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**A QUICK REPORT**copied & distrib  
8/23/02 cja

DATE: August 23, 2002  
TO: Mayor and Town Council  
FROM: W. Calvin Horton, Town Manager  
SUBJECT: Meeting Regarding Triangle Region Public Transportation Coordination Project

The Mayor and I attended a meeting on August 21, 2002 organized by the North Carolina Department of Transportation and the Triangle J Council of Governments for the purpose of determining interest in exploring steps toward greater coordination of public transportation in the Triangle area.

Materials distributed at the meeting are attached.

The primary purpose of the session was to hear a presentation by Mr. Thomas F. Larwin, General Manager of the San Diego Metropolitan Transit Development Board, usually referred to as MTDB. Mr. Larwin recounted the history of the MTDB from initiation in 1975 to the present day. His report is described in the attachments.

In a brief discussion following the presentation, there was general agreement that it would be beneficial to seek improved coordination of services, and some present suggested that ultimate consolidation of transit services would be desirable.

The North Carolina Department of Transportation proposes to engage a consultant to review the region's public transit systems and identify areas of possible coordination and consolidation. I believe that NCDOT will approach the Council at some time this fall with a more specific proposal.

I will keep the Council informed of any further communications on this subject.

## The Triangle Region Public Transportation Coordination Project

The goal of the Triangle Region Public Transportation Coordination Project is to help develop a seamless public transit system that will allow transit passengers to travel with ease throughout the area on a system that is safe, convenient and reliable.

In the Triangle area, there are four urban, one regional and two university bus systems. The Cities of Raleigh and Durham and the Town of Chapel Hill operate fixed route bus systems, the Town of Cary operates a demand response bus system and the Triangle Transit Authority (TTA) operates a regional fixed route bus system. North Carolina State University and Duke University operate fixed route bus systems for faculty, staff and students. In addition to these bus systems, the Counties of Wake, Durham and Orange operate coordinated human service/general public systems.

In the region, there has been some effort to look at fare policies, a regional call center and trip scheduling. Generally speaking, however, there has been limited coordination between the transit systems. And this has contributed to making it difficult to travel from one city to another with ease and in a timely manner. As the population and travel in the Triangle area continue to increase, the need for additional transportation options will also increase and become more important. In order to provide public transportation options that are more attractive to a larger percent of the population, public transit services must be coordinated to the greatest extent possible.

With the encouragement and support of the North Carolina Department of Transportation (NCDOT) and the Triangle J Council of Governments (TJCOG), the Mayors of Cary, Chapel Hill, Durham and Raleigh and TTA's Board Chair have expressed interest in discussing and developing a plan to identify opportunities for coordinating and consolidating, where practical, their transit services. This interest and support has led to the concept of developing a Triangle Region Public Transportation Coordination Project.

The project will include developing a means to improve communication among transit systems and preparing a plan that identifies opportunities for coordinating and consolidating transit services in the Triangle area.

On August 8, 2002, the North Carolina Board of Transportation approved a grant for the Triangle J Council of Governments to take steps to initiate, coordinate and support this project. TJCOG will work with Transportation Directors, transit operators and planners to develop a *Request for Proposals (RFP)* to hire a consultant to prepare a plan. Any contract resulting from the *RFP* would be paid for with a combination of state and local funds. The plan would include information on the transit systems in the Triangle area, provide a description of the different services provided, identify those services that can and cannot be coordinated and/or consolidated, provide recommendations for coordination and consolidation, and include a timetable and responsibility party.

The timetable for completing the plan for the Triangle Region Public Transportation Coordination Project is 15-18 months.

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**Transportation Directors Meeting**  
**11:00 a.m. to 12:30 p.m.**  
**(Lunch will be provided for this session)**

Town of Cary: Jim Parajon Transportation Planner	Town of Chapel Hill: Mary Lou Kuschatka Transportation Director
City of Raleigh: Jimmie Beckom Transportation Director	City of Durham: Mark Ahrendsen Asst. Transportation Director
CAMPO Adm. Scott Lane	
Triangle Transit Authority: Manager John Clafin Asst. Manager Don Carnell	ITRE: Director Debbie Collins Consultant: Sanford Cross
NCDOT: Dep. Sec. David King Dir. Public Trans. Miriam Perry Asst. Dir.-Metro Trans. Mike Kozak	Triangle J COG: Director Dee Freeman Plg. Dir. John Hodges-Copple
North Carolina State University: Transportation Dir. Tom Kendig	Duke University: Cathy Reeves Transportation Director
University of North Carolina – CH: Transportation Director	Regional Transportation Alliance : Director Joe Milazzo

**Transportation Directors, Planners and Operators Meeting**  
**1:00 p.m. to 2:30 p.m.**

Town of Cary: Jim Parajon Transportation Planner	Town of Chapel Hill: Mary Lou Kuschatka Transportation Director David Bonk Senior Transportation Planner
City of Raleigh: Jimmie Beckom Transportation Director	City of Durham: Mark Ahrendsen Asst. Transportation Director
Transit Adm. Mike Hailperin CAMPO Adm. Scott Lane Transportation Plg. Todd Allen	Trans. Plg. Steven Mancuso Trans. Plg. Pierre Osei-Owusu
Triangle Transit Authority: Manager John Clafin Asst. Manager Don Carnell Asst. GM for Bus Ops. Jim Ferrell Trans. Plg. John Tallmadge	ITRE: Director Debbie Collins Consultant: Sanford Cross

# Triangle Region Public Transportation Coordination Meeting With Tom Larwin of the San Diego Transit System

Triangle J Council of Governments  
Research Triangle Park, North Carolina

The mayors of Raleigh, Durham, Cary and Chapel Hill invite you to attend a meeting with Mr. Tom Larwin of the San Diego Transit System to hear the "San Diego Story" of successful bus systems coordination. This meeting is designed for attendance by officials from the North Carolina Department of Transportation, representatives of the Institute for Transportation Research and Education (ITRE), local officials from each of the foregoing cities and towns, officials from the region's other public transit systems at our universities and the Triangle Transit Authority, and representatives from Triangle J.

There will be a series of three meetings on Wednesday, August 21, 2002 in the large conference room here at the Triangle J Council of Government located at 4222 Emperor Boulevard, Durham, N.C. Meetings are scheduled for 9:00 a.m. for mayors and managers, 11:00 a.m. for Transportation Directors, and 1:00 p.m. for Transportation Directors and their planners and operators.

The following information identifies those that are invited to each of the three meetings. Please identify which of the meetings you are invited to attend and make plans to be with us on Wednesday the 21<sup>st</sup>.

### Mayors and Managers Meeting 9:00 a.m. to 10:30 a.m.

Town of Cary: Mayor Glen Lang  
Manager Bill Coleman

Town of Chapel Hill: Mayor Kevin Foy  
Manager Cal Horton

City of Raleigh: Mayor Charles Meeker  
Manager Russell Allen

City of Durham: Mayor Bill Bell  
Manager Marcia Conner

Triangle Transit Authority:  
Chairman Bill Bell  
Manager John Claflin

ITRE: Director Debbie Collins

Consultant: Sanford Cross

NCDOT: Board Member Nina Szlosberg  
Chief Deputy Secretary Gene Conti  
Dep. Sec. David King  
Dir. Public Trans. Miriam Perry

Triangle J COG: Chairman Benson Kirkman  
Director Dee Freeman  
Plg. Dir. John Hodges-Copple

N.C. Metropolitan Coalition:  
Director Beau Mills (NCLM)

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NCDOT: Dep. Sec. David King Triangle J COG Director Dee Freeman  
Dir. Public Trans. Miriam Perry Plg. Dir. John Hodges-Copple  
Asst. Dir.-Metro Trans. Mike Kozak  
Trans. Plg. Tamra Shaw

North Carolina State University: Duke University: Cathy Reeves  
Transportation Dir. Tom Kendig Transportation Director

University of North Carolina – CH: Regional Transportation Alliance :  
Transportation Director Director Joe Milazzo

Should you need directions to Triangle J, please go to [www.tjcog.dst.nc.us/whereis.htm](http://www.tjcog.dst.nc.us/whereis.htm) where you will find directions and a map. Every effort will be made to keep the meetings on time. Agendas, handouts, and support materials will be provided at the respective meetings of each group. Please pardon any misspelling of names or incorrect titles. We have taken care to get everyone listed correctly, but it seems there is always something missed.

Remember to RSVP Mary Jane Chapman at 558-9393 or [maryc@tjcog.org](mailto:maryc@tjcog.org) on or before August 16<sup>th</sup> regarding whether or not you plan to be present. Again, feel free to give Dee Freeman a call (558-9395) should you have any questions. See you on the 21<sup>st</sup>.

Triangle J Council of Governments  
Mission Statement

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*To serve as an intergovernmental organization for local elected officials that works proactively on regional issues in order to sustain and improve the quality of life for our citizens.*



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## Mr. Thomas F. Larwin

Tom Larwin has been with the San Diego Metropolitan Transit Development Board (MTDB) since 1976, serving as General Manager since May 1979. MTDB is the developer and owner of the San Diego light rail transit (LRT) system, called the San Diego Trolley, which initiated service in July 1981, and is also owner of the San Diego Transit Corporation and San Diego and Arizona Eastern Railway Company. MTDB is also the coordinator of and sets the policy for the region's Metropolitan Transit System (MTS), and regulates taxicabs and jitneys for the City of San Diego and other suburban cities.

Tom earned his Bachelor of Science degree in Civil Engineering at the University of Illinois in 1965 and a Master of Engineering in Civil Engineering at Pennsylvania State University (Bureau of Highway Traffic) in 1969.

From 1966 to 1968, Tom served as a Civil Engineer in the United States Army Test and Evaluation Command, and was stationed at Yuma Proving Ground, Arizona.

Prior to joining MTDB, Tom served as a Principal Associate with a national transportation consulting firm over an 11-year period. He directed a variety of transportation planning and engineering projects throughout North America. He has also been a part-time faculty member in the urban transportation programs at San Jose and the San Diego State Universities.

Tom has served on the boards of directors for the San Diego Downtown Partnership and the Mission Valley Chamber of Commerce. He is a member of and past Chairman of the San Diego Chapter of Lambda Alpha International (honorary land economics society), and current Chair of the Society for American Baseball Research (San Diego Chapter). He is a member of Rotary and has been active in United Way as a volunteer executive. He and his wife, Kathy, live in the Del Cerro neighborhood of San Diego and have two grown children, Laura and Tom, Jr.

With regard to professional activities, Tom is a Fellow of the Institute of Transportation Engineers (ITE) and serves on its Board of Directors as Chairman of ITE's Technical Coordinating Council. He is a Member of the American Society of Civil Engineers (ASCE), past Chairman of the Transportation Research Board's (TRB) Committee on Light Rail Transit, and a past member of TRB's Executive Committee. Tom holds registration as a professional Civil Engineer and a professional Traffic Engineer in California.

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## An Overview of Public Transportation Development and Coordination in San Diego, California

San Diego is the largest of 10 cities in the metropolitan area, the second largest city in California and the seventh largest city in the United States. The City of San Diego has a population of 1.3 million and the countywide population is 2.8 million. The population of the metropolitan area is expected to grow by an estimated 1,000,000 by 2030, and this growth is expected to increase the number of cars on the area streets and roads by 365,000.

With its great climate and wide variety of things to do and see, San Diego is a very attractive place to visit, live and work. In the fourth annual *Forbes/Milken Institute Best Places for Business and Careers*, San Diego led the nation in 2002. The type of transportation system the area builds in the coming years, will help maintain its competitiveness and quality of life. This was also true over 25 years ago when the San Diego Metropolitan Transit Development Board (MTDB) was created.

### **San Diego Metropolitan Transit Development Board (MTDB)**

To help address the area's increasing transportation needs, the San Diego Metropolitan Transit Development Board was created in 1975 by passage of California Senate Bill 101. When it was created, the MTDB was empowered to plan, construct and operate mass transit guideways and to perform near-term planning and programming. The enabling legislation has been amended to clarify and strengthen its coordination responsibilities.

The original eight member Board with then San Diego Mayor Pete Wilson as Chairman was dedicated to improving transit service in the metropolitan area. The MTDB's first 10 years were spent planning, designing and constructing the 16 mile Light Rail Line from San Diego to the International Border and the first 4.5 mile section of the eastern extension. The MTDB was also responsible for short-range planning and financing for bus and rail systems in the area. Over the past 25 years, the MTDB has evolved into an umbrella organization with broad transit development, planning, programming and financing powers.

The MTDB serves 1.93 million people over 570 square miles. Today, the MTDB has 15 members that usually meets twice a month. To date, the MBTD has planned, designed and constructed two Light Rail Transit lines for a total of 46.8 miles and has other corridor projects in various stages of development.

Other MTDB activities include:

- working with local transit operators to prepare annual updates to the area's multi-year Short-Range Transit Plan,
- preparing/updating the area's Transportation Improvement Plan, a seven-year program of transit capital projects,
- serving as the single applicant for California Transportation Development Act funds on behalf of all operators in the service area,
- licensing and regulating taxicabs, jitneys and other for hire transportation services by contract with San Diego and several other cities, and
- providing regional Metropolitan Transit System bus and rail services directly or by contract with public and private operators.

MTDB subsidiary corporations include the San Diego Trolley- the light rail transit operator, San Diego Transit Corporation- the region's major bus operator and the San Diego & Arizona Eastern Railway Co.- a railroad covering over 108 miles of track and right-of - way.

In October 2000, MTDB staff completed and the Board adopted a strategic plan, Transit First, which defines the future role public transit should play in meeting the region's future mobility needs. Transit First is a plan to make transit an attractive first choice through a network of new transit services with increased convenience, comfort, security and speed. While the MTDB has accomplished a great deal, it continues to provide an exciting and visionary approach for improving public transit in the metropolitan area.

Within the metropolitan area, the MTDB is responsible for policy setting and the overall coordination of public transit services. The fixed route operators have worked together and established a "federation" called the Metropolitan Transit System.

### **Metropolitan Transit System (MTS)**

The overall public transit network for the area served by the MTDB is officially called the Metropolitan Transit System. The MTS represents a family of services and is not an agency. It is the unifying name, logo or acronym to identify all the publicly subsidized transit operators in the San Diego metropolitan area.

The MTS includes light rail transit, fixed route bus, general public demand- responsive service and complementary paratransit service to meet the requirements of the Americans with Disabilities Act (ADA). For FY2000, MTS included 2 light rail transit routes (San Diego Trolley) and 89 fixed route bus routes (5 operators), with 107,439 hours of general public demand responsive service (6 operators) and 146,134 hours of ADA complementary paratransit service (2 operators). These services provided 84.5 million passenger trips with an area- wide weighted average operating cost of \$4.20 per revenue mile, with a farebox recovery of 44.88%.

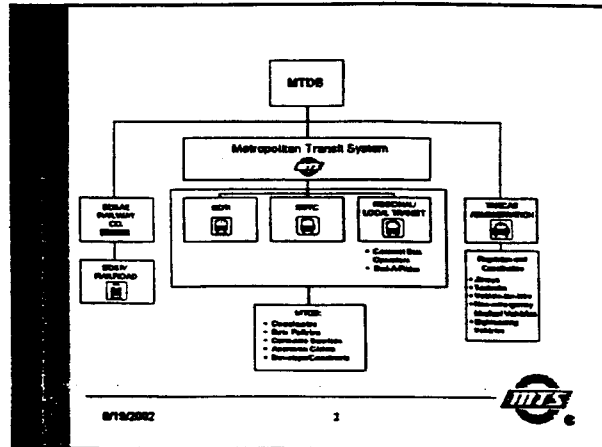
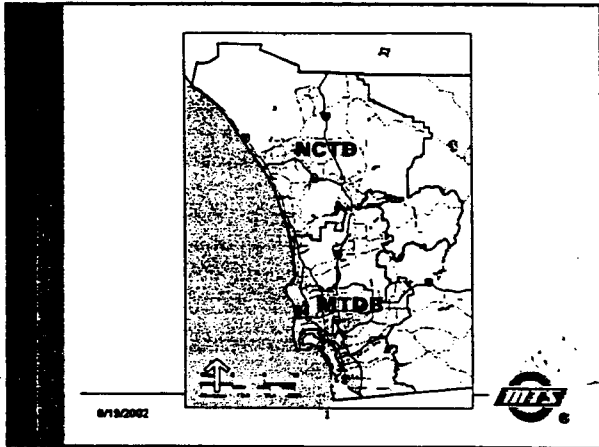
The MTS operators and agencies work to coordinate services and projects. A General Managers' Group of the fixed route operators usually meets twice a month. Efforts to coordinate MTS services between operators has resulted in a uniform fare structure and route numbering system. Due to coordination, riders are able to use the same monthly pass on a variety of routes, transfer from one line to another, get information from a central telephone center, and travel around San Diego easily, comfortably and safely.

#### *References:*

Public Transportation Development and Coordination: San Diego Case Study by Thomas A. Larwin

Selected documents from [sd.commute.com](http://sd.commute.com)

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### MTDB:14/15 Board Members

County of San Diego	City of National City
City of Chula Vista	City of Poway
City of Coronado	City of Santee
City of El Cajon	City of San Diego (4)
City of Imperial Beach	Chairman: from Board
City of La Mesa	or resident of County
City of Lemon Grove	

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### Regional Coordination: At Board Level


- MTDB
  - Executive Committee
  - JCRT (MTDB-NCTD)
  - Taxi Committee
  - Accessible Services Committee
  - Freight Rail Committee (MTDB-Port)
  - Policy advisory committees
- Representation on others
  - SANDAG (MPO)
  - RGEC
  - SDTC, SDTI
  - LOSSAN
  - Projects/studies (I-15, SR 67, North Coast)

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### MTDB Functions


- Mass transit guideway development
- Operate/contract mass transit
- Acquire/condemn property
- Near-term operational planning
- Federal grant (and TDA) recipient - \$
- Set MTS policies (fares, services)
- Regulate taxis/jitneys for cities



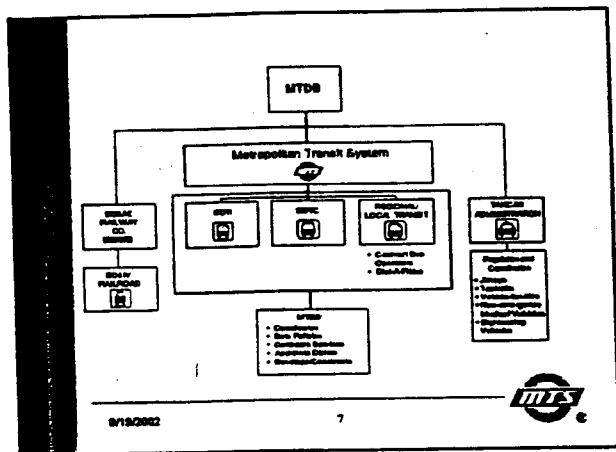
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### Regional Coordination: At Staff Level

- City of SD Traffic Engineer & LU Planner at MTDB
- Caltrans Liaison at MTDB
- Seat on SANDAG Board Transportation Committee
- Regional Transit Management (transit managers, MPO, CALTRANS), Operator Advisory (operators), Transit Service & Facilities Advisory Committees (cities)
- Miscellaneous planning, marketing—technical and policy advisory committees




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### MTDB Organization

	MTDB	MTS
Total Employees (FTEs)	110	1,550
By Function:		
Development	30%	2%
Operations	15	98%
Legal/Contract Admin.	4	
Tax Administration	8	
Railroad	-	
Finance/Grants/HR/IT	19	
Support	11	
Mktg/Cust. Rel.	13	
	100%	




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*Operations*

1A

### Tri-Corp Services


- MTDB
  - Construction
  - Engineering
  - Info technology
  - Legal
  - Legislative
  - Ops coordination & policies
  - Planning
  - Real estate
  - Risk management & insurance
- SDTC
  - MTS telephone info
  - Transit Store
- SDTI
  - MTS Security



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### San Diego: 1976 to present


- SD&AE Railway Company (1979)
- LRT service (1981) \$800+ million investment in LRT
- Local sales tax measure (1987)
- Bus rides up 55%
- 24 transit centers developed
- Joint development/PODs
- Freeway development continues



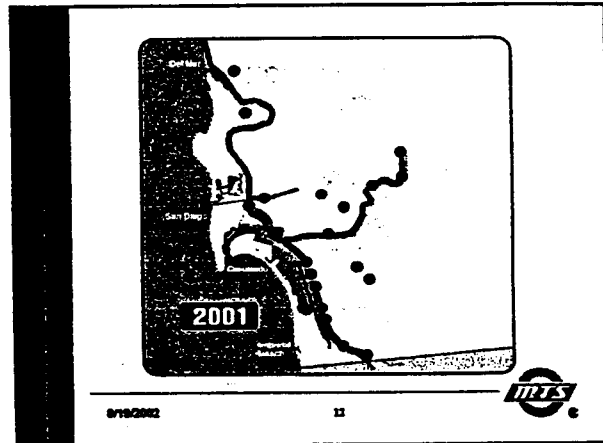
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### San Diego: 1976 - Present

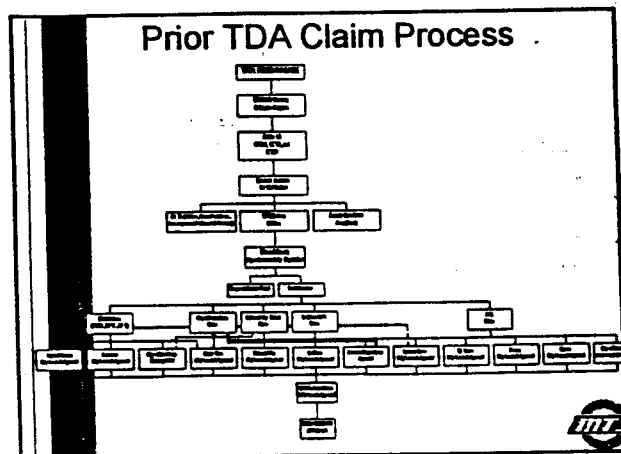
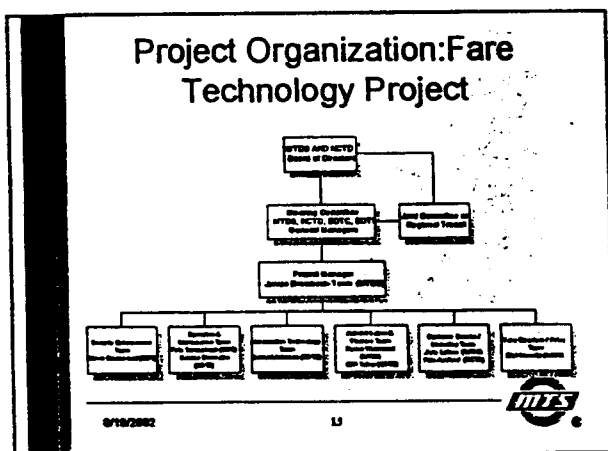
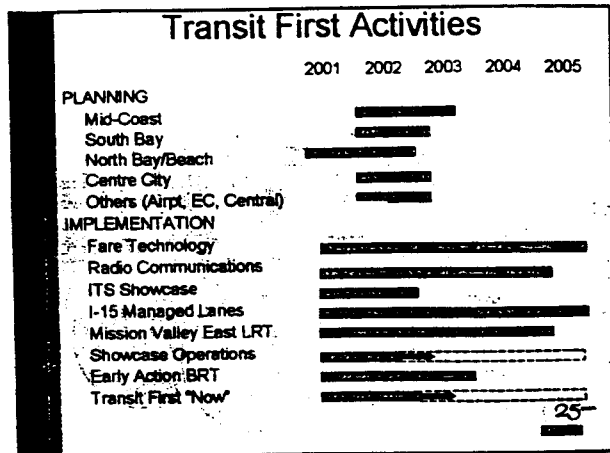
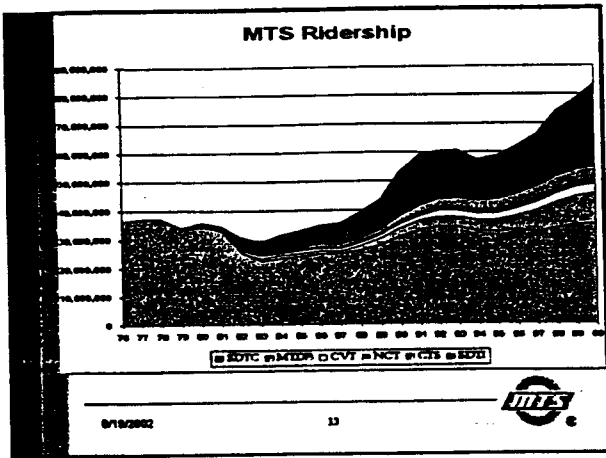
	<u>1976</u>	<u>2002</u>
Operators	2	6
MTS	No	Yes
LRT	0 mi./0 sta.	47 mi./49 sta.
Coaster	0 mi./0 sta.	43 mi./8 sta.
Railroads	0	2
Transit Centers	0	24
Bus Facilities	1	5
Buses	355	624 <sup>560</sup>



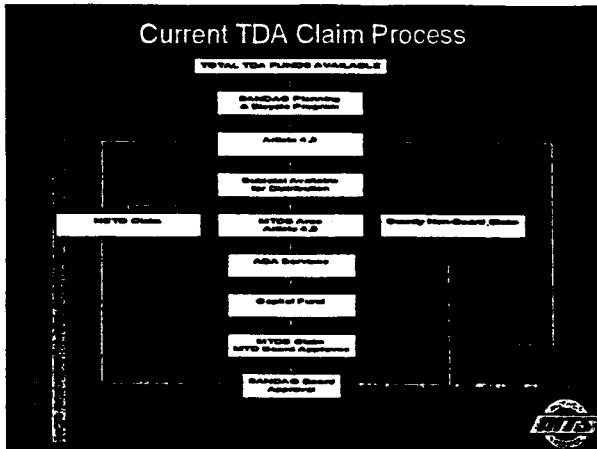
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### Unified, Single Claim

- Tied directly in with the SRTP, CIP, and budget process
- |               |            |
|---------------|------------|
| <u>Before</u> | <u>Now</u> |
| 7 claims      | 2 claims   |
| 11 actions    | 1 action   |

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### Model Regional Transportation Infrastructure Authority

Objectives:

1. Coordinate programming of regional transportation facilities with regional high-activity land uses.
2. Preserve right-of-way for regional transportation facilities.

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### Model Regional Transportation Infrastructure Authority

- Transportation Plan – Regional Transportation Facilities
- Activity Centers Plan – Regional Land Uses
- Funding – All Sources Centralized
- Transit Operations – Three Subdivisions
- Planning – Long-Range and Short-Range Plans
- Programming – Multi-year, and annual element
- Development – Local plans to be in conformance, or revised

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# METROPOLITAN TRANSIT DEVELOPMENT BOARD

## ORGANIZATION

- Creation** MTDB, created in 1975 by passage of California Senate Bill 101, came into existence on January 1, 1976. In 1984, the Governor signed Senate Bill 1736, which expanded the MTD Board of Directors from 8 to 15 members.
- Board of Directors** 15-member Board generally meets twice a month. Members selected as follows:  
 4 appointed from the San Diego City Council  
 1 appointed from each city council of: Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee.  
 1 appointed from San Diego County Board of Supervisors  
 1 elected by other Board Members to serve as Chairman
- Subsidiary Corporations** MTDB owns assets of: San Diego Trolley, Inc. (SDTI)—the light rail transit operator; San Diego Transit Corporation (SDTC)—the region's major bus operator; and the San Diego & Arizona Eastern Railway Co. (SD&AE)—a railroad covering over 108 miles of track and right-of-way.
- Area of Jurisdiction** About 570 square miles serving 1.93 million people in southwestern San Diego County (71 percent of County's 2.72 million residents).

## RESPONSIBILITIES

- Strategic Plan** MTDB staff has developed a strategic plan called *TransitWorks* to guide its activities over the next 20 years. This plan outlines a vision of how transit can be expanded and integrated in to the region's growth pattern to improve mobility and cost-effectiveness.
- Corridor Projects** MTDB has planned, designed, and constructed two LRT lines for a total 46.8-miles in four corridors. Other corridor projects in various stages of planning, engineering, and construction are the Mission Valley East LRT extension, the Mid-Coast LRT extension, the I-15 bus rapid transit improvement project, and the North Bay and beach area guideway project
- Short-Range Transit Plan (SRTP)** MTDB, with assistance from the local transit operators, annually updates the area's multi-year Short-Range Transit Plan. The plan covers all transit services and facilities in the MTDB area, providing policy, planning, and programming guidance.
- Transportation Improvement Program (TIP)** MTDB annually prepares/updates the TIP for the area. The TIP is a seven-year program of transit capital projects that are to be implemented in the San Diego metropolitan area.
- State Funds** MTDB serves as the single claimant for California Transportation Development Act (TDA). TDA funds on behalf of all operators in its service area. TDA funds are pooled with other local, state, and federal monies used to fund all operations and capital requirements for these operators. State Transit Assistance (STA) funds administered by MTDB are considered part of the regional fund pool.
- Transit Services** MTDB provides regional Metropolitan Transit System (MTS) bus and rail services directly or by contract with public or private operators. MTDB determines the routes, fares, frequency of service, and hours of operation for regional services. Through various provisions of state law, MTDB has the policy responsibility for coordinating MTS fares, transfers, and services cooperatively with the operators.
- Taxicab Administration** Licenses and regulates taxicabs, jitneys, and other for-hire transportation services by contract with the cities of San Diego, El Cajon, Imperial Beach, Lemon Grove, National City, Poway, and Santee.

## METROPOLITAN TRANSIT SYSTEM (MTS)

- Description** The Metropolitan Transit System consists of 15 express bus and 2 trolley routes, 74 local/urban bus routes, 6 demand-responsive services, and 2 Americans with Disabilities Act (ADA) complementary paratransit operators.
- Ridership** 84.5 million local passengers carried over 31.3 million revenue miles with 44.88 percent farebox recovery in FY 00.

**FREIGHT SERVICES** MTDB contracts with the San Diego & Imperial Valley Railroad (SD&IV) to provide freight service to San Diego shippers over the San Diego & Arizona Eastern Railway (SD&AE) right-of-way. SD&IV shares certain tracks with the San Diego Trolley, operating during nonservice trolley hours.

January 2001

1255 Imperial Avenue, Suite 1000 San Diego, CA 92101-7490 (619) 231-1466 [www.sdcommute.com](http://www.sdcommute.com)



# MTS Statistics for the San Diego Metropolitan Area

## Fiscal Year 2000 (July 1, 1999 – June 30, 2000)

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### Service Area and Transit Ridership Statistics

Service Area .....	570 sq. miles	[1,476 sq. km]
<small>(Service area includes the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee and adjacent unincorporated sections of San Diego County.)</small>		
Population of Service Area .....	2,008,500 people	
Average Population Density .....	3,524 people/sq. mi	[1,361 people/sq. km]
Total Number of Passenger Trips Served in FY 2000		
Passenger Boardings <sup>1</sup> .....	84,504,930	
Linked Trips <sup>2</sup> .....	67,540,410	
Overall Per Capita Ridership in FY 2000		
Boardings/Population of Service Area .....	42.1	
Linked Trips/Population of Service Area .....	33.6	
Average Passenger Trip Length (based on passenger boardings)		
Overall .....	16.8 minutes	4.7 miles [ 7.6 km]
Light Rail Transit .....	17.7 minutes	6.6 miles [10.6 km]
Fixed-Route Bus .....	16.4 minutes	3.8 miles [ 6.1 km]

### Ridership By Operator

	Annual Passenger Boardings	Average Weekday Boardings
Light Rail Transit		
San Diego Trolley .....	28,743,326	83,474
Fixed-Route Bus		
Chula Vista Transit .....	3,268,869	10,954
County Transit System .....	4,115,396	13,619
MTDB Contract Services .....	10,577,214	31,481
National City Transit .....	2,050,045	6,449
San Diego Transit .....	<u>34,884,263</u>	<u>109,236</u>
Subtotal .....	83,639,113	255,213
General Public Demand-Responsive Service		
CTS El Cajon Dial-A-Ride .....	70,305	218
CTS Poway Airporter .....	24,609	70
CTS Spring Valley Dial-A-Ride .....	132,414	505
DART (five service areas) .....	157,519	618
La Mesa Dial-A-Ride .....	31,902	105
Sorrento Valley Coaster Connection .....	<u>160,619</u>	<u>621</u>
Subtotal .....	577,368	2,137
ADA Complementary Paratransit Service <sup>3</sup>		
CTS Paratransit .....	139,274	489
MTS Access .....	<u>149,175</u>	<u>522</u>
Subtotal .....	288,449	1,011
Total .....	84,504,930	258,361

**MTS Statistics for the San Diego Metropolitan Area**  
**Fiscal Year 2000 (July 1, 1999 – June 30, 2000)**

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**Operating Statistics**

**Light Rail Transit**

Number of Routes ..... 2  
 Length of Routes (one-way)<sup>4</sup> ..... 46.6 miles [74.8 km]  
 Annual Service Operated<sup>5</sup> ..... 124,861 hours    7,090,499 miles [11,410,740 km]

**Fixed-Route Bus**

Number of Routes ..... 89  
 Length of Routes (one-way) ..... 1,180 miles [1,900 km]  
 Annual Service Operated ..... 1,637,979 hours    19,887,008 miles [32,004,161 km]

**General Public Demand-Responsive Service**

Annual Service Operated ..... 107,439 hours    1,590,371 miles [ 2,559,384 km]

**ADA Complementary Paratransit Service**

Annual Service Operated ..... 146,134 hours    2,756,335 miles [ 4,435,770 km]

**Financial Statistics**

	Operating Cost	Fare Revenue	Subsidy
Light Rail Transit .....	\$ 32,154,689	\$20,940,891	\$11,213,798
Fixed-Route Bus.....	90,721,081	36,462,402	54,258,679
General Public Demand-Responsive Service .....	3,321,850	776,982	2,544,868
ADA Complementary Paratransit Service.....	<u>5,268,919</u>	<u>821,764</u>	<u>4,447,155</u>
Area-Wide Total.....	\$131,466,539	\$59,002,039	\$72,464,500

**Performance Statistics**

	Operating Cost Per Revenue Mile	Total Pass. Per Revenue Mile	Subsidy Per Total Pass.	Farebox Recovery
Light Rail Transit .....	\$4.53	4.05	\$ 0.39	65.13%
Fixed-Route Bus.....	4.56	2.76	0.99	40.19
General Public Demand Responsive Service.....	2.09	0.36	4.41	23.39
ADA Complementary Paratransit Service.....	<u>1.91</u>	<u>0.10</u>	<u>15.42</u>	<u>15.60</u>
Area-Wide Weighted Average .....	\$4.20	2.70	\$ 0.86	44.88%

# MTS Statistics for the San Diego Metropolitan Area

## Fiscal Year 2000 (July 1, 1999 – June 30, 2000)

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### **Facilities and Equipment**

#### Light Rail Transit

- 123 Rail Cars (6-axle articulated)
- 1 Maintenance Facility
- 49 Passenger Stations

#### Fixed-Route Bus

- 524 Buses: 50 Diesel high-floor articulated
- 305 Diesel high-floor standard
- 39 Diesel high-floor midsize
- 97 CNG high-floor standard
- 2 CNG high-floor midsize
- 31 CNG low-floor standard
- 8 Maintenance Facilities
- 9 Bus-Only Transit Centers<sup>7</sup>
- 5,533 Bus Stops (496 equipped with passenger shelters and 2,014 equipped with advertising benches)

#### General Public Demand-Responsive Service

- 45 Vans and Minibuses
- 3<sup>8</sup> Maintenance Facilities

#### ADA Complementary Paratransit Service

- 86 Vans and Minibuses
- 2<sup>9</sup> Maintenance Facilities

### **Light Rail Construction Statistics**

Segment	Opening Date	Length		Cost (including vehicles)
		Miles	Kilometers	
Kettner Blvd. – San Ysidro	07/26/81	15.9	25.6	\$116 Million
12 <sup>th</sup> & Imperial – Euclid Avenue	03/23/86	4.5	7.2	34
Euclid Avenue – Spring Street	05/14/89	5.8	9.3	54
Spring Street – El Cajon	06/25/89	5.5	8.8	54
Bayside/Convention Center area	06/30/90	1.5	2.4	48
Sante Fe Depot – Cedar Street	06/02/92	0.5	0.8	
El Cajon – Santee	08/28/95	3.6	5.8	109
Cedar Street – Old Town	06/16/96	3.2	5.1	114
Old Town – Mission San Diego	11/23/97	6.1	9.8	220
<b>Total</b>		46.6	74.8	\$749 Million

**MTS Statistics for the San Diego Metropolitan Area**  
Fiscal Year 2000 (July 1, 1999 – June 30, 2000)

(21)

**Notes**

**General Notes**

This statistical summary excludes operating data from the following systems that serve portions of San Diego County but are not part of the Metropolitan Transit System: rural routes operated by County Transit System; all routes operated by North County Transit System (including Coaster commuter rail); and private jitney, shuttle, taxi, and ferry services.

Sources of operating information are the operating agencies themselves, as summarized in audited figures included in MTDB's Short-Range Transit Plan for FY 2001-2005. Light rail construction data is from MTDB's Engineering and Construction Department.

Passenger statistics are for total passengers (that is, the total of both revenue passengers paying fares and those not paying fares due to transfers, promotions, etc.). Transit service hour and mile statistics are for revenue hours and miles (that is, only for the times and places in which the vehicle is actually in service, excluding deadheading to and from garages or laying over between runs).

**Numbered Footnotes**

<sup>1</sup>Passenger boardings refers to unlinked trips, in which each vehicle boarded in the course of a passenger's trip is counted.

<sup>2</sup>Linked trips refers to a passenger's total trip from origin to destination, without regard to the number of individual boardings or transfers involved.

<sup>3</sup>ADA Complementary Paratransit Service is a restricted dial-a-ride service. It is for the exclusive use of passengers certified to have a qualifying disability that prevents them from using fixed-route transit, in accordance with the Americans with Disabilities Act.

<sup>4</sup>Of the totals shown, 1.2 miles [1.9 km] are operated in common by both Blue and Orange light rail routes in Downtown San L and are not double counted. Length of Blue Line is 25.7 miles [41.3 km]; length of Orange Line is 22.1 miles [35.4 km]; total length of both routes is 47.8 miles [76.7 km].

<sup>5</sup>Since each light rail train may consist of one to four cars, light rail operating statistics use train hours and car miles [car kilometers]. (For the sake of completeness, car hours for the reporting period were 338,801, while train miles were 2,687,623 [4,325,192 km].)

<sup>6</sup>Farebox recovery consists of fare revenue divided by operating cost.

<sup>7</sup>The many additional bus transit centers located at rail stations are not included in this figure.

<sup>8</sup>Some maintenance facilities are shared between General Public Demand Responsive and ADA Complementary Paratransit Service, resulting in a net of three actual facilities for these two types of service.