



Community Impact and Performance Report 2018



Serving San Diego



Georgette Gómez
MTS Board Chair

I'm excited about the future of transit in San Diego and what it can do for our neighborhoods.

Transit plays a significant role in the lives of hundreds of thousands of people in the San Diego region every day. While this report touts many of MTS' recent accomplishments, it's also designed to get people to think about the future of transit, such as asking the simple question: what if more people chose to take transit?

Many positives would come from this one simple choice. We could provide better and more frequent transit service. We could further reduce greenhouse gas emissions. We could reduce traffic congestion on freeways. We could connect more communities. We could help more people get to jobs, schools and health appointments. We could further explore options to reduce fares to students and youth. We could help ease the housing crisis plaguing San Diego. The list goes on.

Tackling the housing crisis is one of my top priorities in the coming years. MTS and transit-oriented developments will play a key role. Connecting new housing to transit will relieve traffic congestion, reduce carbon emissions and create opportunities rather than barriers to thriving communities.

Across the United States, where transit goes, communities grow. Growing up in Barrio Logan, I've been using transit my entire life. It's a big part of who I am and I'm extremely proud to be the Chair of the MTS Board. I am dedicated to lead MTS and make it a stronger transit system that serves riders in a faster, more efficient and more connected manner.

Choosing transit means choosing a better San Diego. I choose transit, and I hope you will too.



Paul Jablonski
MTS Chief Executive Officer

Since our last report two years ago, MTS has made it easier than ever for San Diego residents and visitors to choose transit as part of their travel activities. We've introduced vehicles with new zero-emission technology, added more service, launched new fare technology products, re-energized our commitment to safety and much more.

There's a buzz around transit in San Diego that hasn't existed before. Our system is growing and thriving. We've launched an electric bus pilot program to reduce emissions even further. Construction on the Mid-Coast Trolley extension to UTC is well underway. Our multi-million dollar next-generation fare collection system is on track for 2021. South Bay *Rapid* – a 26-mile express bus service from the Otay Mesa Port of Entry to downtown San Diego – will launch later this year. We've seen early positive results from our Transit Optimization Plan, which restructured more than 60 bus routes to better meet market demands. Last fall, state legislation gave MTS the ability to ask voters at the ballot box to fund more transit service, which would take our system to an entirely different level.

Another exciting development over the past two years is the San Diego community's adoption of more transportation options. From rideshares like Uber and Lyft to dockless bikes and scooters, people now have many more transportation choices. MTS embraces these alternatives as they provide new first- and last-mile options for our riders. And transit is recognized by agencies and institutions as absolutely vital to achieve air quality and growth goals.

The capacity and infrastructure we've built and kept at a high level of good repair has a positive impact on families, schools, churches, healthcare and more. The goal of this publication is to highlight the many benefits of public transportation. Our region has a great opportunity to build on this legacy of success in the years to come.

CHOOSE TRANSIT!

RIDING INTO THE FUTURE

MTS Asks "What if?"

Transportation's tipping point has arrived

New options – bike and scooter sharing, mobile hailing services, autonomous cars, micro-transit and who knows what's next – are changing the landscape for travel at lightning speed.

But no matter how far things tip, public transportation will remain at the center of many journeys. So, we're asking how we can change the landscape of public transportation in our region.

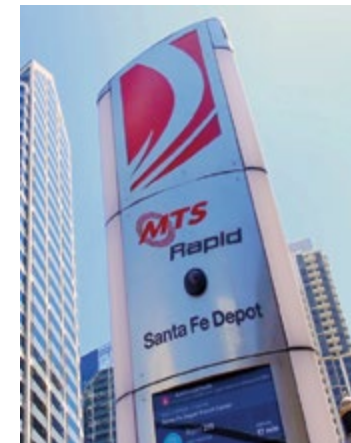
MORE CHOICES

- What if it were easier to buy a fare?
- What if all fares for multiple modes could be bought at the same time?
- What if people fought for higher densities along transit corridors instead of against it?
- What if more organizations followed UC San Diego's lead to encourage transit?

These are some of the questions that we face as we ride into the future. Possibilities are what this **Community Impact and Performance Report** provides.



Ticketing:
Compass Cloud mobile ticketing



Building:
High-tech bus stops in downtown San Diego



Adding:
More service for the Rapid bus network



Opening:
UTC Transit Center



Breaking Ground:
Mid-Coast Trolley Extension



Digitizing:
Next-Arrival Technology



Connecting:
Villa Encantada Transit Oriented Development

BETTER SERVICE

MTS Rider: Nora



Nora, 26, is a homemaker and proud mom from Sherman Heights. She has been a life-long transit user in San Diego and regularly takes MTS bus routes and the UC San Diego Blue Line Trolley twice per week to San Ysidro for shopping trips.

"I choose transit because I enjoy the free time I get when I'm on the Trolley," said Nora. "I think once people try transit, they'll realize their time is better spent on the Trolley than looking for parking."

What if...

2,000 more commuters chose to ride the bus or Trolley two days per week?

This mode shift would reduce the region's carbon footprint by millions of pounds. Not only that, it would reduce traffic by 416,000 car trips annually!

For example, people that commute 20 miles in private autos each way produce **10,000 pounds** of CO² emissions per year.

Choosing transit just two days a week would cut each person's emissions by **1,900 pounds**.

Those 2,000 commuters who chose transit two days per week, would reduce harmful emissions by **3.8 million pounds** each year.

(Source: U.S. Department of Transportation)



CUTTING EMISSIONS

In the past two years, MTS has made great strides to cut emissions even further.

103	7 million	100%	89%	13.5	6	11	500	128
Since 2016, MTS has deployed 103 eco-friendly propane-powered buses into San Diego communities that will reduce emissions by nearly 3 million pounds per year!	Pounds of carbon dioxide that will be eliminated from MTS's total carbon footprint due to 103 propane buses that began operations in December 2016.	Percentage of natural gas MTS purchases that is renewable biogas. It's greener than both diesel and compressed natural gas (CNG) from non bio-gas sources.	MTS is committed to clean engines. Today, 89% of its fixed-route buses run on bio-gas CNG.	MTS carbon intensity score when CNG, biogas and near-zero NOx engines are factored together (By itself, CNG has a carbon intensity score of 68).	Electric buses MTS is purchasing for a zero-emission electric bus pilot program that will launch in mid-2019.	Additional electric buses MTS can purchase through a TIRCP Cap and Trade grant for the electric bus pilot program.	Number of solar-powered bus shelters installed in the past two years.	Number of zero-emissions Trolleys in the MTS fleet that run on 100% electricity.



MTS Rider: Robert



Robert, 62, from Escondido, works in cyber security and has recently chosen transit for his work commute. He takes *Rapid 280* from Escondido four times a week, and regularly catches the Sycuan Green Line when visiting Old Town.

"I have a long commute, but taking *Rapid 280* helps me avoid some of it and gives me time to do other things while on my way to work. MTS provides a good service and other people should try it."

MTS Rider: Jerry



Jerry, 54, is a Marine Corps veteran and ship fitter from Valencia Park. He has been a transit user for the past 16 years and uses transit five days a week to get to work at the shipyard.

Jerry spends his commute time on the Orange and UC San Diego Blue Line Trolleys reading and talking to friends. When he is not commuting to work, Jerry uses transit to visit downtown and on shopping trips with his wife.

"I like transit because it saves me money and it gets me wherever I need to go. Others should try it."

INNOVATION

What if...

Innovation made it easier to choose transit?

By 2021, the way MTS collects fares will change forever.

Goal:

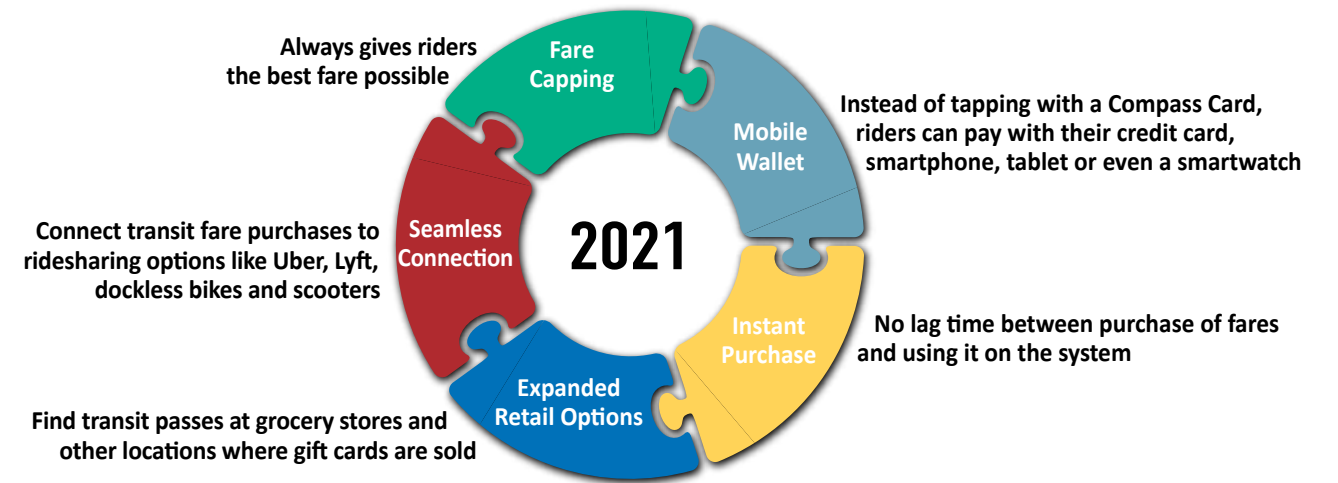
Purchase a next-generation fare collection system that provides an open-payment solution similar to Apple, Google, PayPal, Amazon and others.

Challenge:

When implemented, the Compass Card fare collection system was at the cutting edge. Now, a decade since its launch, Compass hardware and software is at the end of its useful life. Fortunately, technological advancements enable new and easy methods to pay fares.

Solution:

Conduct a thorough analysis of available technology and fare system providers, and select a contractor in 2018 to deliver a system with the following benefits:



Compass Cloud

The all-day, every day mobile ticketing solution was launched in March 2017, and riders have embraced the technology.

- 100K+** Compass Cloud users
- \$3 million** in sales
- 305K+** fare products sold



OneBusAway App

Launched in January 2016, this app allows MTS passengers to get real-time arrival and departure information.

- 27K** MTS riders who have downloaded OneBusAway
- 60%** increase in monthly users from January 2017 to January 2018



Bustling Broadway

Installed in October 2016, riders of Rapid in downtown San Diego are now enjoying the sleek street-side bus shelters with innovative tools that provide a better riding experience.

- 10** new Rapid stations along Broadway and neighboring corridors
- 20** digital displays with real-time arrivals
- 6K** daily Rapid boardings on Broadway

What if...

You had more transit choices in the future?

MTS is gearing up for a number of projects that will improve transit choices in many communities.

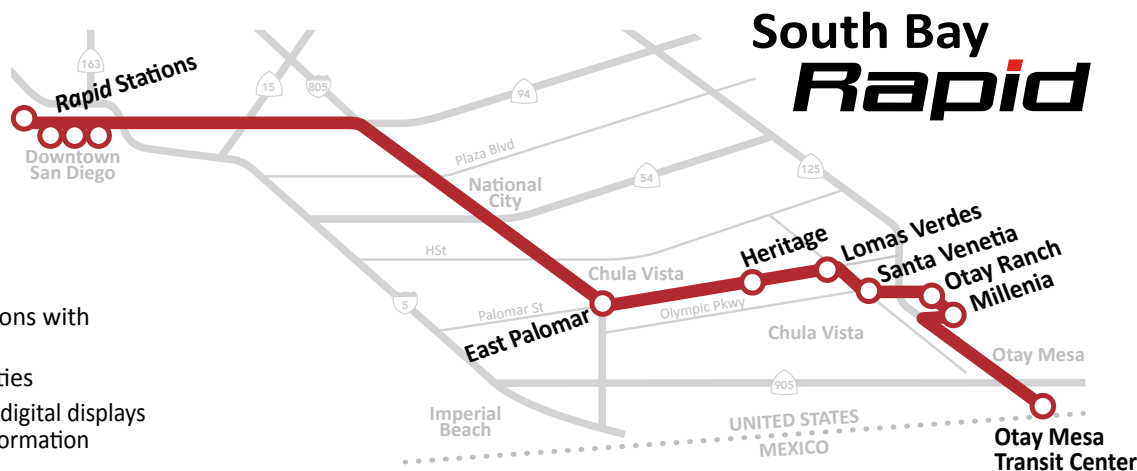
MORE TRANSIT CHOICES

South Bay Rapid (opening: September 2018)

South Bay Rapid will include 12 stations along a 26-mile route from the Otay Mesa border to downtown San Diego via eastern Chula Vista.

Amenities include:

- New clean-fuel vehicles
- Enhanced shelters and stations with better lighting and seating
- Modern park and ride facilities
- Technology upgrades such as digital displays with real-time next-arrival information



Mid-Coast Trolley Extension (anticipated opening: late 2021)

In September 2016, the Federal Transit Administration committed \$1 billion in a full-funding grant agreement, which triggered the start of construction for the Mid-Coast Trolley Extension. SANDAG now has construction happening on nearly every segment on the 11-mile extension from the Old Town Transit Center to UTC.

Benefits of Mid-Coast:

- Seamless access and support for 325,000 jobs
- Economic corridor between Golden Triangle and Downtown
- One-seat ride from the U.S. – Mexico border to UTC
- Ridership boost of 20,000 passengers daily



More Choices Need More Funding

Even with new projects underway, much more can be done to change travel behavior. Recent state legislation signed by the Governor of California could do just that.

A New Opportunity: Assembly Bill 805 was approved by the State Legislature in 2017, giving MTS the ability to ask voters for more transit funds at the ballot box. This would be a game-changer for San Diego's transportation choices. A ½-cent sales tax in cities in MTS' jurisdiction could raise as much as \$200 million annually to improve transit choices, increase Trolley and bus service, reduce traffic congestion and improve air quality.

Big Benefit: In Los Angeles, a two-cent sales tax is devoted to transportation. In San Diego, MTS gets only 1/8 of one-cent. An additional ½-cent sales tax would enable MTS to provide a much more robust system for the region.



LA Metro
(current two-cent sales tax)



MTS (current 1/8 of one-cent) (additional 1/2-cent sales tax)

2020 MTS Ballot Measure Potential Projects

Seeing Purple
A new Purple Line Trolley along the I-805 corridor from San Ysidro to the new the Mission Valley redevelopment site where SDCCU Stadium currently sits

Electrifying the System
MTS could purchase more zero-emission buses, meaning fewer carbon emissions, cleaner air and quieter rides

More Late-Night Service
Funding could be used to extend service hours past midnight



Speeding Up Service
All-day 7.5 minute service on the UC San Diego Blue Line Trolley

Adding Choices
MTS Riders have gravitated to the high frequency, limited stop bus service called Rapid. MTS could expand Rapid service to more than a dozen other locations

More Mobility
Better connect bike and pedestrian access to transit hubs

Security
More officers makes transit safer for everyone



Joe Rinaldi
Managing Partner,
The Music Box

Mr. Rinaldi is the managing partner at the Music Box – a premier concert venue and event space in downtown San Diego. While his primary passion is music, Mr. Rinaldi is also an avid transit rider. He rides Route 30 to his work in Little Italy from La Jolla. He also thinks it's a great way to get around town after hours and attending concerts at the Music Box.

"I'm a big believer in transit. It's a great choice, particularly for our venue, which is just a short walk from the County Center/ Little Italy Trolley Station and many bus routes. Our partnership with MTS is aimed at increasing ridership, not only for people coming to the Music Box, but also for our entire community."



Betsy Brennan
President & CEO,
Downtown San Diego Partnership

Betsy Brennan leads the Downtown San Diego Partnership, a membership organization that supports development, stimulates business and economic growth, and advocates for improvements that enhance Downtown's quality of life. She believes transit is an integral part of our growing, vibrant urban community of 37,000 residents, 104,000 employees, 4,000 businesses, and countless visitors.

"Diverse mobility options are key to a city's economic and cultural success, and a major reason so many businesses, restaurants, and residents choose to call Downtown San Diego home. The MTS EcoPass program, which provides many of our members with a significant discount on transit passes, helps reduce road congestion, frees up parking, and saves money. We encourage our community members to try different transit options and discover which option is best suited for them."

MTS Rider: Rosario



Rosario, 66, is a cashier at a produce market in Barrio Logan and a life-long MTS rider. She is proud to have been riding the Trolley since it began operating in 1981, and has visited all of San Diego using transit.

"I like going to Old Town, taking the bus to Pacific Beach, downtown and all over. I have been on these Trolleys for more than 30 years. Public transit is like a second home to me."

She has access to a car but chooses to take transit even on those trips outside of town. When asked what she would tell others to convince them to try transit, she adds:

"Get rid of the stress of driving. Try transit and enjoy your time."



What if...

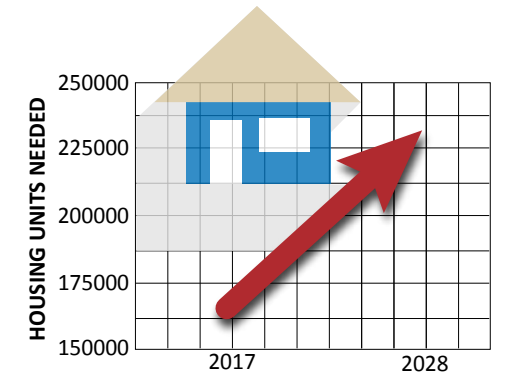
Developers seized MTS development opportunities?

It's no secret that a housing crisis exists in San Diego. According to the San Diego Housing Commission, the City of San Diego could fall behind its 2010-2020 Regional Housing Need Allocation (RHNA) goals by up to 50,000 units if the current trend continues.

MTS can be a part of the housing solution with transit-oriented developments.

Transit-oriented developments relieve traffic congestion, reduce carbon emissions and connect communities.

14 Pieces of property owned by MTS totaling 65 acres that are available for TOD development



In just the City of San Diego alone, the housing need is estimated to be 150,000 – 220,000 units by 2028.

MTS Transit Oriented Developments

2003 – Morena/Linda Vista Trolley Station

127 apartment units
Partners: MTS, City of San Diego, Morena Vista LLC

2005 – Creekside Villas Apartments (47th Street Trolley Station)

144 apartment units (43 affordable)
Partners: San Diego Housing Commission, Creekside Holdings, Ltd., Casa Familiar, WTC Funding Group

2010 – Grossmont Transit Center

527 apartment units (80 affordable)
Partners: MTS, City of La Mesa, Fairfield Residential LLC



February 2017 – Villa Encantada Groundbreaking

Affordable Housing: Adjacent to the 62nd Street/Encanto Trolley Station is the Villa Encantada transit-oriented development. Scheduled to open in the summer of 2018, the Villa Encantada Apartments will include 67 two- and three-bedroom units affordable to families earning between 30 and 60 percent of the local median income. The apartments will be about 20 minutes from downtown via the Orange Line.

The \$30 million development replaces a parking lot, and Trolley riders will have access to a new parking structure. There will also be 1,000 square feet of retail space.

MTS First-Tier Properties Available for Transit Oriented Development

El Cajon Transit Center

In the heart of El Cajon, with access to two Trolley lines. MTS and the City of El Cajon already reached an agreement to explore redevelopment.

Acres: 7.2
Estimated Units: 400



Grantville Trolley Station

One stop away from San Diego State University in one direction, and two stops from the City of San Diego's SDCCU Stadium property in the other direction.

Acres: 9.37
Estimated Units: 1,000



E Street Transit Center

In Chula Vista, adjacent to the San Diego National Wildlife Refuge which has 44,000 acres of protected open space.

Acres: 4.15
Estimated Units: 170-390



H Street Transit Center

In Chula Vista, within a half-mile of the Chula Vista Center – one of the most highly recognized regional shopping centers in San Diego County.

Acres: 3.13
Estimated Units: 125-280



DEVELOPMENT OPPORTUNITIES...

What if...

Your commute is faster and more reliable?

MTS is making the transit choice easier through its Transit Optimization Plan –

A year-long comprehensive audit of the MTS bus system included a massive outreach campaign. Riders and non-riders said overwhelmingly that they want faster and more frequent trips. MTS is delivering with a \$2 million increase in bus service, adding substantially to its network of high-frequency services (15 minutes or better) and shortening travel times on many routes.

6,000
Public input
surveys
collected



50
Public
outreach
events



60+
Bus route
changes

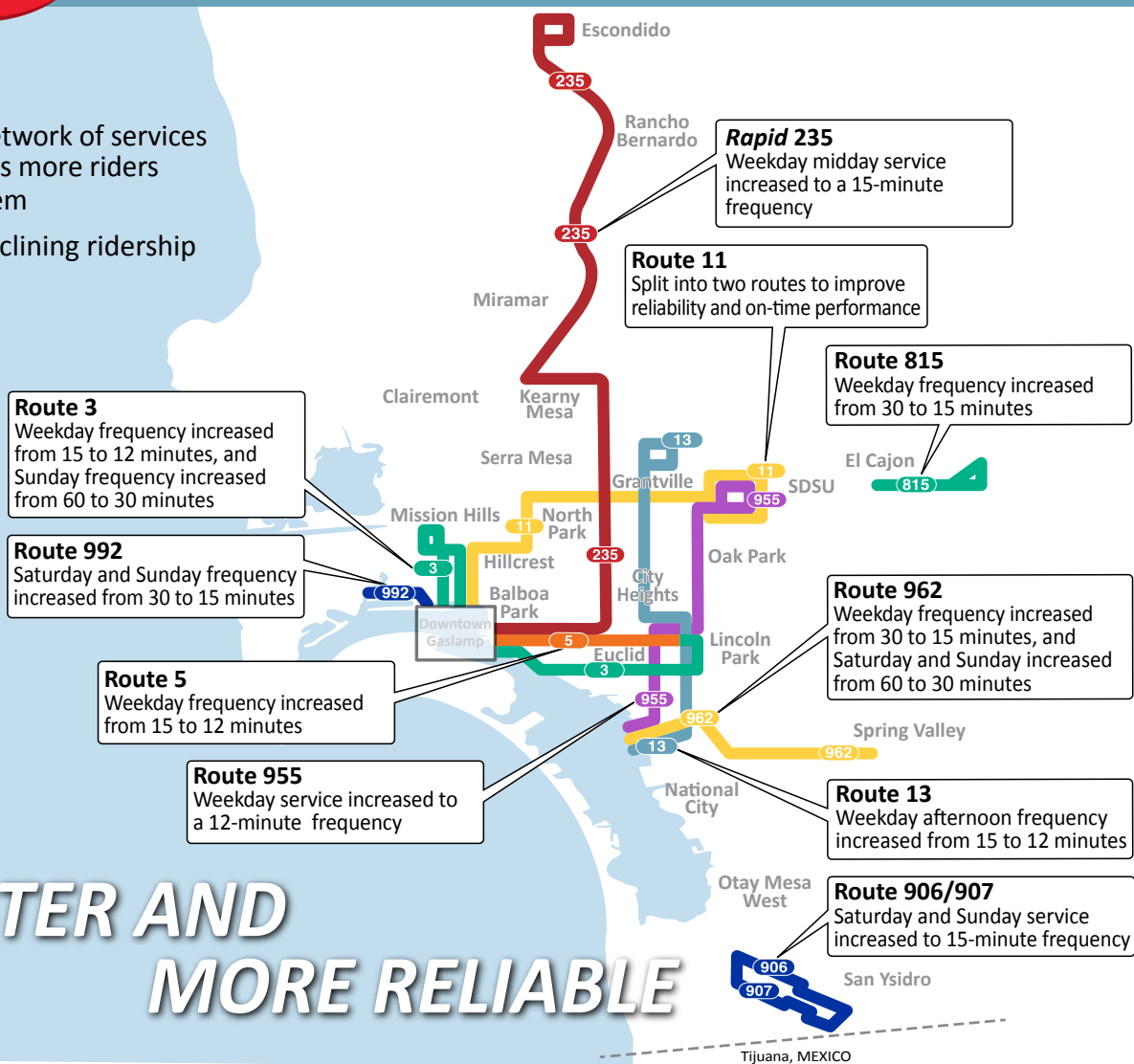


Transit Optimization Plan

Key changes to some of the busiest routes in the MTS bus system

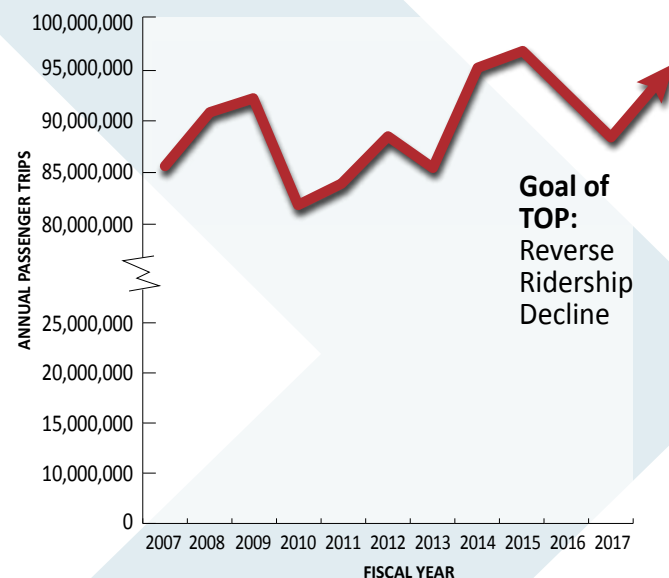
TOP Goals:

- Create a network of services that attracts more riders to the system
- Reverse declining ridership



FASTER AND MORE RELIABLE

Ridership and Fare Revenue



MTS Rider: Marzaacita

Marzaacita, 52, is a San Diego resident from Southeast San Diego. She's been a regular transit rider for the last five years, riding 3-5 times a week. Marzaacita enjoys the free time she has while riding transit to relax and think.

"Everyone should choose MTS transit. It's wonderful."



Alejandra Mier y Teran
Executive Director,
Otay Mesa Chamber of Commerce

Ms. Mier y Teran is one of the top business leaders for San Diego's growing binational region. Over the past two decades, she's been a key advocate for the economic prosperity we've seen between San Diego and the Baja California regions. She believes that a thriving transit system has helped foster this growth.

"More than 3 million pedestrians per year cross between San Diego and Mexico at the Otay Mesa Port of Entry. Many of these people need to get to jobs in the San Diego region. The service MTS provides impacts thousands of people in Otay Mesa every day and continues to grow. Transit is one of the most important ways to ensure people get to their destinations and keep the economy flowing."



Gary C. Matthews
Vice Chancellor for Resource Management and Planning, UC San Diego

Vice Chancellor Matthews has the important task of ensuring the daily population of 65,000 students, faculty and staff, and visitors have the infrastructure and services needed to succeed. With the Triton U-Pass, and faculty/staff participation in the MTS EcoPass, the campus has embraced MTS services that connect students all over San Diego.

“UC San Diego and MTS continue to build on one of the longest standing transit partnerships in California. By encouraging transit use to campus and other alternative modes, less than half of the population arrives on campus in a single occupant car. This commitment to transit allows UC San Diego to concentrate on adding infrastructure critical to its educational mission while also increasing enrollment and opportunity for California residents.”



Cassie Weinberg
Sustainability/Green Love Commission Chair, San Diego State University Associated Students

Cassie is an emerging leader with San Diego State University’s Associated Students. She just began her first term as chair for the Associated Students’ Sustainability/Green Love Commission which directs student involvement in programs, services and initiatives designed to promote sustainability. Cassie chooses transit often and encourages other students to make the same choice.

“I’ve taken the Sycuan Green Line Trolley many times this year, whether I’m going to Fashion Valley or SDCCU Stadium for a football game. As the next Green Love Commissioner, I’m especially passionate about students using public transit rather than driving because of the carbon emissions they can save, as well as alleviating traffic congestion. Students should use public transit because it’s an easy way of exploring San Diego without having to rely on Google Maps on the confusing freeways!”

Did you know?

In San Diego, an individual in a two-person household can save enough money taking public transportation, living with one less car, to pay for a year’s tuition (including books and supplies) at San Diego State University.



What if...

More colleges opted for universal transit passes?

Colleges and students have many transportation challenges including:

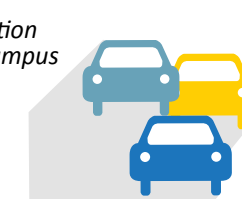
Built-out environments with no room to grow



Scarce parking



Traffic congestion near campus



Meeting greenhouse gas emission goals



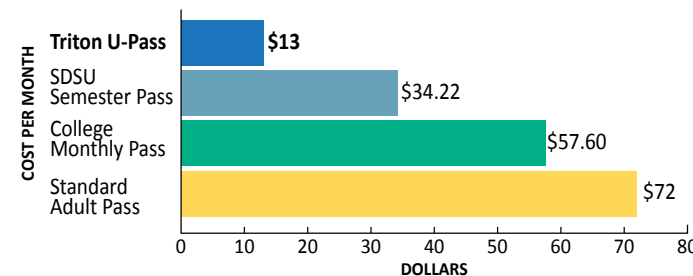
Case Study: UC San Diego

Challenge: Limited land, scarce parking and record-setting admissions provide a scenario for increased transit use at UC San Diego. The University has a long-standing program to encourage alternative transit modes among its 35,000 undergraduate and graduate students, as well as another 30,000 faculty, administrative employees and support staff.

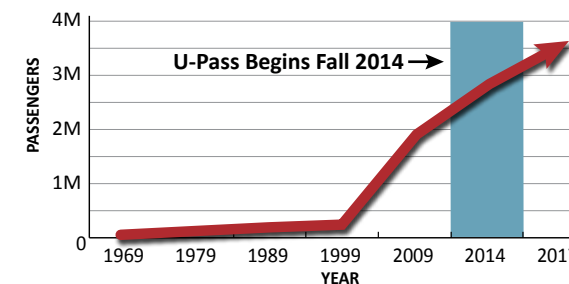
Solution: To encourage even greater use of transit, MTS worked with UC San Diego staff and student government to create the Triton U-Pass. In 2014, a student-led referendum that provides transit passes for all students as part of tuition packages was approved. *In April 2018, UC San Diego students approved a six-year extension for the Triton U-Pass with 72% of the vote!*



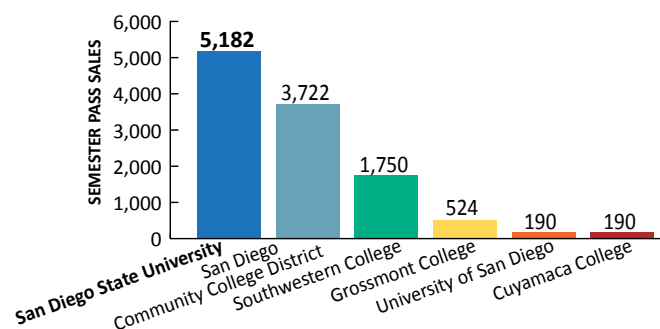
Due to buy-in from all students, MTS is able to keep the Triton U-Pass fare significantly lower than its typical fare structure. With U-Pass, UC San Diego students enjoy unlimited transit for less than 20% of the standard monthly pass cost.



UC San Diego ridership has increased significantly since the U-Pass fee was approved by students.



Colleges across San Diego are grappling with many of the same issues as UC San Diego. MTS is helping students by providing significant discounts to schools and incentivizing the transit choice.



In FY 2017, MTS provided 11,500 college semester passes to students, equaling a savings of \$428,000 over the regular adult monthly pass cost.

That’s not all...the monthly savings of taking transit over driving a car is \$896 per month!

With ever-rising costs of going to college, students can save a substantial amount of money by taking transit rather than driving a car, avoid parking hassles and reduce emissions in the environment.

The choice is clear for San Diego college students –

CHOOSE TRANSIT.



Jerry Sanders
President & CEO, San Diego Regional Chamber of Commerce

As a regional business leader, Mr. Sanders understands the importance that MTS plays with the region's binational trade and investment opportunities. One of the core projects Jerry has been a strong supporter of is the agency's Desert Line railroad.

"The Desert Line will take thousands of trucks off our roads, further reduce air pollution and lessen the \$7.2 billion the economy loses annually due to long delays at the U.S. – Mexico ports of entry in San Diego. Now is the perfect opportunity. Federal, state and local governments are investing hundreds of millions of dollars on infrastructure projects at the border. The Desert Line will help this cause, promote commerce and create jobs on both sides of the border."



REDUCED BORDER CONGESTION

What if...

MTS was a leader for reducing border congestion?

Long Wait Times. Congestion. Air Pollution. Lost Economic Activity. These are some of the challenges associated with the U.S. – Mexico ports of entry at San Ysidro and Otay Mesa. However, with the help of MTS, there are solutions.

The Desert Line	Otay Mesa Transit Center	San Ysidro Port Expansion	Cross Border Ridership
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The Desert Line Binational Freight Railroad Project has been owned by MTS since 1979. The 70-mile railway in southeastern San Diego that connects Mexico to the U.S. can help mitigate the \$7.2 billion in missed international trade due to long delays faced by freight trucks at the border. Repairs to the railroad are underway, and MTS is working with a freight operator in Mexico and with U.S. Customs and Border Protection to build a new inspection facility dedicated to the Desert Line.



Estimated to open in 2019, this new facility will act as the hub for all routes serving the Otay Mesa border area and serve as the south terminal for the new South Bay Rapid. The \$9 million transit center will feature all the modern amenities and serve the growing population in the South Bay. The Otay Mesa Transit Center will give passengers more flexibility and greater traveling options.

The San Diego Association of Governments (SANDAG) projects an 87% increase in vehicle traffic in San Ysidro by 2030. To accommodate the growth, MTS has been working closely with the General Services Administration, SANDAG, the Mexican government, and other stakeholders on the \$741 million expansion of the San Ysidro Port of Entry.

The port expansion includes significant upgrades to pedestrian access to the UC San Diego Blue Line at San Ysidro, where 11,000 people board the Trolley each day.

Virginia Avenue Transit Center

The Virginia Avenue Transit Center opened in July 2016 as a multi-modal center directly connecting pedestrian border crossers using PedWest to existing MTS bus service. MTS serves 2,200 passengers per day on Routes 906/907 at this center.

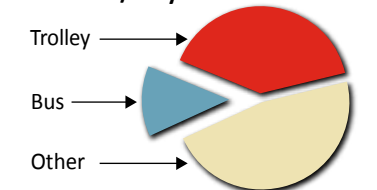
Trolley: With a terminal in the world's busiest land border crossing in San Ysidro, the UC San Diego Blue Line is a driving force behind the region's economic engine:

- 11,000 daily riders use the Trolley at the San Ysidro border get connected to jobs, schools and shopping destinations across San Diego.

Bus: MTS has added new, larger vehicles and service to accommodate demand for bus service at the border community.

- 5,700 daily riders use MTS bus services at the San Ysidro ports of entries
- 2,300 daily riders use MTS bus services at the Otay Mesa Port of Entry

NB Pedestrian Border Crossings at San Ysidro/Otay Mesa



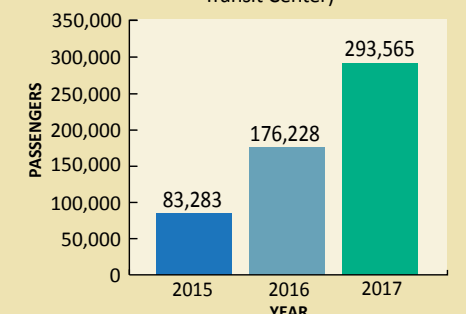
29,800 daily pedestrian crossings into the U.S., 53% choose transit to get to their destinations.

Route Spotlight

Route 950 is an express route taking passengers from the Otay Mesa Port of Entry to the Iris Avenue Transit Center to connect with the UC San Diego Blue Line. The demand for this route has grown so much that MTS continues to increase service and has dedicated larger buses to accommodate the crowds.



Route 950 Annual Ridership (Otay Mesa Border - Iris Avenue Transit Center)



MTS Milestones

2016 - 2018

<p>Transit Store moves to 12th & Imperial</p>  <p>June 2016</p>	<p>MTS partners with Uber during Comic-Con and MLB All-Star Game to provide first-mile/last-mile discounts</p>  <p>July 2016</p>	<p>MTS installs first of 500 new bus shelters for San Diego communities</p>  <p>Aug 2016</p>	<p>MTS rolls out first buses powered by eco-friendly propane</p>  <p>Sept 2016</p>	<p>Construction begins on Mid-Coast Trolley extension</p>  <p>MTS opens \$38 million bus facility in El Cajon serving 4 million riders annually</p>  <p>Oct 2016</p>	 <p>MTS expands decades-long partnership with Siemens with order to manufacture 45 new light rail vehicles</p>  <p>MTS and SANDAG complete the Downtown Rapid Stations Project - a \$21 million investment to modernize public transit on the Broadway corridor</p>  <p>Nov 2016</p>	<p>MTS launches Compass Cloud, the new anytime, anywhere mobile ticketing option for transit riders</p>  <p>Mar 2017</p>	<p>MTS Bus Operations wins national award for pedestrian safety</p>  <p>May 2017</p>	<p>Sycuan Casino inks naming rights deal with MTS for the Sycuan Green Line</p>  <p>Sept 2017</p>	<p>MTS increases uniformed security presence with new security staffing plan</p>  <p>MTS makes another significant investment in regional transit network with opening of the new \$13.7 million UTC Transit Center, which is directly connected to the UTC mall</p>  <p>Oct 2017</p>	<p>MTS teams up with Girl Scouts and Food Bank for the 12th annual Stuff the Bus holiday food drive - Effort collects a record 29,820 pounds of food for people in need</p>  <p>MTS launches "Rider Insider" club to reward transit riders</p>  <p>Dec 2017</p>	<p>MTS Board elects Georgette Gómez as MTS chair</p>  <p>MTS launches the Transit Optimization Plan - Changes to more than 60 bus routes designed to get people to their destinations faster and with less waiting time</p>  <p>MTS opens the new Courthouse Trolley Station</p>  <p>MTS Rail Operations wins national award for reducing accidents with autos making illegal left turns</p>  <p>Centerline Stations open on SR-15 between SR-8 and I-805</p>  <p>Jan - June 2018</p>
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MTS Board of Directors



Georgette Gómez (Chair)
San Diego City Council, District 9
Elected to City Council in 2016
Time Served on MTS Board: 2 years
MTS Committees: Executive, Audit Oversight, Budget Development



Mona Rios (Vice Chair)
National City City Council
Elected to City Council in 2010, 2014
Time Served on MTS Board: 8 years
MTS Committees: Executive, Audit Oversight, SANDAG Board



Lorie Bragg (Chair Pro-Tem)
Imperial Beach City Council
Elected to City Council in 2006, 2010, 2014
Time Served on MTS Board: 11 years
MTS Committees: Accessible Service Advisory Committee (Chair), Los Angeles-San Diego Rail Corridor Agency

The MTS Board of Directors elected new leadership at its meeting in January.

The Board helps set the agenda and determines priorities, and it's the job of MTS employees to make sure it gets done. From an eco-friendly electric bus pilot program to a possible tax referendum to pay for more transit service, the Board has many near-term big decisions to make that will impact the future of MTS.



David Alvarez
San Diego City Council, District 8
Elected to City Council in 2010, 2014
Time Served on MTS Board: 7 years
MTS Committees: Budget Development



Ronn Hall
Santee City Council
Elected to City Council in 2014
Time Served on MTS Board: 2 years
MTS Committees: SANDAG Regional Planning, Public Security



David Arambula
Lemon Grove City Council
Elected to City Council in 2016
Time Served on MTS Board: 2 years
MTS Committees: Executive, Audit Oversight, SANDAG Transportation Committee



Bob McClellan
El Cajon City Council
Elected to City Council in 1992, 1996, 2000, 2004, 2008, 2012, 2016
Time Served on MTS Board: 11 years
MTS Committees: Budget Development



Jim Cunningham
Poway City Council (Retired June 2018)
Elected to City Council in 2008, 2012, 2016
Time Served on MTS Board: 11 years
MTS Committees: Public Security



Guy McWhirter
La Mesa City Council
Elected to City Council in 2014
Time Served on MTS Board: 4 years
MTS Committees: Executive, Audit Oversight, Public Security



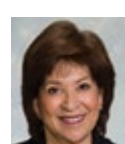
Myrtle Cole
San Diego City Council, District 4
Elected to City Council in 2013 (special election), 2014
Time Served on MTS Board: 6 years
MTS Committees: Executive, Audit Oversight, Public Security



Ron Roberts
San Diego County Board of Supervisors, District 4
Elected as Supervisor in 1994, 1998, 2002, 2006, 2010, 2014
Time Served on MTS Board: 30 years
MTS Committees: Executive, Audit Oversight, Budget Development



Mike Diaz
Chula Vista City Council, District 4
Elected to City Council in 2016
Time Served on MTS Board: 2 years
MTS Committees: Public Security



Mary Casillas Salas
Mayor of Chula Vista
Elected to City Council in 2014
Time Served on MTS Board: 6 years
MTS Committees: Budget Development



Kevin Faulconer
Mayor of San Diego
Elected as Mayor in 2014 (special election), 2016
Time Served on MTS Board: 9 years
MTS Committees: None



Bill Sandke
Coronado City Council
Elected to City Council in 2014
Time Served on MTS Board: 4 years
MTS Committees: Public Security, Airport Authority Advisory

Top 10 Bus Routes

- Route 7**
2,809,987 passengers (8,639 avg. weekday passengers)
Communities served: Downtown San Diego, Balboa Park, North Park, City Heights, Vista Colina, Rolando, Helix, La Mesa
- Rapid 201/202**
2,337,168 passengers (8,167 avg. weekday passengers)
Communities served: University City, UC San Diego
- Route 929**
2,230,944 passengers (7,218 avg. weekday passengers)
Communities served: Otay Mesa, Downtown Chula Vista, National City, Barrio Logan, Southcrest, Logan Heights, East Village
- Rapid 215**
2,067,873 passengers (6,381 avg. weekday passengers)
Communities served: Downtown San Diego, North Park, Hillcrest, University Heights, Normal Heights, City Heights, College, San Diego State University
- Route 906/907**
2,043,532 passengers (6,682 avg. weekday passengers)
Communities served: San Ysidro, Otay Mesa West
- Routes 11 & 12**
2,030,597 passengers (6,834 avg. weekday passengers)
Communities served: Skyline, Encanto, Esperanza, Valencia Park, Lincoln Park, Southcrest, Logan Heights, East Village, Gaslamp Quarter, Little Italy, Hillcrest, Kensington, College Heights, College West
- Route 13**
1,777,236 passengers (5,811 avg. weekday passengers)
Communities served: Grantville, Allied Gardens, Teralta East, City Heights, Swan Canyon, Ridgeview-Webster, Chollas View, Chollas Creek, Lincoln Park, Paradise Village, National City
- Route 933/934**
1,663,576 passengers (5,547 avg. weekday passengers)
Communities served: Imperial Beach, Otay Mesa, Riviera Del Sol, Palm City
- Route 30**
1,579,905 passengers (4,996 avg. weekday passengers)
Communities served: UTC, UC San Diego, La Jolla Shores, Bird Rock, Pacific Beach, Old Town, Downtown San Diego
- Route 3**
1,502,966 passengers (5,149 avg. weekday passengers)
Communities served: Hillcrest, Park West, Cortez Hill, Gaslamp Quarter, East Village, Logan Heights, Mountain View, Lincoln Park, Chollas Creek

Trolley Lines

UC San Diego Blue Line

17,524,753 passengers
(55,163 avg. weekday passengers)
Communities served: San Ysidro, Imperial Beach, Chula Vista, National City, Barrio Logan, Southcrest, East Village

Orange Line

8,930,210 passengers
(27,310 avg. weekday passengers)
Communities served: East Village, Grant Hill, Stockton, Mt. Hope, Mountain View, Chollas View, Emerald Hills, Encanto, Lemon Grove, La Mesa, Grossmont, El Cajon

Sycuan Green Line

11,152,507 passengers
(32,738 avg. weekday passengers)
Communities served: Gaslamp Quarter, Little Italy, Middletown, Mission Hills, Old Town, University of San Diego, Linda Vista, Mission Valley, Grantville, College West, San Diego State University, Del Cerro, Lake Murray, College East, Grossmont, El Cajon, Santee

(Source: FY 2017 Ridership)

CHANGING THE WAY

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com



Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.