

## FUTURE TRANSIT PROJECTS

### IN DEVELOPMENT

#### South Bay Rapid (2018)

Construction is underway on this 26-mile *Rapid* line, which includes 12 stations, a new transit center at Otay Mesa and a bus-only guideway along Palomar Street. *Rapid* 225 service is expected to begin in 2018.



#### Mid-Coast Trolley Extension (2021)

The Mid-Coast Trolley will extend the UC San Diego Blue Line from Downtown to University City, with nine new stations north of Old Town. The \$2 billion project is 50% federally-funded and 50% funded by local *TransNet* funds. Primary construction has begun, and service is anticipated to begin in 2021.



## SAN DIEGO FORWARD: THE REGIONAL PLAN

Developed by the San Diego Association of Governments (SANDAG), San Diego Forward combines the area's two major planning documents – the Regional Comprehensive Plan and the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) – into one plan for a unified vision for the future, as well as specific approaches to help make it a reality.

There are a variety of potential funding strategies for San Diego Forward transit projects. Local funds, such as *TransNet* and those that would be raised through Measure A on the November ballot, help leverage funds from state and federal sources. In addition to new Trolley and *Rapid* services, the funding measure also includes investments in expanded transit operations for local bus and Trolley services. Learn more about Measure A at [sandag.org/priorities](http://sandag.org/priorities).



#### SAMPLE TRANSIT PROJECTS FROM SAN DIEGO FORWARD:

**Purple Line** – A new Trolley line between the South Bay and Kearny Mesa, via the I-805 corridor, Mid-City and Mission Valley.

**New Rapid Services** – San Diego Forward includes 33 new *Rapid* transit routes. Some potential routes are freeway-oriented to connect major regional hubs, and others are overlay services along busy arterial corridors like University Avenue, Highland Avenue and Genesee Avenue.

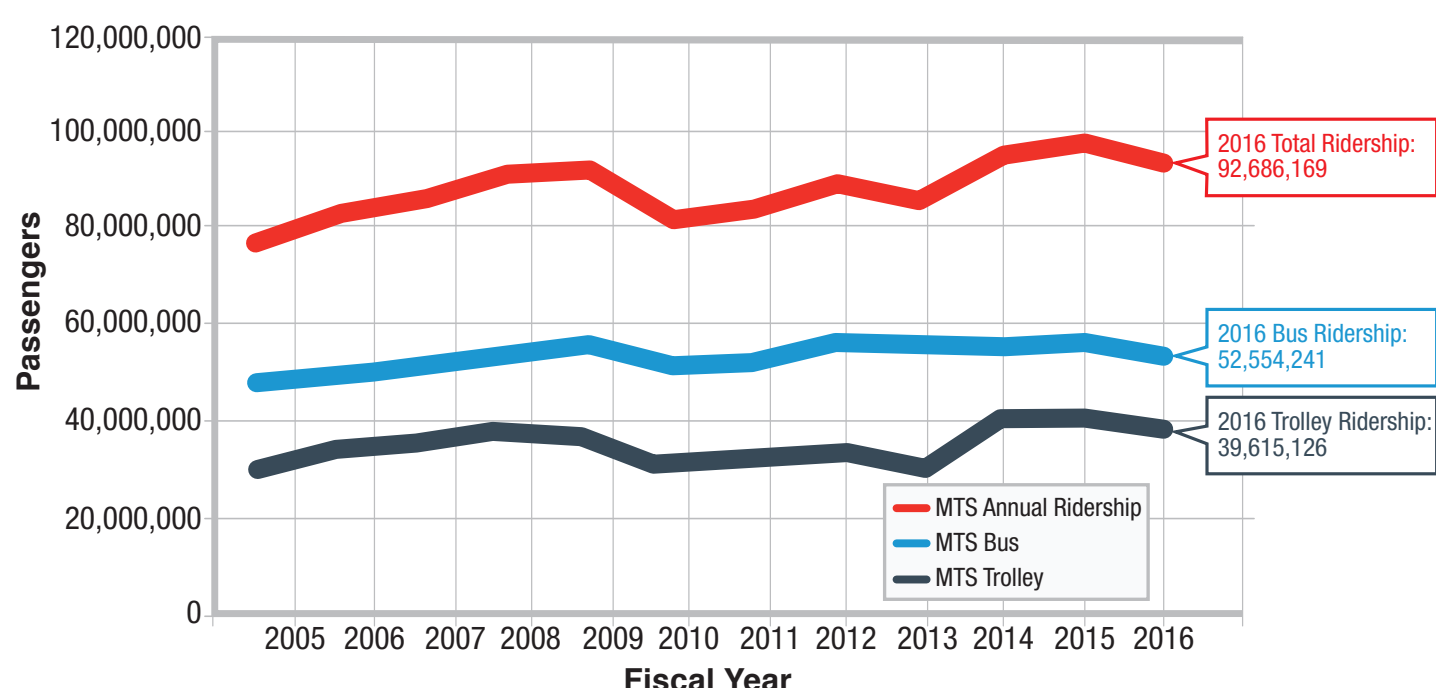
**Enhanced Local Bus Services** – Up to 50 current MTS bus routes could see enhanced frequency and other improvements. Many routes operating every 15 minutes would be improved to every 10 minutes, and select 30-minute frequency routes would be increased to every 15 minutes. Late night and weekend enhancements are also anticipated.

## MTS PERFORMANCE

MTS regularly monitors more than 20 different performance metrics by route or systemwide to maintain a current assessment of how well we are serving the public and spending our resources. Below are a few of those key metrics.

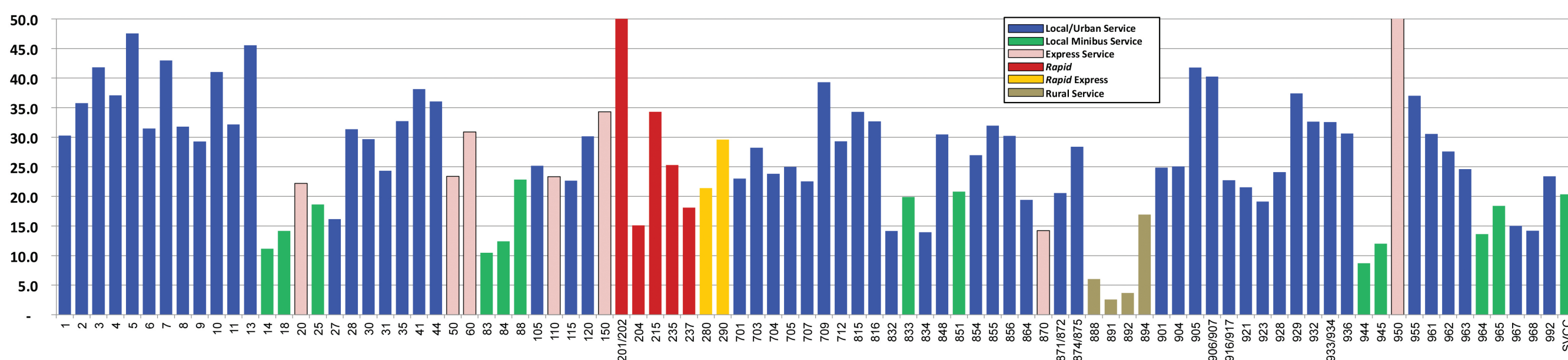
### RIDERSHIP

This is the most primary form of evaluation for our performance. MTS carried a record number of riders in 2015, but ridership dropped in 2016.



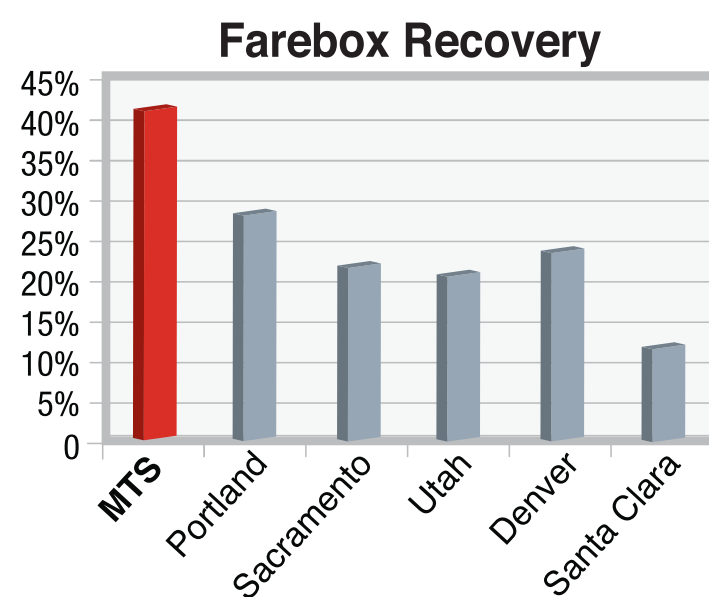
### BUS RIDERS PER REVENUE HOUR

How many people are riding for every hour of bus service we put on the street? The higher this number, the more productive and efficient our service is.



### FAREBOX RECOVERY PERCENTAGE

Only 43% of the cost of providing service is currently recovered through the fares that passengers pay. The rest is made up of subsidies from local, state and federal taxes. This percentage can be increased by adjusting fares or service levels. The higher the number, the less reliant we are on outside funding, and the more stable our service levels.



### COST PER PASSENGER

This figure represents how much it costs to carry every passenger that rides MTS. This is a function of MTS' operating costs, service efficiency and ridership. Some services like the Trolley are more expensive to operate, but the cost per passenger is low because ridership is high.

