



CARL T.C. GUTIERREZ  
GOVERNOR OF GUAM

OCT 23 1997


Refer to  
Legislative Secretary

The Honorable Antonio R. Unpingco  
Speaker  
Twenty-Fourth Guam Legislature  
Guam Legislature Temporary Building  
155 Hesler Street  
Agana, Guam 96910

Dear Speaker Unpingco:

Enclosed please find a copy of Bill No. 408 (COR), "AN ACT TO REJECT PUBLIC AND PARA TRANSIT FARE STRUCTURES AND RIDERSHIP POLICY AMENDMENTS FOR THE GUAM MASS TRANSIT AUTHORITY PURSUANT TO §9303 (b) OF TITLE 5 OF THE GUAM CODE ANNOTATED, AS AMENDED BY PUBLIC LAW NUMBER 24-27.", which I have signed into law today as Public Law No. 24-102.

Very truly yours,

  
Carl T. C. Gutierrez  
Governor of Guam

Attachment

cc: The Honorable Joanne M. S. Brown  
Legislative Secretary

00506

OFFICE OF THE LEGISLATIVE SECRETARY	
ACKNOWLEDGMENT RECEIPT	
Received By	<u>Toni Amata</u>
Time	<u>4:35 p.m.</u>
Date	<u>10-23-97</u>

Office of the Speaker  
ANTONIO R. UNPINGCO  
Date: 10/23/97  
Time: 1:55 PM  
Rec'd by: [Signature]  
Print Name: Charlene Thomas

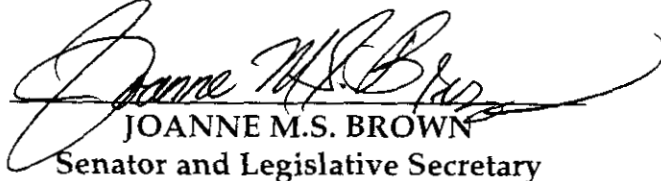
TWENTY-FOURTH GUAM LEGISLATURE  
1997 (FIRST) Regular Session

CERTIFICATION OF PASSAGE OF AN ACT TO THE GOVERNOR


This is to certify that Bill No. 408 (COR), "AN ACT TO REJECT PUBLIC AND PARA TRANSIT FARE STRUCTURES AND RIDERSHIP POLICY AMENDMENTS FOR THE GUAM MASS TRANSIT AUTHORITY PURSUANT TO §9303(b) OF TITLE 5 OF THE GUAM CODE ANNOTATED, AS AMENDED BY PUBLIC LAW NUMBER 24-27," was on the 9<sup>TH</sup> day of October, 1997, duly and regularly passed.

  
ANTONIO R. UNPINGCO  
Speaker

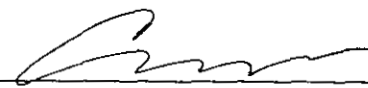
Attested:

  
JOANNE M.S. BROWN  
Senator and Legislative Secretary

.....  
This Act was received by the Governor this 17<sup>th</sup> day of October, 1997, at  
4:35 o'clock P.M.

  
Assistant Staff Officer  
Governor's Office

APPROVED:

  
CARL T. C. GUTIERREZ  
Governor of Guam

Date: 10-23-97

Public Law No. 24-102

TWENTY-FOURTH GUAM LEGISLATURE  
1997 (FIRST) Regular Session

**Bill No. 408 (COR)**

As amended on the Floor.

Introduced by:

C. A. Leon Guerrero  
F. B. Aguon, Jr.  
Francisco P. Camacho  
T. C. Ada  
E. Barrett-Anderson  
A. C. Blaz  
J. M.S. Brown  
Felix P. Camacho  
M. C. Charfauros  
E. J. Cruz  
W. B.S.M. Flores  
Mark Forbes  
L. F. Kasperbauer  
A. C. Lamorena, V  
L. Leon Guerrero  
V. C. Pangelinan  
J. C. Salas  
A. L.G. Santos  
F. E. Santos  
A. R. Unpingco  
J. Won Pat-Borja

AN ACT TO REJECT PUBLIC AND PARA  
TRANSIT FARE STRUCTURES AND RIDERSHIP  
POLICY AMENDMENTS FOR THE GUAM MASS  
TRANSIT AUTHORITY PURSUANT TO §9303(b)  
OF TITLE 5 OF THE GUAM CODE ANNOTATED,  
AS AMENDED BY PUBLIC LAW NUMBER 24-27.

1           **BE IT ENACTED BY THE PEOPLE OF GUAM:**

2           **Section 1. Background and Legislative Intent.** Public Law Number 24-  
3 27 restores the rule-making function of the Executive Branch to its customary  
4 role and amends the requirement to have proposed rules submitted in bill  
5 form. Public Law Number 24-27 also deletes the time-consuming and  
6 repetitive processes between the Executive agency and the Guam Legislature  
7 requirements in the implementation of statutes.

8           The rules and regulations contained in Section 2, herein, had a public  
9 hearing by the Guam Mass Transit Authority ("GMTA") on May 23, 1997.  
10 There was only one (1) person from the general public in attendance who  
11 testified in favor of GMTA's proposal of eliminating Special Fare Passes.  
12 GMTA also submitted results of a ridership survey which stated that fifteen  
13 percent (15%) of the surveys issued were completed, however, the total  
14 number of surveys distributed was not identified. Based on the fifteen  
15 percent (15%), GMTA identified sixty-nine percent (69%) of respondents  
16 favoring or having no objection to GMTA's proposal of eliminating Special  
17 Fare Passes.

18           The Committee on Transportation, Telecommunications and  
19 Micronesian Affairs, which has oversight on the Guam Mass Transit  
20 Authority, had a public hearing on the proposed public and para transit fare  
21 structures and ridership policy amendments on September 16, 1997.

22           **Section 2. Rejection of Public and Para Transit Fare Structures and**  
23 **Ridership Policy Amendments Provided by the GMTA.** The following  
24 public and para transit fare structures and ridership policy amendments for  
25 the Guam Mass Transit Authority are rejected:



- 1        2.    Special Fares: All persons requesting for Special Fare rates must  
2            present a GMTA issued identification card (“ID”). ID’s may be  
3            obtained at the GMTA offices and will require supporting  
4            documents (i.e., disability certification, Guam Driver’s License,  
5            school certification of enrollment, etc.). ID’s are valid through  
6            June 15<sup>th</sup> of every year. A fee of \$3.00 will be assessed for each ID.
- 7        3.    Carry-on Items: Each passenger shall not exceed two (2) carry-on  
8            items which must be able to be stowed below passenger’s seat  
9            and/or on lap. Passengers exceeding two (2) or more carry-on  
10          items will be denied service. In addition, bicycles are not  
11          permitted on GMTA buses/vehicles.
- 12       4.    Pets: Only pets held in a transportable kennel cage and K-9 Guide  
13          Dogs for the Blind shall be permitted on board. All others shall be  
14          denied service.
- 15       5.    Attire: All passengers shall be clothed properly. Any passenger  
16          without footwear, shirt, pants will be denied service.
- 17       6.    Conduct: All passengers must remain seated at all times. Eating,  
18          drinking, and/or smoking are not permitted on GMTA’s transit  
19          fleet. Passengers who are disorderly, intoxicated, or otherwise  
20          affecting the comfort and safety of passengers will be requested to  
21          de-board immediately by GMTA drivers.

22                    **Fare Structure Comparison Impact Analysis.**

1	SYSTEM	FY96	FY96 Fare	Fare	Proposed	Increase/
2		Ridership	Revenue	Average	Fare	Decrease
3					Revenue	
4	Public	289,155	\$129,723	.44	\$202,408	+\$72,756
5	Para Transit	33,851	\$ 9,725	.35	\$ 16,925	+\$ 7,199
6	Total	323,006	\$139,488	.36	\$219,333	\$79,956

7 Public Transit proposed fare revenue based on sixty percent (60%) Special  
8 Fare rate of \$.50 and forty percent (40%) at regular fare rate of \$1.00."

9       **Section 3.** The public and para transit fare structures and ridership  
10 policy amendments of the Guam Mass Transit Authority, which were  
11 transferred to the Guam Legislature on August 4, 1997, are hereby rejected in  
12 their entirety pursuant to §9303(b) of Title 5, Guam Code Annotated, as  
13 amended by Public Law Number 24-27.

PL 24-27



**24th Guam Legislature**  
**Sen. Carlotta A. Leon Guerrero**

Union Bank Building, Suite 312  
194 Hernan Cortez Avenue  
Agana, Guam 96910

Tel : (671) 472-3416 / 3418  
Fax : (671) 477-1323  
senclg@Kuentos.guam.net

Chairperson :  
  
Committee on  
**Transportation,**  
**Telecommunications and**  
**Micronesia Affairs**

October 3, 1997

The Honorable Antonio R. Unpingco  
Speaker  
Twenty-Fourth Guam Legislature  
155 Hesler Street  
Agana, Guam 96910

Dear Mr. Speaker:

The Committee on Transportation, Telecommunications and Micronesia Affairs, to which was referred **Bill No. 408, "An Act to reject public and paratransit fare structures and ridership policy amendments for the Guam Mass Transit Authority pursuant to §9303 (b) of Title 5 Guam Code Annotated as amended by Public Law 24-27,"** has had the same under consideration, and now wishes to report back the same with the recommendation **To Pass.**

The Committee votes are as follows:

To Pass	<u>11</u>
Not to Pass	<u>0</u>
Abstain	<u>0</u>
Inactive File	<u>0</u>

A copy of the Committee Report and all pertinent documents are attached for your information and file.


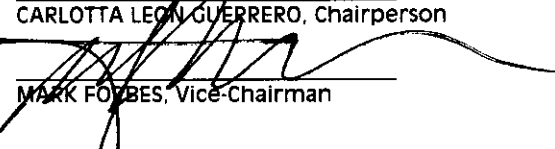
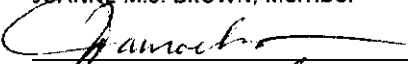
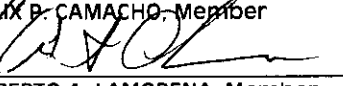


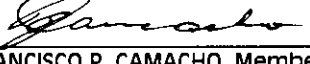


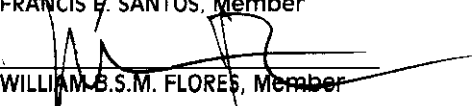
Sincerely yours,

**CARLOTTA A. LEON GUERRERO**  
Chairperson



**Committee on Transportation, Telecommunications, and Micronesian Affairs**  
 Twenty-Fourth Guam Legislature  
**Voting Record**

**"An Act to Reject Public and Para Transit Fare Structures and Ridership Policy  
 Amendments for The Guam Mass Transit Authority Pursuant To §9303 (b) of Title 5  
 Guam Code Annotated As Amended by Public Law 24-27."**

	<u>TO PASS</u>	<u>NOT TO PASS</u>	<u>ABSTAIN</u>	<u>INACTIVE FILE</u>
 CARLOTTA LEON GUERRERO, Chairperson	✓	—	—	—
 MARK FORBES, Vice-Chairman	✓	—	—	—
ANTONIO R. UNPINGCO, Ex-Officio Member	—	—	—	—
ANTHONY C. BLAZ, Member	—	—	—	—
JOANNE M.S. BROWN, Member	—	—	—	—
 FELIX P. CAMACHO, Member	✓	—	—	—
 ALBERTO A. LAMORENA, Member	✓	—	—	—
 ELIZABETH BARRETT-ANDERSON, Member	✓	—	—	—
 LAWRENCE KASPERBAUER, Member	✗	—	—	—
JOHN C. SALAS, Member	—	—	—	—
EDUARDO J. CRUZ, M.D., Member	—	—	—	—
THOMAS C. ADA, Member	—	—	—	—
 FRANCISCO P. CAMACHO, Member	✓	—	—	—
 LOU LEON GUERRERO, Member	✓	—	—	—
VICENTE C. PANGELINAN, Member	—	—	—	—
 FRANCIS E. SANTOS, Member	✓	—	—	—
 WILLIAM B.S.M. FLORES, Member	✓	—	—	—

# COMMITTEE REPORT

## Committee on Transportation, Telecommunications and Micronesian Affairs Twenty-Fourth Guam Legislature

*Bill No. 408 (COR): Guam Mass Transit Authority proposed rules  
for a change in the fares and ridership policy  
for public and para transit services.\**

### Committee Members

**Chairperson: Senator Carlotta A. Leon Guerrero**

**Vice Chairperson: Senator Mark Forbes**

**Ex-Officio Member: Speaker Antonio R. Unpingco**

Senator Tony Blaz

Senator Felix Camacho

Senator John Salas

Senator Edwardo Cruz, M.D.

Senator Thomas Ada

Senator Francis Santos

Senator Francisco Camacho

Senator Frank Aguon, Jr.

Senator Joanne Brown

Senator Alberto Lamorena

Senator Elizabeth Barrett-Anderson

Senator Lawrence Kasperbauer

Senator Ben Pangelinan

Senator William Flores

Senator Lou Leon Guerrero

The Committee on Transportation, Telecommunications and Micronesian Affairs held a public hearing on Tuesday, September 16, 1997 at 9:00 a.m. in the Public Hearing Room of the Guam Legislature Temporary Building on the Guam Mass Transit Authority proposed rules for a change in the fares and ridership policy for public and para transit services.

\*P.L. 24-27 amended the law which allowed GMTA to submit their proposed rules as is and not in bill form. At the conclusion of the public hearing, this committee decided to act upon this proposal and reject it based on the recommendations as listed in this report. In order to act on this proposal, however, this committee has to respond in bill form. Because the public hearing was on the proposed rules that Bill 408 is rejecting, and the contents of the proposal are listed in its entirety in this bill, the committee report for this public hearing is attached to support Bill 408.

### **Committee members present:**

Senator Carlotta Leon Guerrero

Senator Frank Aguon, Jr.

Senator Francisco Paulino Camacho

Senator Edwardo Cruz

Senator Willie Flores

Senator Tony Lamorena

Senator Felix Camacho

**GUAM MASS TRANSIT AUTHORITY - testimonies**  
**Proposed rules for a change in the fares and ridership policy  
for public and para transit services**

**John M. Palomo, General Manager, Guam Mass Transit Authority**

- read his testimony in support of GMTA's proposed fare structure amendment which calls for the elimination of the existing Special Fare Pass Program.
- Mr. Palomo cites GMTA's primary objective for the amendment is to increase fare revenue generation; to provide much needed fiscal subsidy; to support increasing costs in both public and para transit services.
- Mr. Palomo reports that although there are other revenue generating alternatives, this fare structure is the most immediate and feasible of alternatives. He lists these alternatives as: Public parking in 1/98; Changing Guam's non-urbanized status to urbanized in 4/98 which would make GMTA eligible for an average \$4 million in Federal grants.
- Mr. Palomo also notes that fare revenue collections amount to only 3% of operational and maintenance costs and is minimal compared to other revenue generating alternatives, but believes because of the immediacy of the realization of this source, it makes the difference between a continuation of existing service or the fall to a decrease in transit services.

Senator Carlotta Leon Guerrero adds (at the conclusion of Mr. Palomo's testimony) that in this budget, she and her colleagues were able to identify \$705K from the Department of Public Works Operations & Maintenance Budget (highway repairs & construction). She clarifies that this O&M budget shares the same revenue source (the liquid fuel tax) as GMTA, however because of the language of the bond covenant of the Territorial Highway Bond, this O&M budget of \$8.1 million has never come under legislative scrutiny. It took five months to obtain a copy of this budget. She believes that there is room in the O&M budget to help GMTA out (i.e. the FTE (full-time employees) list 120 positions available, however, only approximately 70 positions are filled). Although they may have a rough time, she and her colleagues feel confident that this is a definite avenue to pursue in an attempt to obtain the much needed funding source for GMTA busses.

Senator Leon Guerrero also praises the patience and endurance of those employees who are on the front line of providing this service to the public and para transit systems, especially in light of the aged fleet. She sympathizes with the ridership and assures them that she and her colleagues are doing all they can to rectify this situation. After all these years, and after all these let-downs, it may boil down to asking everyone to band together to head down as a group to Adelup to bring our case before the Governor himself. Senator Leon Guerrero, however, says that she has a timeline and intends to do everything possible to bring resolution once and for all. Senator Ed Cruz includes that this would be where the transfer authority will help the Governor get money into this area because its been way too long.

Senator Frank Aguon, Jr. comments that he would hate to see the fare rates go up and the ridership decrease. This will impact on those who really need the transit services as well as to defeat the purpose of the proposed increase. If the \$705K is realized, do the fees still need to increase? *Mr. Palomo responds by saying that the fare increase is necessary to replace the rolling stock. He believes that the money generated from the fare increase can help replace a bus. He said that the \$705K appropriated in the 23<sup>rd</sup> Guam Legislature was never released to GMTA, so no busses were purchased to date. He also feels that it is still necessary to increase the fares even if the \$705K was received because in addition to needing new busses, GMTA plans to expand the service to seven days/week.*

**Thomas Manglona (oral)**

- spoke up against the increase or change in the fares.
- Para transit ridership are mostly employed at DVR, receiving less money in assistance than other people, more like a maintenance check, which is barely enough to live on.
- He reports that he attended a meeting some time ago when GMTA talked about increasing the fare to thirty-five cents. At that meeting, they reported that the increase would cover maintenance as well as buy new buses. However, when the fare did increase, the first thing he noticed was a decline in ridership, especially from persons with disabilities. If you increase it again to fifty cents per ride, GMTA will suffer a big decline in passengers.
- Right now, more people with disabilities are coming out of the home, taking advantage of this service. Not only are they going to increase the fare, but now, GMTA plans to get rid of the day pass. Mr. Manglona emphasized that he really relies on the day pass. Can't GMTA keep the day pass instead of getting rid of it? It makes a big difference.
- Also, what happened to the new buses? What happened to the air-con? GMTA must realize that this promise was made before when the rate went up to thirty-five cents. To date, no new busses and no air-con.
- Where did GMTA get their figures that sixty-nine percent of the ridership favors the increase? Mr. Manglona testifies that he is not one of them and that he never even saw the survey that the given percentage is based upon. He surmises that maybe they only asked the regular people, and not the persons with disabilities. But, in Mr. Manglona's opinion, not even the regular people will agree to the fare increase.
- Is this increase going to be like GPA where they say the increase is going to solve the problem but nothing is solved? These are all Mr. Manglona's concerns.

### **Evelyn Duenas (oral)**

- acknowledges those Senators in attendance who joined the Disabilities race on Sunday morning, thanking them for their support of persons with disabilities.
- Ms. Duenas speaks about the fare increase relating to Tom Manglona's concerns about how many passengers will be affected by the rate increase.
- there are only old busses right now, unreliable and hot, and the ridership is suffering.
- Ms. Duenas reports that last week she was on a bus that died out on cross-island road; she is aware that everyone is aware of the problem and is trying to do something about it, however, this fare increase will not be accepted until the ridership can see busses that are reliable and dependable.
- the same promises were made long ago with the last increase, but no busses as of yet.
- as a person with a disability, independence is a big word. Persons with disabilities rely on para transit to get around independently.
- with this rate increase, ridership will drop because most persons with disabilities rely on welfare and food stamps for survival.
- as an employed person with a disability, she, too, cannot always fork out that money, much more those who are not working.
- She understands that Mr. Palomo is trying his best to accommodate everyone, but believes GMTA is jumping in too quickly to increase the fares without any visible show to validate the increase.
- Ms. Duenas used to be a regular rider, however, because of unreliability of the service, had to find alternative means of transportation to get to work on time.
- Ms. Duenas is speaking, not only from experience, but for her friends who cannot speak for themselves.
- Suggests GMTA look into the other alternatives for revenue.

### **Ras Makahna, also known as Ben Guerrero (oral)**

- What are we getting for this increase? If compared to the present service, it is not satisfactory.
- He has been riding the Green Line for over five years. A big question is, how long should a person wait after calling for a ride? He has waited up to five hours for a ride.
- He used to call Felix Camacho from the previous committee on a regular basis about the problems with GMTA.
- In 1994, it used to be .75 for the initial ride, .25 for each transfer, then the rates were increased to \$1.00 for the initial ride, \$3.00 for an all day pass.
- If the buses cannot be depended upon, can the riders get a discount for waiting 4 or 5 hours?
- Is the service going to become better once the increase goes in to effect?
- Did the consumers receive better service when the last increase took effect?
- If the bus service is going to continually alter the pick up schedule, as it does on the Green Line on Saturdays, from an hourly pick up to on call, shouldn't the passengers been made aware of this change?
- Can GMTA define the word "service" as it applies to the bus service?

### **Ras Makahna, also known as Ben Guerrero (oral) - continued**

- What time is the last scheduled Saturday run (a.m. service). Mr. Makahna reported that he called at 10:30 a.m. last Saturday, and was told at that time that there would be no more runs that day. It is hard to schedule the day's activities on a service that is not convenient or dependable.
- If the rate is going to change from \$1.00/ride with the deletion of the \$3.00 all day pass, it is very possible that a rider will end up spending in one day what he normally spends in one week. This is highly uneconomical.
- The reliability and dependability of the service is just not there. How do we assure ourselves that with this proposed increase it is going to be there? This is what they said in 1994 when the rates were raised then.
- If there were another option for another form of transportation, he would take it, but there are no other options. Most of the people using this service are of the low income bracket, many are unemployed or disabled.
- As he wrote in a recent PDN article, Mr. Makahna believes the problem stems from when the GMTA budget was cut from the \$1.8 million subsidy from the General Fund. He believes that with the help of this legislature, we will resolve this shortcoming.
- Mr. Makahna offered his services to answer any questions from this committee based on his experience as a regular rider of this system.
- Mr. Makahna's final point focused on the reality that when you have to get to a job, or to school, you just cannot depend on the public transit system.

### **Joe Garcia (oral)**

- They say that the rate is going up to .50 per ride. Then someone else told him that on the public transit, it'll be up to \$1.00 per ride. That means every stop he makes will cost him a dollar each time.
- Mr. Garcia doesn't restrict his movements on the para transit service only. He takes public transit home at night. On public transit, the drivers do not strap him down. They just tell him to hold on to something. Mr. Garcia claims that he slipped off the stairs off a public transit bus yesterday.
- He cannot agree with this increase with the busses not doing their job and the drivers not doing their job.
- Mr. Garcia took this opportunity to speak directly with Mr. Palomo, the General Manager of GMTA. Before this committee, he told Mr. Palomo that he will not ride public transit anymore unless they strap him down. Mr. Garcia claims that he went to the doctor's and told him that he just fell on the stairs of the bus. Luckily the door wasn't open.
- Mr. Garcia ended his testimony by stating that we need new busses for both public and para transit services, especially for persons with disabilities.

*Mr. Palomo responded to Senator Carlotta Leon Guerrero's query about his knowledge of this incident. He had no prior knowledge and wishes that Mr. Garcia contacted him immediately about it, because the safety of the passengers are the responsibility of the drivers. He will, however, investigate and advise this committee after questioning the drivers. (For the record, Mr. Palomo has since responded that Mr. Garcia's comments about falling were not validated by the bus driver nor by the other passengers.)*

**Sunny Bathan (oral)**

- para transit rider who concedes that if they have to raise the rates for their reasons given, then she recommends that GMTA reinstates the monthly/daily passes. The money spent for a month pass is now spent in one week and she cannot afford it.
- it is important to keep the special passes available for persons with disabilities. The money is just not there and we need to survive.

**Melvin Muna (oral)**

- has been patient waiting for the new busses. Mr. Palomo keeps saying mid-August, mid-August, but there is only one new vehicle with no air-conditioning.
- used to ride the big busses, with no air-conditioning but with an FM sound system.
- those who are waiting for the air-conditioned busses to arrive are still waiting patiently.
- in this hot weather, he prays to God for the new busses, doesn't know when, doesn't know what else to think.
- Mr. Muna wants to speak his own opinion to the Governor. He reiterated that he thought GMTA was supposed to get four new vehicles, but the question is when?
- Mr. Muna concluded with his question: "How am I going to afford fifty cents per ride?"

**Oly Mueden (oral)**

- Mr. Mueden is presently employed by Goodwill – in two places; as an employee and as a rider of para -transit.
- As an employee, he supports Mr. Palomo regarding the increase because we need to do something to solve the problem.
- As a rider, he agrees with those testifying today that some people will be affected by the fare structure because not all persons with disabilities are not making enough money.
- As a taxpayer, he believes the Government should do something about this problem, so that through our taxes, we can help the subsidy of funds necessary to support the needy.

Comment by Senator Willie Flores: based on Mr. Mueden's testimony, gleaned something very important that warrants the Chair's attention. For some reason, those persons with disabilities aged 55-59 are somehow left out of the whole picture. This particular age group are left out of both local and federal funding. He believes this is an area we need to address.

**Patricia Botten (written)**

- an activist for the disabled and senior citizens.
- as a Government of Guam retiree, she is concerned that prices go up while her retirement check stays the same.
- requests this committee help control the rising prices of transportation better than "Parkinson did in electricity."

**Lourdes Manibusan (written)**

- Should GMTA raise the rates of the bus transit? No!
- Why? Because GMTA should already be giving better service for consumer's money after running the system for over 10 years.
- The service is very poor, so why take more money from consumers who are poor or disabled, who cannot afford luxury.
- in 1987, bus rides were cheaper and better; the wait was no longer than ½ hour.
- now in 1997, things are worse. Maybe whoever was responsible for the funds these past 10 years probably went to dinner with it.
- At the Agana Shopping Center, there was a man with a van offering GMTA riders a better ride. Those who could afford it took the ride. Only the poor and disabled were left to continue suffering the long wait in the sun or rain.
- Has a problem with drivers socializing with the ridership instead of keeping the bus tidy. Alleges that drivers cannot clean their busses, yet can take willing riders on long rides just to have sex with them. Has a friend who says she was happy with the system because where can she go wrong - a free ride for some free sex.
- Cited very critical problems existing in the busses, including lack of order, over-crowded busses, untimeliness and lack of hygiene as key reasons why GMTA should pay her some of those funds to ride in lousy, unsanitary busses with terrible service.
- Alleges that a driver made sexual overtures to her as well, so she rides only when she has to and only when she has time.

**Peter A. Blas, Executive Director (written)**

**Guma' Mami, Inc.**

- recognizes the need to generate funds to augment the lack of revenues for transportation services for persons with disabilities, but is not in agreement with fare structure.
- Mr. Blas cites that General Assistance, the primary source of income for most of their clients, does not consider transportation in the formulation of the monthly benefit which is \$151. With the proposed transfer fees, some individuals will be spending more than the average \$20/month cost.
- Mr. Blas states that he supports the idea of fares for transportation, because even persons with disabilities need to learn the aspects of the competitive nature of society in order to be included, integrates and independent. However, there needs to be a system of supports to help them out.
- Mr. Blas states that transportation is one of the highest priorities for an individual with a disability and listed the existing conditions of the present transportation system.
- He requests this committee's assistance to help the ridership get better services.



## RECOMMENDATION

The rationale that the increase will go toward purchasing new busses (where none have been purchased since the last increase) as reported by the General Manager is not acceptable nor is it justifiable to the ridership and to this committee. This was made very evident in testimonies presented by the ridership and advocates of persons with disabilities. Although this fare structure and policy amendment may provide immediate cash flow to GMTA, this committee believes that if more aggressive effort were directed at expediting the designation from "rural" to "urban," GMTA could have applied for several million dollars in additional federal grants. This will not go into effect until April 1998 although this source was identified several months ago in a joint meeting between this committee and GMTA management. Also, other revenues from transit advertising and parking meters have not been aggressively pursued, advertising revenue falling approximately \$50,000 short of FY97 projections and the parking meters are not even slated until FY98. The GMTA management must realize that this committee cannot see the justification of placing the burden on the backs of the ridership at this time. In all fairness, GMTA must first show that all other revenue generating attempts have been exhausted before turning to the ridership. At best, GMTA must be able to keep their promise to the ridership and get them the new busses first before the ridership will agree to any fare change or increase.

The Committee on Transportation, Telecommunications and Micronesian Affairs hereby **recommends to refer back to Guam Mass Transit Authority the proposed rules for a change in the fares and ridership policy for public and para transit services and reject this proposal under Bill No. 408** at this time. The Committee strongly recommends that **GMTA review the proposed amendments** to consider that the ridership may not be too reticent of the fare increase, however, GMTA should **address the issue of the day passes** and consider **discount fares for those who have to make bus transfers to get to a destination**.

This Committee **further recommends that GMTA research and develop a more realistic and definitive plan to identify and aggressively pursue other revenue sources to support the transit system.**

Finally, as GMTA is the recipient of both federal and local funds to provide public and para transit services, the Chairperson of this committee is extremely concerned about the allegations of free rides for sexual favors as provided in written testimony by a former rider. **This committee strongly recommends that the GMTA Board of Directors take the lead in the investigation of these charges and take immediate and affirmative action. GMTA must ensure that the safety and individual right of every rider is communicated and understood by all those entrusted to provide transportation services to the public and para transit riders.**

41st Guam Legislature  
Committee on Rules, Government  
Reform and Federal Affairs  
*Senator Mark Forbes, Chairman*

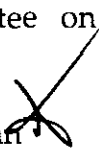
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AUG 11 1997

MEMORANDUM

TO: Chairperson  
Committee on Transportation, Telecommunications and Micronesian  
Affairs

FROM: Chairman   
Committee on Rules, Government Reform and Federal Affairs

SUBJECT: Messages and Communications- Referral of

The following is forwarded for your information and appropriate action:

1. From the Guam Mass Transit Authority transmitting the proposed rules for a change in the fares and ridership policy for public and paratransit services.

MARK FORBES

Attachment



**MINA' BENTE KUÁTTRO NA LIHESLATURAN GUAHAN**  
TWENTY-FOURTH GUAM LEGISLATURE  
155 Hesler Street, Agana, Guam 96910

August 6, 1997

*JRC*  
**AUG 07 RECD**  
*4:48 pm*

Memorandum

To: Chairman, Committee on Rules,  
Government Reform and Federal Affairs

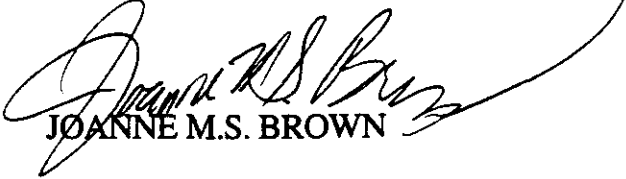
From: Legislative Secretary

Subject: Governor's Messages and Communications - Referral of

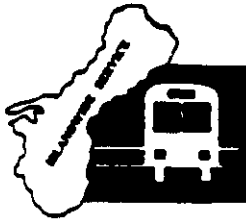
The following Messages and Communications have been received and are being forwarded to your Committee for information and referral to appropriate committee:

1. From the Department of Land Management transmitting the monthly revenue collection report for the month of June 1997;
2. Governor's message transmitting the notice of proposed expenditures for prior year obligations for the Department of Revenue and Taxation;
3. From Guam Visitors Bureau transmitting the March-April 1997 Hong Kong Exit Survey;
4. From the Department of Administration transmitting the interim financial statements of the General Fund other Government Funds, Fiduciary Funds, Proprietary Funds and Account Groups;
5. Governor's message transmitting copies of letters to serve on the Chamorro Registry Advisory Board, pursuant to Public Law No. 23-130;

6. Governor's message regarding members of the Commission on Decolonization and for the implementation and Exercise of Chamorro Self-Determination; and
7. From the Guam Mass Transit Authority transmitting the proposed rules for a change in the fares and ridership policy for public and paratransit services.

  
JOANNE M.S. BROWN

Attachments (7)



**M • T • A**  
**Guam Mass Transit Authority**  
 ( Aturidat Transporttasion Guahan )  
 Government of Guam  
 236 East O'Brien Drive  
 Agana, Guam 96910

Telephone : 475-GMTA ( 4682 )  
 Facsimile : 475-4600

**John M. Palomo**  
 General Manager

**Dominic G. Muna**  
 Assistant General Manager

June 25, 1997

Honorable Senator Joanne M.S. Brown  
 Legislative Secretary  
 24<sup>th</sup> Guam Legislature  
 155 Hesler Street  
 Agana, Guam 96910

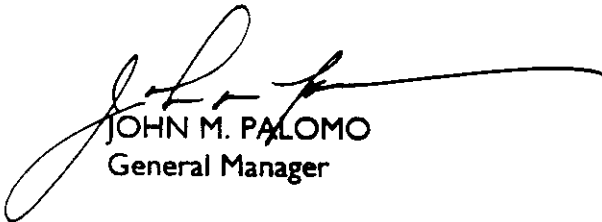
Re: Public and Paratransit Fare Structure and Ridership Policy Amendments

Hafa Adai! Pursuant to 5 GCA Chapter 9, the Guam Mass Transit Authority hereby submits the proposed rules for a change in the fares and ridership policy for public and paratransit services.

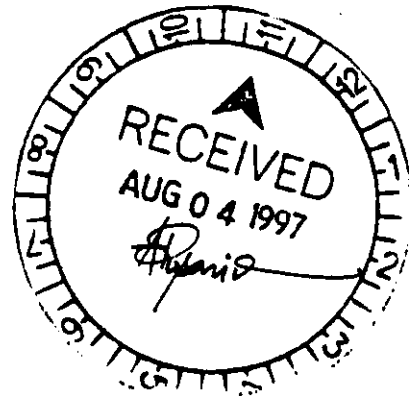
This submission has the following documents attached:


1. The public and paratransit fare rates and ridership policy amendments
2. A copy of the public hearing report submitted to the GMTA Board of Directors
3. Board Resolution adopting public and paratransit fare rates and ridership policy amendments
4. Copy of the notice of public hearing that appeared in the Pacific Daily News.

Dangkolo Na Agradesimiento!

  
 JOHN M. PALOMO  
 General Manager

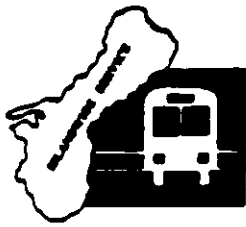
Attachments: As stated



<p>OFFICE OF THE LEGISLATIVE SECRETARY          ACKNOWLEDGMENT RECEIPT          Received By <u></u>          Time <u>11:05am</u>          Date <u>8-4-97</u></p>
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00352

y-41-07



**M • T • A**  
**Guam Mass Transit Authority**  
( Aturidat Transporttasion Guahan )  
Government of Guam  
236 East O'Brien Drive  
Agana, Guam 96910

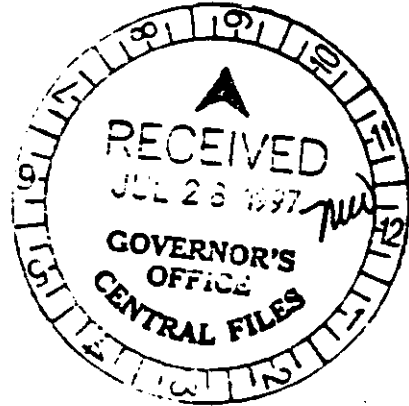
Telephone : 475-GMTA ( 4682 )  
Facsimile : 475-4600

**John M. Palomo**  
General Manager

**Dominic G. Muna**  
Assistant General Manager

June 25, 1997

Honorable Carl T.C. Gutierrez  
Governor of Guam  
Executive Chambers, Adelup  
POB 2950  
Agana, GU 96910



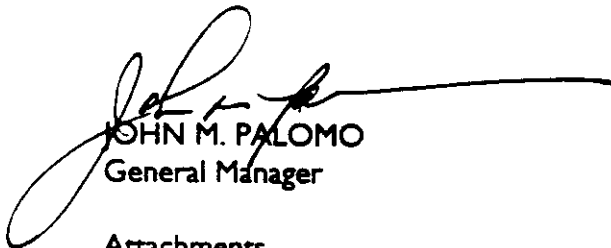
Re: Public and Paratransit Fare Structure and Ridership Policy Amendments

Dear Governor Gutierrez:

Hafa Adai! Submitted for your review and action is the Guam Mass Transit Authority's proposed Public and Paratransit fare structure and ridership policy amendments. This proposal was heard publicly on May 29, 1997, and adopted by GMTA's Board of Directors on June 24, 1997.

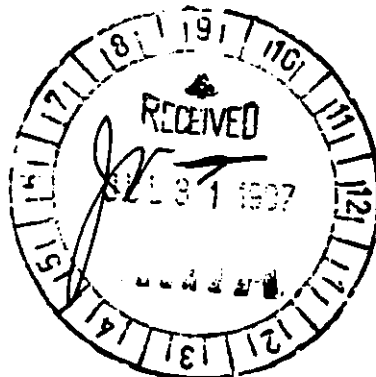
The Public and Paratransit fare structure is in conjunction with the Governor's Vision 2001 plans. If you have any questions, please feel free to contact me personally at 475-4613. We look forward to your favorable response.

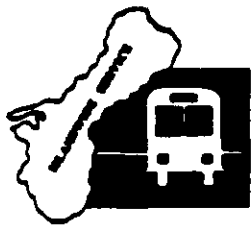
Dangkolo Na Agradesimiento!

  
JOHN M. PALOMO  
General Manager

31 Jul 97  
Joe Palomo  
let's execute -  
GM

Attachments





**G.M.T.A**  
**Guam Mass Transit Authority**  
**( Aturidat Transportasion Guahan )**  
**Government of Guam**  
236 East O'Brien Drive Telephone : 475-GMTA ( 4682 )  
Agana, Guam 96910 Facsimile : 475-4600

**John M. Palomo**  
General Manager

**Dominic G. Mema**  
Assistant General Manager

## Public & Paratransit Fare Rates

1. The regular fare for a single ride/per boarding is \$1.00.
2. Special rates shall apply to persons with disabilities, persons over the age of 55, and students between the ages of 6-18 years. The special fare for a single ride/per boarding is \$.50.
3. Student fares are only applicable during the hours of 5:30 AM to 4:30 PM Monday through Friday. Students utilizing Public or Paratransit service after the hours noted previously shall be assessed a fare of \$1.00 for a single ride/per boarding.
4. Persons below the age of 6 years are authorized free rides.
5. Charter service shall be charged at the rate of \$50.00 per hour per vehicle.


## Fare Rates

Fare Type	Regular	Special
Per Ride/Boarding	\$1.00	\$.50
Below 6 Years of Age	Free	Free
Non-School Hrs. (After 4 PM Mon-Fri) for Students	N/A	\$1.00
Charter Service (Per Hr. Per Vehicle)	\$50.00	N/A

## Public & Paratransit Ridership Policy

1. **Exact Change:** All fares must be purchased with exact change. Failure to present exact change will result in boarding denial. Fare passes may also be purchased at the GMTA offices located at 236 E. O'Brien Dr., Agana, Guam 96910.
2. **Special Fares:** All persons requesting for Special Fare rates must present a GMTA issued Identification Card (ID). ID's may be obtained at the GMTA offices and will require supporting documents (i.e., disability certification, Guam Drivers License, school enrollment certification, etc.). Id's are valid from date of issuance through June 15<sup>th</sup> of the following year. A fee of \$3.00 will be assessed for each ID.

- 3. Carry-On Items: Each passenger shall not exceed two (2) carry-on items of which must be able to be stowed below the passenger's seat and/or on lap. Passengers exceeding two (2) or more carry-on items will be denied boarding. In addition, bicycles are not permitted on GMATA buses/vehicles.
- 4. Animals/Pets: Only animal/pets held in a transportable kennel cage and K-9 Guide Dogs for the blind shall be permitted on board GMATA vehicles. All others will be denied boarding.
- 5. Attire: All passengers shall be clothed properly (shirt, pant, footwear). Any passenger without proper attire will be denied boarding.
- 6. Conduct: All passengers must remain seated at all times. Eating, drinking, and/or smoking are not permitted. Passengers who are disorderly, intoxicated, or otherwise affect the comfort and safety of passengers will be requested to de-board immediately by GMATA drivers.

  
 \_\_\_\_\_  
 JOHN M. PALOMO  
 General Manager

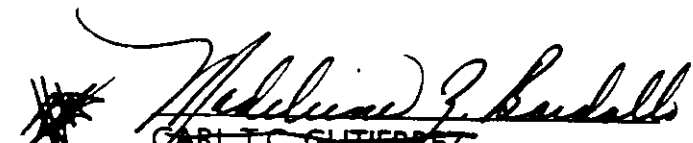
Date: June 25, 1997

APPROVED AS TO FORM:

  
 \_\_\_\_\_  
 CALVIN E. HOLLOWAY, SR.  
 Attorney General of Guam

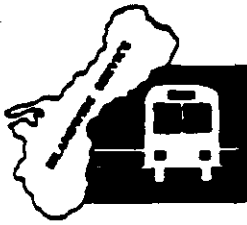
Date: 7/9/97

APPROVED  
 DISAPPROVED

  
 \_\_\_\_\_  
 CARL T.C. GUTIERREZ  
 Governor of Guam Acting

Date: 7/30/97





**M • T • A**  
**Guam Mass Transit Authority**  
**( Aturidat Transportasion Guahan )**  
**Government of Guam**  
236 East O'Brien Drive  
Agana, Guam 96910

Telephone : 475-GMTA ( 4682 )  
Facsimile : 475-4600

**John M. Palomo**  
General Manager

**Dominic G. Muna**  
Assistant General Manager

June 10, 1997

## MEMORANDUM

**TO:** Board of Directors

**FROM:** Planner III

**SUBJECT:** Proposed Fare Structure Amendments - Guam Public & Paratransit Systems

Attached for your review and action are my recommendations relative to the GMTA's proposed Public and Paratransit system Fare Structure amendments. To assess the acceptance and feasibility of this proposed fare structure amendment, GMTA conducted a survey of passengers as well as conducting a public hearing to receive public comment on the subject proposal. The result of the aforementioned are as follows:

### Public Participation Process

#### *Ridership Survey*

1. Response: 15% of the surveys issued were completed and returned.
2. Results: 69% of the respondents favored and/or had no objection to GMTA's proposal of eliminating Special Fare Passes.  
31% were not in favor and/or objected to GMTA's proposal of eliminating Special Fare Passes.

#### *Public Hearing*

1. Date: GMTA conducted a public hearing relative to the subject proposal on May 23, 1997, between the hours of 3PM and 5PM. The hour/time of the public hearing was to accommodate those passengers utilizing Public/Paratransit systems.
2. Attendance: There was only one person from the general public in attendance.
3. Results: The single attendant testified in favor of GMTA's proposal of eliminating Special Fare Passes. This individual is a frequent passenger and utilizes GMTA's "All Day Pass" (.35 cents Special Passenger).
4. Issues:
  - A. Existing Special Fare Pass Program time consuming and complicated.
  - B. Existing passes often go unchecked for validity date by drivers. Only verification given is that of color-code on passes.
  - C. Hopes increase in fare revenue collected will help in maintenance of buses.

The findings of this assessment are positive and have received favorable support from the public and passengers alike. This proposed fare structure amendment is one of several alternatives GMATA has for increasing its revenue base. If you have any questions, please feel free to contact me.



JOSE M. QUINATA, JR.

Attachment

## **Proposed Amendments Fare Structure**

1. The regular fare for a single ride/per boarding is \$1.00.
2. Special rates shall apply to persons with disabilities, persons over the age of 55, and students between the ages of 6-18 years. The special fare for a single ride/per boarding is \$.50.
3. Student fares are only applicable during the hours on 5:30 AM to 4:30 PM Monday - Friday. Students utilizing Public or Paratransit service after the hours noted previously shall be assessed a fare of \$1.00 for a single ride/per boarding.
4. Persons below the age of 6 years are authorized free rides.
5. Charter service shall be charged at the rate of \$50.00 per hour per vehicle.

Fare Type	Regular	Special
Per Ride/Boarding	\$1.00	\$.50
Below 6 Years of Age	Free	Free
Non-School Hours (After 4:30 PM Mon.-Fri. & Sat.) For Students	N/A	\$1.00
Charter Service (Per Hr. Per Vehicle)	\$50.00	N/

## **Ridership Policy**

1. **Exact Change:** All fares must be purchased with exact change. Failure to present exact change will result in boarding denial. Fare passes may also be purchased at the GMTA offices located at 236 E. O'Brien Dr., Agana, GU 96910.
2. **Special Fares:** All persons requesting for Special Fare rates must present a GMTA issued Identification Card (ID). ID's may be obtained at the GMTA offices and will require supporting documents (i.e., disability certification, Guam Drivers License, school certification of enrollment, etc.) ID's are valid through June 15<sup>th</sup> of every year. A fee of \$3.00 will be assessed for each ID.
3. **Carry-on Items:** Each passenger shall not exceed two (2) carry-on items which must be able to be stowed below passenger's seat and/or on lap. Passengers exceed two (2) or more carry-on items will be denied service. In addition, bicycles are not permitted on GMTA buses/vehicles.
4. **Pets:** Only pets held in a transportable kennel cage and K-9 Guide Dogs for the blind shall be permitted on board. All others shall be denied service.
5. **Attire:** All passengers shall be clothed properly. Any passenger without footwear, shirt, pant, will be denied service.

6. **Conduct:** All passengers must remain seated at all times. Eating, drinking, and/or smoking are not permitted on GMTA's transit fleet. Passengers who are disorderly, intoxicated, or otherwise affect the comfort and safety of passenger will be requested to de-board immediately by GMTA's driver.

### Fare Structure Comparison Impact Analysis

System	FY96 Ridership	FY96 Fare Revenue	Fare Avg.	Proposed Fare Revenue	Increase/Decrease
Public Transit	289,155	\$129,723.	.44	\$202,408.	+\$72,756.
Paratransit	33,851	\$ 9,725.	.35	\$ 16,925.	+\$ 7,199.
<b>Total</b>	<b>323,006</b>	<b>\$139,488.</b>	<b>.36</b>	<b>\$219,333.</b>	<b>\$79,956.</b>

1. Public Transit *Proposed* Fare Revenue based on 60% Special Fare rate of \$.50 and 40% @ Regular Fare rate of \$1.00.

## Lost: Spielberg delivers a rousing story, lots of action

□ Continued from Page 36

to a zoo in San Diego. (If you're thinking "King Kong" at this point, you've got the idea.)

Jeff Goldblum's Ian Malcolm, the cynical observer in the first film, returns here as the reluctant hero. Though Malcolm wouldn't normally even consider returning to a world of dinosaurs, he's forced to: He learns his girlfriend, Sarah (Julianne Moore), conveniently a paleontologist, is on the island. He knows she has NO idea what's in store, so he feels forced to rescue her.

As Malcolm and Sarah try to do right by the giant creatures, others arrive with other intentions. Peter leads an expedition of adventurers and trappers, typified by the team's big game hunter, Roland Tempo (Pete Postlethwaite).

The film rather quickly becomes an action-filled three-way adventure, with good humans, bad humans and prehistoric creatures, battling for supremacy on the island.

Along the way, Spielberg contributes the sort of explosive action that first made his reputation — a dinosaur safari of epic scope as computer-generated creatures blend seamlessly with the humans, a cleverly filmed raptor attack through high grass, and a confrontation between humans in research trailers and two very angry T-

rexes that's literally a cliff-hanger.

"The Lost World" also benefits from a better cast than the first outing, led by an appealing Goldblum. He contributes the welcome cynical wit we remember from before, but adds a physicality and daring as an action hero we hadn't yet seen.

Among supporting players, Postlethwaite makes a swash-buckling "great white hunter," Moore is a resourceful scientist, Vince Vaughn (of "Swingers") impresses as a witty nature photographer, and Vanessa Lee Chester is likable and sympathetic as Goldblum's daughter.

Spielberg set himself a considerable challenge for his first film since winning the Oscar for "Schindler's List" in 1994.

He had to deliver on a sequel to a \$916 million box-office champion (and the top-selling live-action video of all time). He had to give us more than the novelty of realistic dinosaurs on the screen. He had to provide a rousing story and lots of entertaining action in the midst of the astonishing visuals we've come to expect.

And, after his important and solemn work on the holocaust, Spielberg had to demonstrate that he could once more make a rip-roaring popcorn movie that shows filmgoers a good time.

He has succeeded.

## Belly mask — a memento of your unborn child

### Gannett News Service

Why wait to bronze the baby shoes? Now you can have a memento of your child even before it leaves the womb.

### Make a belly mask.

Artist Francine Krause creates pregnant belly masks — replicas of the expectant torso.

The masks are made of plaster gauze, which is cut into strips, dipped into water and placed over the belly until it dries into shape. It takes about an hour.

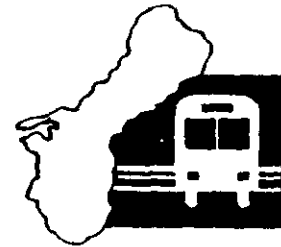
Rates begin at \$125.

"There are a lot of things that aren't comfortable about pregnancy," says Janet Chan, editor in chief of Parenting magazine, "I guess an hour with wet plaster and gauze is the least of it."

And what exactly do people do with their masks? "Some women paint them to celebrate their pregnancy," Krause says. "Usually, parents hang them in the baby's room or in their bedroom. But I've also seen them hung in kitchens."

Vicki Iovine, author of *Girlfriends' Guide to Pregnancy* (Pocket, \$10), understands the masks' appeal. "The only part of their body that pregnant women like is their belly. If someone wanted to make a cast of their backside, it would be grounds for murder."

Can't make it to Krause's studio in tiny Guerneville, Calif.? No matter. She now offers do-it-at-home kits with all the materials to create your own belly mask. Cost: \$65.



**G • M • T • A**

Guam Mass Transit Authority  
(Aturidat Transporttasion Guahan)

Government of Guam

236 East O'Brien Drive

Agana, Guam 96910

Telephone 475 GMTA (4682), Facsimile 475 4600

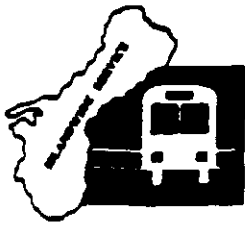
## PUBLIC HEARING NOTICE

The Guam Mass Transit Authority (GMTA) will hold a public hearing at the GMTA Offices located at 236 East O'Brien Drive Agana, Guam, 96910, on Thursday, May 29, 1997. The hearing will begin at 3:00 P.M.

The purpose of this hearing is to receive public comment and input regarding proposed changes to GMTA's Special Fare Pass Program for the Guam Public Transit system.

/s/DOMINIC G. MUNA  
Acting General Manager

**NEW 1997 MAZDA SPECIAL PURCHASE SAVINGS**



**J • M • T • A**  
**Guam Mass Transit Authority**  
**( Aturidat Transporttasion Guahan )**  
**Government of Guam**  
236 East O'Brien Drive  
Agana, Guam 96910

Telephone : 475-GMTA ( 4682 )  
Facsimile : 475-4600

**John M. Palomo**  
General Manager

**Dominic G. Muna**  
Assistant General Manager

## RESOLUTION NO. 97-06

WHEREAS, the Board of Directors of the Guam Mass Transit Authority (GMTA) and its senior management team have determined that amendments to GMTA's Public and Paratransit fare structure and ridership policy is a feasible alternative to increasing GMTA's revenue base;

WHEREAS, a public hearing relative to GMTA's proposed fare structure and ridership policy was conducted on May 29, 1997 in accordance with the procedures prescribed in 5 Guam Code Annotated, Article 3, Subsection 9300;

WHEREAS, a report supporting this proposed amendment was provided to the Board of Directors in its regularly scheduled meeting of June 10, 1997;

NOW, THEREFORE BE IT RESOLVED, that the General Manager direct the preparation of all documents necessary for the approval of such amendments;

DULY AND REGULARLY ADOPTED ON THIS 24<sup>TH</sup> DAY OF JUNE 1997.

Certified by:

GERALD A. TAITANO  
Board President

FRANK ARRIOLA  
Board Vice-President

CORINNA GUTIERREZ  
Board Member

  
NAPOLEON CARINO  
Board Member  
OFELIA PAREJA  
Board Member

SUBMITTED:  
  
EMELINE A. PEREIRA  
Board Secretary



GOVERNMENT OF GUAM  
AGANA, GUAM 96910

July 8, 1997

Memorandum (Informational)

Ref: GMTA 97-0844

To: General Manager, Guam Mass Transit Authority

From: Attorney General 

Subject: Proposed Rules and Regulations

Hafa Adai!

This office is in receipt of your memorandum dated July 8, 1997, in which you requested that we approve the attached proposed rules and regulations regarding Public and Paratransit Fare Structure and Ridership Policy Amendments.

We have examined the proposed rules and find them to be reasonable and in accordance with your statutory grant of authority under 12 GCA §6303. Therefore, we approve them in their present form.

Under the requirements of Article 3 of the Administrative Adjudication Law, 5 G.C.A. §9300 et seq., as amended by P.L. 24-27, these rules (original approved copy) must now be submitted to the Governor.

Please contact us if you have any questions.

This memorandum is informational only and is not issued as an opinion of the Attorney General. For a faster response to any inquiry about this memorandum, please use the reference number shown.

Dangkolo Na Agradesimiento - Thank You Very Much!

OFFICE OF THE ATTORNEY GENERAL

By:   
DIANNE H. CORBETT  
Assistant Attorney General



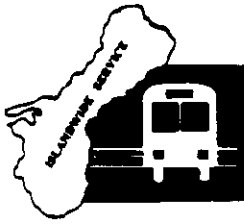
24<sup>th</sup> Guam Legislature  
Senator Carlotta A. Leon Guerrero  
Chairperson  
Committee on Transportation, Telecommunications & Micronesian Affairs

Public Hearing  
Guam Legislature Temporary Building  
Public Hearing Room  
9:00 a.m.

**Guam Mass Transit Authority**  
**Proposed rules for a change in the fares and**  
**ridership policy for public and paratransit services**

1. JOHN PALOMO - GM TA - written
2. Evelyn Duenas - Oral
3. Ras Makahna - Oral
4. Joe Garcia - Oral
5. <sup>TRIP, HO, MARISSA</sup> Maria Manibusan - Oral
6. Sunny Torres - Oral
7. Mar Mar - Oral
8. y... - Oral
9. Patricia Botten - written
10. Lourdes Manibusan - written
11. Peter Blas, Gume'Mami - written
12. \_\_\_\_\_





**G M • T • A**  
**Guam Mass Transit Authority**  
**( Aturidat Transporttasion Guahan )**  
**Government of Guam**  
236 East O'Brien Drive Telephone : **475-GMTA ( 4682 )**  
Agana, Guam 96910 Facsimile : **475-4600**

**John M. Palomo**  
General Manager  
**Dominic G. Muna**  
Assistant General Manager

September 15, 1997

24<sup>th</sup> Guam Legislature  
Honorable Senator Carlotta A. Leon Guerrero  
Chairperson, Transportation, Telecommunication and  
Micronesian Affairs

Union Bank Building  
Suite 312  
194 Hernan Cortez Avenue  
Agana, Guam 96910

Dear Senator Leon Guerrero:

Hafa Adai! My name is John M. Palomo, General Manager of the Guam Mass Transit Authority (GMTA). I appear before you this morning to testify in support of GMTA's proposed fare structure amendment, which calls for the elimination of GMTA's existing Special Fare Pass Program. GMTA's primary objective in the implementation of its proposed fare structure is for the increase in fare revenue generation. This increase will provide much needed fiscal subsidy and support in the increasing cost of GMTA's Public and Paratransit operations and maintenance. An annual increase of 10% to GMTA's Paratransit contractor effective October 1, 1997, as well as the increasing costs associated with the operations and maintenance of GMTA's aged and strained transit fleet are among the most immediate concerns which would be temporarily relieved by an increase in GMTA's fare revenue collection.

Although GMTA has several revenue generating alternatives available, the implementation of its new fare structure is the most immediate and feasible of alternatives. Other options include the implementation of GMTA's Parking Division for the regulation of public parking in Central Agana. This proposed program is in its final planning stages and is slated for implementation in January of 1998. A third option lies in a change of Guam's non-urbanized status to that of an urbanized status, therefore making GMTA eligible for an average of \$4 million dollars in Federal grants. This change in non-urbanized status is anticipated to be completed in April of 1998.

In summary, although GMTA's fare revenue collections only amount to 3% of our operational and maintenance costs and is minimal as compared to other revenue generating alternative available to GMTA, it is by far the most immediate and available option open to GMTA. Thus, given GMTA's fiscal condition and outlook for increase in funding via its dedicated revenue source (Guam's Liquid Fuel Tax), this 3% generated from GMTA's fare collections is the difference between a continuation of existing service or the fall to a decrease in transit services.

Dangkolo Na Agradesimiento!



JOHN M. PALOMO  
General Manager

TESTIMONY OF PATRICIA BOTTEN

September 16, 1997

Taken by telephone

To the Committee on Transportation, Telecommunications & Micronesian Affairs regarding the proposed rate change for GMTA ridership:

My name is Patricia Botten. I am an activist for the disabled and the senior citizens. As a retiree from the Government of Guam, I am, as the years go by, more and more strapped for cash. As the years go by, prices tend to rise without my retirement rising, so I am very concerned.

The cost of riding a van, if it rises as quickly and as disastrously as electricity, will be a marked burden on the people who carry the most burden on Guam. Please help us to control the rising prices of transportation better than we did under Parkinson in electricity.

Patricia Botten

P.O. Box 6959

Tamuning, Guam 96931

TESTIMONY OF LOURDES MANIBUSAN

SEPTEMBER 17, 1997

TO: COMMITTEE OF TRANSPORTATION

The question was asked, . . . Should GMTA raise the rates of the Bus Transit? . . . I say, "NO!"

Why? Because the Mass Transit should be already giving better service for the Consumer's Money after running the Bus System for more than 10 years.

Today, it is really very poor service. The only ones that are probably serviced well are the Bus Employees. I have not heard any Complaints from the Bus Drivers about pay, but I've heard alot of problems about service from Consumers. Why take out more money from Consumers who are Poor or Disabled. People like this cannot afford Luxury.

Before in 1987, Bus Rides were cheaper and better! It only took half of an hour to wait for a bus and sometimes it was an air-conditioned bus. Before, we had cheaper and more comfortable rides.

Today, it is 1997, . . . Things got worse! Barely any air-conditioned buses and complaints about broken buses. Whoever, was responsible for the Funds For 10 Years probably went to dinner with it. Maybe Dismantling the Bus System would SAVE OR SPARE Poor and Disabled People the troubles of the bus.

There was a man with a van who stood at the Bus Stop for those suffering in the sun or rain, offering a Better Ride to any GMTA Customers waiting at the Agana Shopping Center Bus Stop. People who could afford it took the ride. People believe that sometimes appointments are too important to miss. Only the Poor and Disabled were left to suffer the Long wait in the sun or rain.

It was getting bad from the Beginning of 1987. Bus Driver were mingling with Customers instead of just Socializing. Through all the years, I had a girlfriend who said, These Bus Drivers don't have time to check if their bus was clean, but they have time to take a Customer on a long ride then have sex with them at their homes. My Girlfriend also said she slept with 3 Bus Drivers through the years. She was happy because where can she go wrong--A Free Bus Ride for Some Free Sex! Her name and her lover's name is Confidential.

Continuation...

And what about the Disabled guy who keeps the Busdrivers company all day long? Can't he be told to get down when its crowded, to give others a chance to make it to their work or appointments?? Bus Drivers are just too lenient to who pleases them.

What about the disabled Lady who had her menstrual cycle on the chair?...Why did the Bus Driver from Naval Station Area say He was going to try and get her Banned from riding the Bus again? Why didn't the Bus Driver make time to clean up the bus so that someone can sit?? Why did the Bus Driver allow the other Customers to clean up the Disabled Lady's menstrual cycle on the chair with Cutex Polish Remover??? A Lazy Bus Driver with a Hard Working Customer who had Cutex Polish Remover to clean blood off of a chair. See what Loyal Customers will do for a \$1.00 to \$3.00 Ride! GMTA should pay me some of their FUNDS to ride a Lousy, Unsanitary bus with terrible Service. Maybe, I, too, will clean blood off a bus chair. Maybe you can ask them to give me \$5.00 I've been a very Loyal Customer Since 1987 so the least I should get is AN APOLOGY for many Irritating Years...

...And also AN APOLOGY for waiting 2 hours for a bus to take me to work and 2 hours to 3 hours after work to go home. One instance, I called at 7 a.m. to go to a 9:30 am appointment... what was I told..."you will have to wait until 9:30 a.m. to be picked up because the Bus is loaded." It seems like not even calling 2½ hours before time helps and this happened this year 1997!

I now ask Senators for A cheaper and Air-conditioned Bus Ride with less waiting soon! Can it be once more, Comfortable and Cool like it once was before rates went up.??...

I'm pretty sure GMTA will not apologize to me because they're too busy enjoying their paychecks at Consumer's expense!

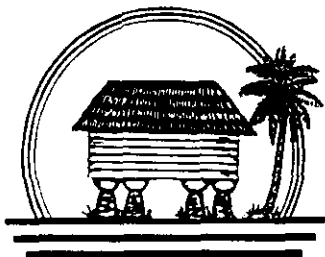
Thank You for hearing me out...



MS. LOURDES MANIBUSAN

P.S. In 1987, I was going to work so the Bus Driver sped to make me not late. Next time around, when I sat in Front, He started to reach back and rub my lap then said he loves me. The following day he came over to my work in his black truck and sent his nephew to give me Kentucky Fried Chicken for my Lunch. Since he rubbed my lap, I disregarded him because it must have been something... SEXUAL.

I only ride now if I have 2 hours before a ride and after to KILL...



# Guma' Mami, Inc.

A NON-PROFIT CORPORATION

Post Office Box 2148 • Agana, Guam 96910  
Office: 477-1757 / 1505 • Facsimile: 477-4984

September 22, 1997

**Honorable Carlotta Leon Guerrero  
Committee on Transportation,  
Telecommunications and Micronesian Affairs  
Twenty-Fourth Guam Legislature  
Union Bank Building Suite 312  
194 Hernan Cortez Avenue  
Agana, Guam 96910**

**Subject: GMTA Proposed Fare Structure**

Dear Senator Leon Guerrero:

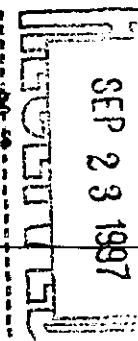
*Hafa Adai* from the staff and customers of Guma' Mami! This letter is testimony expressing concerns of the Guam Mass Transit Authority's proposed fare structure presented to your committee during their oversight hearing on, September 16, 1997.

Although we recognize the need to generate funds to augment the lack of revenues for transportation services for persons with disabilities, we are not in agreement with the fare structure for the following reasons:

- **General Assistance, the primary source of income for most of our clients, does not consider transportation in the formulation of the monthly benefit (Monthly GA is \$151 while the average monthly cost for transportation is \$20 @ \$.50 per ride). Some individuals will spend more because of the associated transfer fees.**
- **Consideration must be given to some persons with disabilities whose income (many solely from GA) is budgeted for monthly essentials and often do not have cash readily on-hand.**

In concept we support the idea of fares for transportation, as even persons with disabilities must learn aspects of the competitive nature of society if they are to be included, integrated, and independent. However, there must be a system of supports to hurdle perceived barriers.

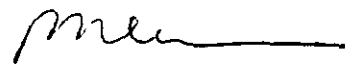
Transportation is one of the highest priorities for an individual with a disability in becoming successful in their jobs, day programs, and other daily activities. We concur with testimonies



presented to you centering on problems such as the lack of air conditioning, secured strap-down rules for wheelchair users, functioning lifts, and unreliability and inefficiency of rider schedules. We are hard-pressed to give you any immediate answers to the funding woes, which is posed via the fare structures.

Please consider the concerns of the ridership and their advocates. The consumers are once again appealing to your committee for better services and for filling the gaps where no alternatives currently exist. *Si Yu'os ma'ase'*.

Sincerely,



**Peter A. Blas**  
**Executive Director**