinued. Service levels on Route 351/352 would be every 30 minutes and would be optimized to meet SPRINTER trains. Backup peak capacity services would be added as needed on both Routes 350 and 351/352 for student commuters and the cost information assumes this.

Performance and cost information is presented in Table 10.

**Table 10 –  
Ridership and Budget Information (August 2007 to June 2008) for Proposed  
Service Changes Effective August 12, 2007**

Route	Change	August - June Net Savings/	Dec - June Net Savings	Projected Subsidy per Boarding	Farebox Recovery Ratio	Actual/ Projected Productivity By Trip For Service Category	Performance Standard	Estimated Transfers (Boardings)	Percent Transfer	Weekday Average Boardings Affected On Route	Estimated Annual Change in Ridership (excluding transfers)	Estimated Annual Change in Ridership (including transfers)	Service Hours (FY08) Aug to June
Route 310	Discontinue Route effective August 12, 2007.	(49,800)	(30,800)	\$12.48	7.1%	6.8	20	-15	58.8%	-26	-6,562	-10,421	-1,130
Route 316	Discontinue Route effective August 12, 2007.	(52,500)	(32,500)	\$13.56	6.6%	6.3	12	-6	31.0%	-20	-5,994	-7,852	-853
Route 353/355	Discontinue Route effective August 12, 2007.	(164,000)	(101,500)	\$8.61	10.0%	9.6	12	-49	35.4%	-138	-42,429	-57,449	-3,496
Route 426	Discontinue Route effective August 12, 2007.	(82,600)	(51,100)	\$12.57	13.6%	6.3	10	-8	21.3%	-39	-9,951	-12,071	-1,385
Route 350	Weekdays: Reduce service frequencies to 15 minutes from 10 minutes	(82,700)	(51,200)	N/A	0.0%	0.0	25	N/A	43.2%	0	0	0	-1,356
Route 351/352	Weekdays: Reduce peak service frequencies to 30 minutes from 15 minutes	(224,400)	(138,900)	N/A	0.0%	20.0	25	N/A	34.3%	0	0	0	-3,385
Peak Capacity Backups (413 and 416)	Discontinue some backup services serving Oceanside Schools.	(49,700)	(30,800)	\$0.81	54.2%	40.8	30	0	0.0%	-332	-61,200	-61,200	-1,638
	<b>BREEZE Total</b>	(\$705,700)	(\$436,800)							-555	-126,136	-148,992	13,243



STAFF REPORT  
TO THE  
PLANNING COMMITTEE

COMMITTEE MEETING DATE: May 3, 2007

TITLE: FY 08 Transportation Development Act 4.0 and 4.5 and State Transit Assistance Funds

STAFF CONTACT: Diane Hessler TIME SENSITIVE: YES  NO

Chief Management Accountant  
E-mail: dhessler@nctd.org Phone: 760/966-6550

Consent  Action  Information

**COMMITTEE RECOMMENDATION:**

**DESCRIPTION:**

Resolution # 07-05 authorizing the Executive Director to file the FY 08 applications for Transportation Development Act (TDA) Articles 4.0 and 4.5 and State Transit Assistance (STA) funds, in the amounts of \$41,098,129, \$1,780,000 and \$11,220,877 respectively (Attachment 2).

**BACKGROUND:**

By April 13<sup>th</sup> of each year, the District is required to file the Transportation Development Act (TDA) and State Transit Assistance Funds (STA) claims with the San Diego Association of Governments (SANDAG) for the subsequent fiscal year. Due to the timing of budget development and the claim filing deadlines, claims were prepared based on preliminary budget information. In order to meet the deadline, staff submitted all applications by the due date, subject to subsequent Board approval. If significant changes are made during the finalization of the budget or during the course of the year, amended claims are filed.

TDA Article 4.0 Claim

The TDA Article 4.0 claim for FY 08 is in the amount \$41,098,129 and includes carry over funds in the amount of \$6,713,129. The total claim amount includes \$575,949 to cover the cost of functions transferred to SANDAG, which will be paid directly to SANDAG. The claim also includes \$5,350,000 to be used for capital purposes. The balance of the claim (\$35,172,180) will be used for the continued operations of the BREEZE fixed-route bus service, FAST demand response service and COASTER Commuter Rail service, as well as for start-up and initial operations of the SPRINTER.

TDA Article 4.5 Claim

The TDA Article 4.5 claim is in the amount of \$1,780,000. Of this amount, \$1,772,080 is planned for LIFT ADA Paratransit service operations and \$7,920 for capital purposes.

STA Claim

The STA claim is in the amount of \$11,220,877 and is to be used for capital purposes.

**FISCAL IMPACT:**

There is no direct fiscal impact associated with this action, however, approval of the applications would have a fiscal impact. The fiscal impact would be to provide funding at the requested levels for NCTD's FY 08 operating (\$36,944,260) and capital (\$16,578,797) budgets and to provide funding for operations to SANDAG (\$575,949), contingent upon approval of the claims by SANDAG.

**OBJECTIVE:**

Review and approve the TDA and STA claims and attached resolution.

COMMITTEE DISCUSSION

5/3/07



STAFF REPORT  
TO THE  
PLANNING COMMITTEE

COMMITTEE MEETING DATE: May 3, 2007

TITLE: 5311 Application

STAFF CONTACT: Diane Hessler  
Chief Management Accountant  
E-mail: Dhessler@NCTD.org  
TIME SENSITIVE: YES  NO   
Phone: 760-966-6550  
Consent  Action  Information

**COMMITTEE RECOMMENDATION:**

**DESCRIPTION:**

Authorize staff to submit a 5311 application to Caltrans under the Urban Mass Transportation Act of 1964, as amended.

**BACKGROUND:**

The 5311 program is authorized by 49 United States Code (U.S.C) Section 5311 and provides funding for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census. The Federal Transit Administration (FTA) apportions funds to governors of each State annually. The California State Department of Transportation (Caltrans) Division of Mass Transportation (DMT) is the delegated grantee.

Each year NCTD is notified of its regional share of federal 5311 funding. For Grant Cycle 24 (fiscal year 2005-06) NCTD is eligible to receive \$240,000 in 5311 funding. The funds will be used toward the procurement of Compressed Natural Gas (CNG) buses.

As part of the 5311 regulations, a local match of 17% is required. NCTD's local match of \$49,157 was included in NCTD's FY07 Transportation Development Act (TDA) Article 4.0 claim, which was previously approved by the NCTD and SANDAG Boards, for a total project cost of \$289,157.

**FISCAL IMPACT:**

There is no direct fiscal impact associated with this action, however, approval of the application would have a fiscal impact. The fiscal impact would be to provide capital funding of \$240,000 for the above referenced project.

**OBJECTIVE:**

That the Committee review and approve the Cycle 24 grant application.

COMMITTEE DISCUSSION

5/3/07



STAFF REPORT  
TO THE  
PLANNING COMMITTEE

COMMITTEE MEETING DATE: May 3, 2007

TITLE: NCTD Art in Public Spaces Policy

STAFF CONTACT: Rick Howard  
Deputy Executive Director  
E-mail: rhoward@nctd.org

TIME SENSITIVE: YES  NO

Phone: 760/966/6597

Consent  Action  Information

**COMMITTEE RECOMMENDATION:**

**DESCRIPTION:**

Review of a draft policy, as proposed by staff, which outlines the methods and procedures which some entity other than NCTD would be required to follow in order to have art placed on property owned by NCTD.

**BACKGROUND:**

At the request of Board Member Campbell and the Vista Arts Council, NCTD staff has developed a draft "Art in Public Spaces" policy (Attachment 3) that would provide opportunities for the NCTD Board to authorize art projects on property owned by NCTD. Art is always subjective, and staff recommends a policy that outlines:

(1) quality of art or design, (2) impact on transit customers, (3) connection to site and/or adjacent community; art that relates, in form or substance to the cultures, people, or history of the area in which the project is located, (4) appropriateness for site, including safety and scale, (5) durability of materials, (6) resistance to vandalism, (7) minimum maintenance requirements, and (8) compliance with other NCTD property access and operational policies.

**FISCAL IMPACT:**

There is no fiscal impact associated with this action.

**OBJECTIVE:**

Obtain Committee review and concurrence to forward the draft "Art in Public Spaces" policy to the full Board for consideration.

COMMITTEE DISCUSSION

5/3/07



STAFF REPORT  
TO THE  
PLANNING COMMITTEE

COMMITTEE MEETING DATE: May 3, 2007

TITLE: Regional Fare Study

STAFF CONTACT: Stefan Marks  
Manager of Service Development  
E-mail: smarks@nctd.org Phone: 760-966-6535  
TIME SENSITIVE: YES  NO   
Consent  Action  Information

**COMMITTEE RECOMMENDATION:**

**DESCRIPTION:**

Receive presentation from SANDAG staff regarding the Regional Fare Study.

**BACKGROUND:**

This briefing is to update the Planning Committee on the Regional Fare Study. The final report is currently expected to be delivered to SANDAG by July 2007. NCTD staff is participating in the study's development.

Any changes to regional transit fares must be approved by the SANDAG Transportation Committee following public hearings. SANDAG must hold public hearings in all areas that are affected, including North County. As a result of recent changes to SANDAG policies, either the Transportation Committee or the full Board may make changes to the Regional Comprehensive Fare Ordinance.

**FISCAL IMPACT:**

Not known. The project objective is to develop a new simplified fare structure and revenue sharing agreement that are at least revenue neutral or increase system-wide fare revenue. The objective is to preserve the current allocation revenues of the two transit operators and to base the distribution of the revenue on methodologies that offer enhanced transparency.

**OBJECTIVE:**

That the Board receive a presentation from SANDAG and provide comments.

COMMITTEE DISCUSSION

5/3/07

**EXTENDED BACKGROUND:**

SANDAG is responsible for setting regional transit fares and has established a Regional Transit Fare Policy and enacted a Regional Comprehensive Fare Ordinance. The Regional Fare Policy calls for a consolidated regional transit fare structure. The first step in developing the regional fare structure was to combine the NCTD and MTS fares into a single SANDAG ordinance. The regional fare ordinance was approved in 2006. Although there is now a single fare ordinance, there are still more than 200 possible fares within San Diego County. There are 15 possible different one-way adult cash fares alone ranging between free and \$5.50. There are currently at least 5 different transfer policies in effect. The system has become so complex that it is difficult to explain and administer and most importantly, for riders to understand.

In September 2006, SANDAG awarded a contract to TranSystems Corporation to begin work on proposing a new regional transit fare structure and revenue sharing study. The study will recommend a new regional fare structure that is designed to simplify the current MTS and NCTD fare systems, to recommend new fare products that take advantage of the investment that the region has made in smart card technology, and to develop a new regional transit fare revenue sharing methodology.

The next step, which is now underway, is to develop a simplified fare structure for the entire region. TranSystem Corporation has consulted with MTS and NCTD staff, interviewed a cross section of users and compared eight peer transit systems. The peers were multi-modal systems operating in a single jurisdiction with multiple transit agencies or authorities. The fare consultant is currently refining a fare model that will be used to test various fare options. The new fare structure will also need to address new services that will be introduced in the region in the coming years, including the SPRINTER and the I-15 Bus Rapid Transit (BRT) service.

The first phase of the study will recommend a new fare structure. The second phase of the study will address revenue sharing. The current revenue sharing agreements are largely based on the existing fare products. New agreements will be required as the existing fare products, on which the current agreements are based, will likely be changing and new products created. The Scope of Work required that the consultant develop alternatives and a recommendation based on maintaining or enhancing system wide revenues. The new formula will ensure that each operator receives a fair allocation of revenue.

May 3, 2007

TO: North County Transit District Board Members  
FROM: Clerk of the Board  
SUBJECT: POSTING OF BOARD AGENDA

In Compliance with the Ralph M. Brown Act, As Amended, the following information is provided.

The Agenda for this meeting of the Planning Committee was posted as follows:

Meeting Date and Time: May 3, 2007; 3:00 p.m.  
Posted At: 810 Mission Avenue, Oceanside, CA and  
311 So. Tremont, Oceanside, CA  
Date & Time of Posting: April 27, 2007; 5:00 p.m.  
Posted By: Clerk of the Board