



February 2013

## Metropolitan Transit System San Diego Trolley, Inc.

**ORGANIZATION** San Diego Trolley, Inc. (SDTI) is a wholly-owned subsidiary of the Metropolitan Transit System (MTS).

**BOARD** The 15-member MTS Board of Directors consists of four (4) San Diego City Council members; one (1) city council member from Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway and Santee; one (1) member of the San Diego County Board of Supervisors; and one (1) San Diego County resident elected by other Board members to serve as Chairman.

**HISTORY** SDTI was created by the Metropolitan Transit Development Board in August 1980 to operate and maintain the light rail system. SDTI began revenue operations on the South Line on July 26, 1981, between downtown and the U.S./Mexico International Border. Further expansions on this line segment included County Center/Little Italy (July 1992); Old Town (June 1996); and Mission San Diego (November 1997). This line was renamed to the Blue Line in November 1997.

In March 1986, the East Line opened from downtown to Euclid Avenue. Additional extensions on this line brought the Trolley to Spring Street (May 1989); the El Cajon Transit Center (June 1989); along the bayside corridor to the Convention Center and the Gaslamp Quarter (1990); and to Santee Town Center (August 1995). This line was renamed the Orange Line in November 1997.

In July 2005, the 5.9-mile gap between Mission San Diego and Grossmont Transit Center was connected and the Green Line began operations between Santee Town Center and Old Town. The northern terminus of the Blue Line was reestablished at the Old Town Transit Center, and the Orange Line's eastern terminus was changed to Gillespie Field Station.

In August 2011, San Diego Vintage Trolley, Inc. gifted a restored 1940s-era President's Conference Committee (PCC) car to San Diego Trolley. This historic vehicle operates on a limited basis on what is known as the Silver Line, a 2.7-mile loop through downtown San Diego on track shared with the other three lines.

In September 2012, the Green Line was extended through Old Town and terminates at 12th and Imperial via Seaport Village, Convention Center and Gaslamp Quarter stations. This improvement was made possible by the \$720 million Trolley Renewal project, which is renovating Blue and Orange Line stations and bringing low-floor cars to the entire Trolley system. Sixty-five additional S70 low-floor vehicles were acquired to improve operating efficiency.

**SDTI SYSTEM** The system operates over 53.5 miles, mostly double-tracked with 53 stations.

*Blue Line* Operates from the San Ysidro Transit Center through South County communities to America Plaza via The Center City corridor. 15.4 miles. 18 stations.

*Orange Line* Operates from the El Cajon Transit Center through East County communities to the Santa Fe Depot via the Center City corridor. 18.0 miles. 19 stations.

*Green Line* Operates from the Santee Transit Center through Mission Valley to 12th and Imperial Transit Center via the bayside corridor. 23.6 miles. 27 stations.

*Silver Line* Operates on a limited basis on the downtown loop from 12th & Imperial Transit Center along the bayside to C Street and Park Boulevard. 2.7 miles. 9 stations.

### FARES

*Collection* Barrier-free, self-service system. Patrons must have proof of fare (ticket or pass) before boarding. Self-serve ticket vending machines are located at each station. Compass Card users must "tap" cards on validators before boarding.

Compass Cards are reusable and reloadable. There is a on-time \$2 fee for Compass Cards. Monthly passes are available for purchase from The Transit Store (102 Broadway, San Diego), third-party retail outlets, by mail, or on 511sd.com. For a complete list of locations visit [www.sdmts.com](http://www.sdmts.com).

*Inspection* Random inspections are conducted by transit enforcement personnel. Based on frequent security inspections, nearly 98% of the 37 million patrons have proper fares.

*Adult* Regular one-way fare is \$2.50. Unlimited use Day Pass is \$5.00 with Compass Card. Adult Regional Monthly or 30-day Pass is \$72.

*Senior and Disabled* Senior and Disabled fares are available for riders who are 60 years of age or older or are disabled (IDs are required). Senior/Disabled one-way fare is \$1.25. An unlimited use Regional Senior/Disabled Monthly Pass is \$18.00 and is made possible through TransNet (the local transportation sales tax).

*Youth* The Regional Youth Monthly Pass is available for riders who are 6-18 years of age and children five and under ride free. A Regional Youth Monthly Pass is \$36.00, made possible through TransNet (the local transportation sales tax).

*Bicycles* One bike per car during weekday rush hours and two bikes per car at all other times. Riders with bikes must board rear of car of the SD100 and U2 vehicles and through the center doors on the S70 (low-floor cars). Lockers and/or racks are provided at most suburban stations.

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. 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.

<b>RIDERSHIP</b>	Average weekday: 97,401 riders. Annual: over 32 million riders. Special Event days: 150,000-225,000.
<b>VEHICLE FLEET</b>	Vehicle Fleet: 160 light rail vehicles (LRVs); 31 Siemens/Duewag U2 (originally 71), 52 Siemens SD100, 11 Siemens S70 90ft and 65 Siemens S70 80ft, and one historic PCC car.
Capacity	U2, SD100 and S70: 60-64 seated, 96-104 commute, and 150-200 special event crush load PCC: 53 seated, 85 commute, and 110 special event crush load
Train Consists	Train consists range from one to four cars.
Accessibility	The U2 and SD100 LRVs are equipped with a wheelchair lift; able to cycle in 90 seconds. The S70 LRV is equipped with a retractable ramp for wheelchair boarding.
<b>FACILITIES</b>	
Stations and Parking	53 stations. Paid parking at adjacent parking facilities is available at most downtown San Diego stations. In suburban areas, there are more than 5,000 parking spaces distributed at various Trolley station park-and-ride lots.
Grade Separation	23 bridges, 44 grade separations, 7 freeway overpasses, 13 underpasses
Maintenance Facilities	Building A: LRV maintenance, operations control center, and wayside/track maintenance. 73,300 sq. ft. with capacity for 8 LRVs, a 27 track storage yard, and an automatic LRV car wash. Building B: Warehouse, revenue and facilities. 32,000 sq. ft. Building C: LRV maintenance. 88,000 sq. ft. with capacity for 25 LRVs, a 7 track storage yard, and one LRV painting facility.
<b>PERSONNEL</b>	Full-time equivalent: 487. Executive: 7, Facilities and Stores: 77, LRV Maintenance: 84, Track and Wayside: 52, Revenue: 67, Operations: 200

