



Evaluation of Elevate SD 2020

2025/2026 COA – Task 3

January 2026 | SD MTS



This analysis evaluates the 14 initiatives in the Elevate 2020 Plan

Initiatives are grouped into four focus areas



I. Transit Service Expansions

- 1 Trolley System Enhancements
- 2 Bus System Enhancements
- 3 Create Rapid Bus Network

II. Transit Investments

- 4 Trolley to the Airport
- 5 Sorrento Valley/UTC Skyway
- 6 San Ysidro Transit Center Improvements
- 7 High-Speed Transit Enhancements
- 8 Grade Separations

III. Access, Equity, and Rider Experience Improvements

- 9 Youth Opportunity Pass
- 10 Mobility on Demand
- 11 Amenities Improvements
- 12 Security Enhancements

IV. Supporting Programs

- 13 Transit-Supportive City Grant Program
- 14 Blue Line/Purple Line Coordination

Being studied
further by SANDAG



Recommend **Trolley System Enhancements** on all Lines to balance demand and efficiency



Elevate 2020 Proposal

- Improved weekday peak & off-peak frequency:
 - Blue Line: 7.5-min to 5-min frequency
 - Orange Line: 15-min to 7.5-min frequency
 - Green Line: 15-min to 7.5-min frequency
 - Copper Line did not exist in 2020; no frequency adjustments were proposed. (Green line changes would have applied to area currently served by Copper Line)



Findings¹

- **Productivity - Average Weekday Passenger^{2,3}**
 - Blue Line demand surged after the extension and fully recovered after COVID, now carrying the region's highest weekday passengers.
 - Orange and Green show flatter trends with some recovery after COVID.
- **Productivity - Passenger per Revenue Hour^{2,3}**
 - System productivity dropped during the pandemic but now partially recovered.
 - Blue Line maintains highest productivity (>250 riders/hour), while Orange & Green have lower (~100-150 riders/hour).
- **Efficiency - Subsidy per Passenger^{2,3}**
 - System subsidy per passenger spiked during COVID (ridership dropped), then improved since FY22.
 - Blue Line consistently maintains lower subsidy per passenger compared with Orange & Green, indicating more cost-effective operations.
- **Quality - On-time Performance^{2,3}**
 - System OTP dropped but rebounded now to ~90-95%.
 - Stable OTP suggests higher frequencies can be supported.
- **Quality - Capacity Utilization²**
 - Blue Line regularly operates above seated capacity during peak periods, with 3-hour average loads of 104-114%. This indicates recurring crowding and limited ability to accommodate additional ridership under current frequencies.
 - Green & Orange's peak 3-hour average load at 63-80%, remaining below load capacity.

Recommendations

- **Blue Line:** Recommend improving frequencies to 5 mins supported by strong ridership, high productivity, and capacity utilizations.
- **Orange & Green:** Recommend frequency improvements; evaluate exact levels within context of systemwide service goals in Tasks 4 and 5.
- **Copper:** Frequency improvements should match Green and Orange to maximize connectivity and cohesiveness.
- Coordinate service upgrades with infrastructure and fleet expansion to ensure the shorter headways can be operated reliably. Additional details are provided in the Appendix.

(1) Additional performance and analysis is provided in the Appendix.

(2) Data source from San Diego Metropolitan Transit System – Policy 42 Performance Monitoring Report, SDMTS, 2015-2024.

(3) Data source from MTS Service Analysis Dashboard, SDMTS, 2025.

Pursue **Bus System Enhancements** in light of recent performance and consistent with systemwide service goals



Proposal

- 96 current bus routes with frequency/span/network enhancements:
 - • 17 existing corridors converted to Rapid
 - • 2 existing Rapids with transit-priority improvements
 - 65 routes with increased frequency
 - 54 routes with improved span
 - 7 routes with new weekend days
 - 9 routes with 24-hour “owl” service (Route 3, 8, 10, 12, Rapid 201/202, 215, 235, 929, Corridor 5)
- 14 new bus routes
 - 3 local routes (Route 121, 125, 714)
 - • 2 Rapid routes (Route 46, Corridor 805 Rapid)
 - • 7 freeway express routes (Corridor 5, 52, 56, 805)
 - 2 worksite distribution shuttles (Route 805, Sorrento Mobility Hub Shuttle (SM))

Evaluated as part of Rapid Network Development (page 6-8)

Evaluated in conjunction with High-Speed Transit Enhancements Proposal (page 12)

Findings

- Route-level evaluation for all routes (local, Rapid, freeway express, worksite shuttles) compares existing route conditions (type, span, frequency) to 2020 conditions and Elevate 2020 proposal
- Approximately 90% of routes remain below pre-COVID ridership levels; many routes operate less service than 2020

Systemwide Service Goals:

- Improve productivity and cost-effectiveness
- Enhance reliability and travel time consistency
- Align services with updated post-2020 travel patterns
- Strengthen geographic coverage and market access, especially to key job centers and equity-priority areas
- Maintain a cohesive network; not isolated route-by-route decisions

Pursue **Bus System Enhancements** in light of recent performance and consistent with systemwide service goals



Systemwide screening for local, Rapid, freeway express, worksite shuttle routes

Systemwide Screening Standards

Assessment of existing routes¹

Each Line evaluated on key metrics by time period against others of its type average:

1. Average passengers
 2. Passengers per revenue hour
 3. Subsidy per passenger
 4. Capacity utilization
 5. In-service hours
- Routes above average on at least 3 of 5 metrics generally recommended for advancement
 - Pre-COVID and current data on headway, ridership, productivity, and cost efficiency were compared to refine recommendations. Significant changes in trends will guide future recommendation adjustments.

New routes review:

- Local routes: Recommended for improved coverage.
- Worksite shuttles: Recommended as pilots (1-2 years) to build demand and test cost-effectiveness.

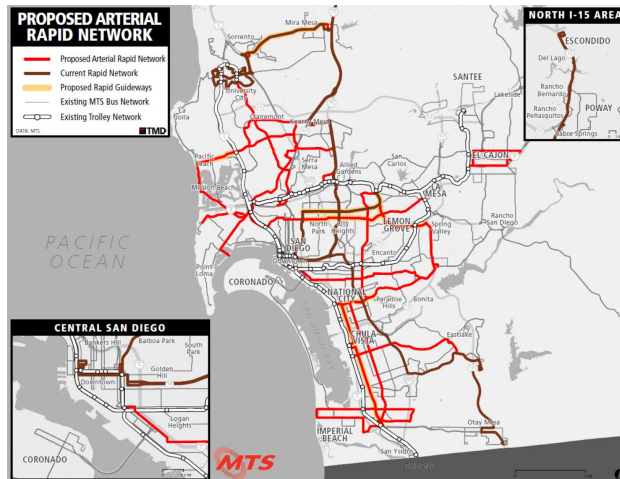


Recommendations

- Use systemwide service goals to guide network design across all bus service
- Route-by-route assessments should be reconsidered in the context of the network as a whole and clear tiers of service (Local, Rapid, Express, Shuttle) in Tasks 4 & 5.
- Routes added since 2020 and those proposed as unchanged in Elevate 2020 should also be reassessed.

(1) Route-level performance and analysis is provided in the Appendix.

- Rapid Bus Network: 21 Rapid route changes
 - Rapid route conversions from local & express: Routes 7, 8, 10, 12, 27, 28, 35, 41, 44, 709, 815, 856, 929, 932, 933/934, 955, 962
 - New Rapid routes: Route 46, Corridor 805 Rapid
 - Upgrades to existing Rapid routes: Route 215, 237
 - Prioritize route construction in areas ready for dedicated bus lanes

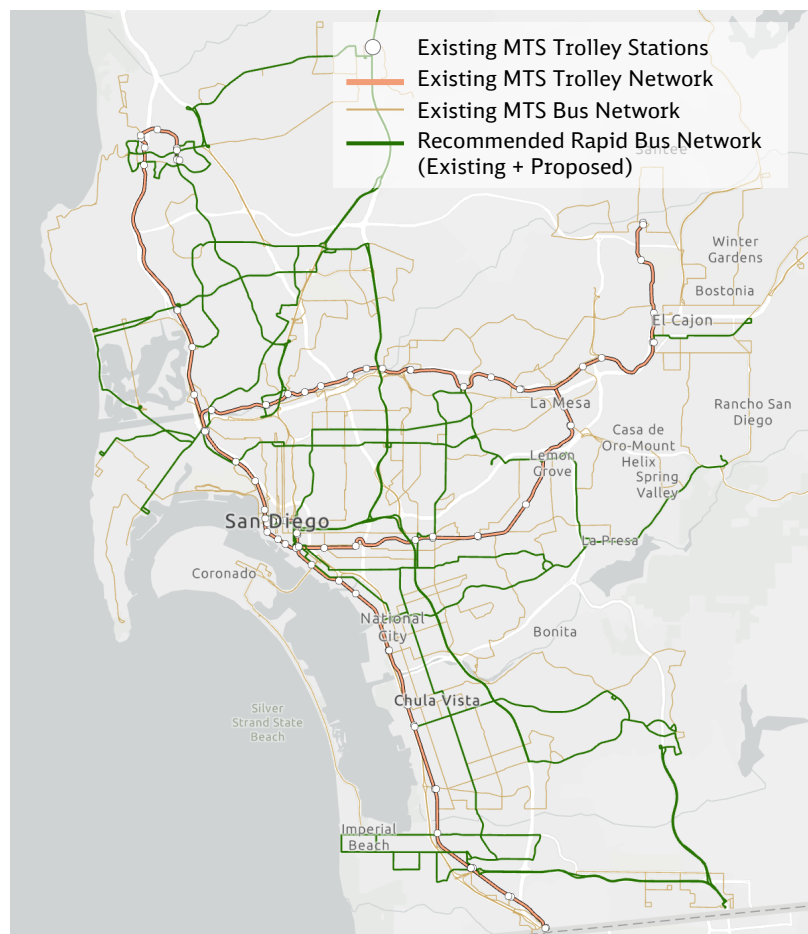


- Travel patterns, demand, and service levels have changed significantly since 2020.
- Several routes have reduced service since 2020; reinstating previous service levels is likely worth pursuing even without an upgrade to Rapid standard.
- Future Rapid implementation should prioritize corridors where right-of-way, roadway design, and operating conditions can support transit-priority treatments to maximize effectiveness.
- The recommendations provide a starting point for discussion and will be refined in Tasks 4 & 5.

Continue to pursue **Rapid Bus Network Development** within context of recent performance and clear bounds on what constitutes a Rapid route



Recommended to advance¹



Conversions from local/express

- Recommended for upgrade: 8, 10, 12, 27*, 28, 35, 41**, 44, 709, 815, 856, 929, 955, 933/934, 962
- *Rt 27: Further evaluate routing (2025 direct-to-KM vs. 2020 Stadium deviation).
- **Rt 41: Further evaluate truncations at UTC.
- Do not upgrade:
 - Rt 7**: A high-performing local route. Rapid conversion is not recommended at this time due to overlapping coverage from Routes 10 and 215 and the important local access provided by Route 7. Coordinated corridor planning across Routes 7, 10, and 215 will continue in Tasks & 5 and may inform future recommendations.
 - Rt 932**: Blue line feeder with stop at E St, and duplicative of upgraded 929.

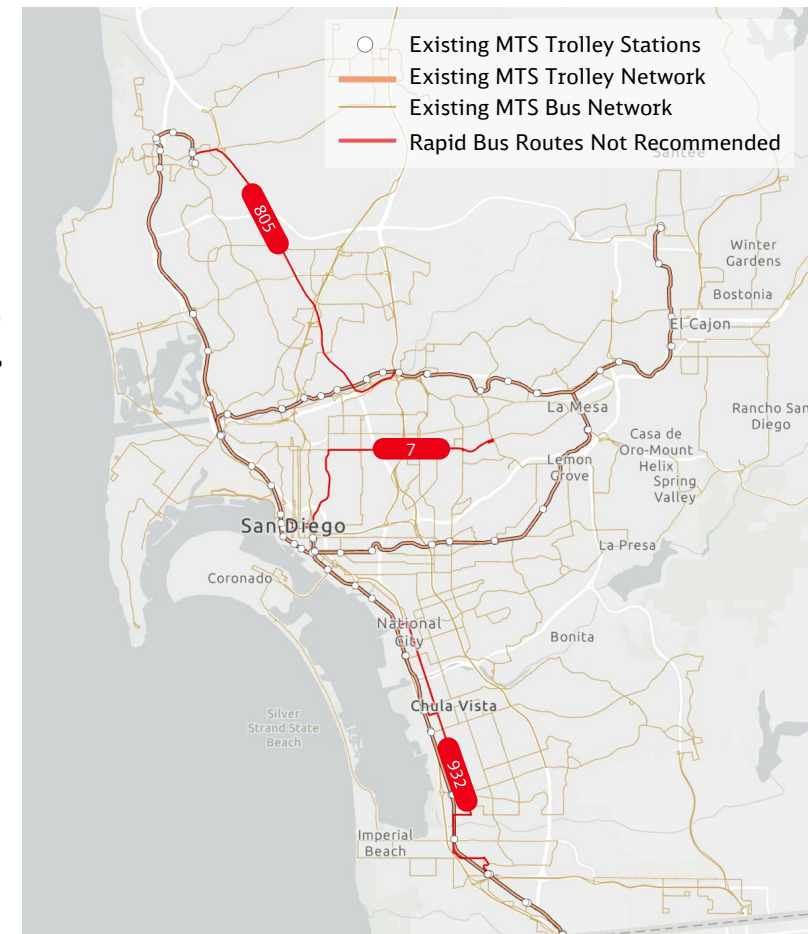
New

- Rt 46**: Recommended. Further evaluate consolidation with Rt 43 and 105.
- Rt 805**: Not recommended; provides same Green-UTC connection as Rt 41, but on lower-demand corridor east of 805.

Upgrades

- Rt 215**: Recommended on transit-priority improvements and owl service. Further evaluation on service frequencies.
- Rt 237**: Recommended on transit-priority improvements and weekend span expansion. Further evaluation on service frequencies.

Not recommended to advance¹



(1) Additional route-level performance and analysis is provided in the Appendix.

Continue to pursue **Rapid Bus Network Development** within context of recent performance and clear bounds on what constitutes a Rapid route



Findings from Screening Process

- Lack of consistent parameters and clear criteria for existing and proposed Rapid routes:
 - Span of service
 - Peak, off-peak, and weekend frequency
 - Stop Spacing
 - Priority treatment(s)
 - Relationship to local buses on same corridor
 - Fare collection/boarding procedure
- It's difficult to evaluate Elevate 2020 Proposal without clear Rapid standards for these parameters.
- Evaluating Elevate 2020 proposal on a line-by-line basis may not result in optimal network cohesion; refine overall system in Tasks 4 & 5.
- Distinguishing Rapid vs enhanced Local:
 - Rapid routes should provide limited-stop service, wider stop spacing, transit-priority treatments, and faster, more direct corridor travel.
 - Enhanced local routes may have improved frequency, reliability, and/or bus stop amenities, but retain local stop spacing and a stronger neighborhood coverage role.



Recommendations

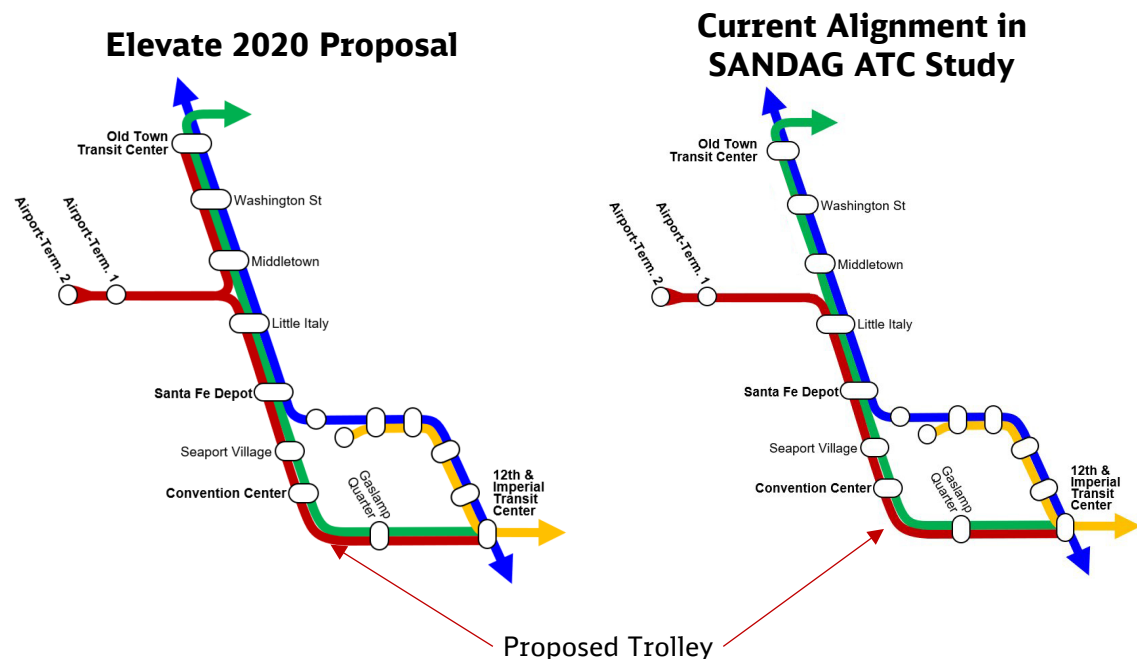
Most 2020 recommendations are still relevant, though service increases may only be a return to previous levels. MTS should **set clear criteria (standards) for Rapid routes** (frequency, span, stop spacing, priority treatments, etc.) and **re-evaluate the resulting Rapid network** to align final service recommendations with the broader system goals.

Continue coordination with SANDAG for Airport Trolley Connection Project



Proposal¹

- Include extension of rail network to San Diego Airport
- Proposed service: Downtown SD – Airport – Old Town with 15-min all day frequency



Findings

- Planned / Under Study:
 - SANDAG is leading the development of a future Airport Transit Connection (ATC)², which is included in the 2025 Regional Plan³. Further environmental review will assess connectivity, access, infrastructure, costs, and airport travel survey results to define a preferred concept.
- SANDAG ATC Concepts²:
 - Near-Term (by T1 Phase 1A, late 2025):
 - MTS Route 992 (Downtown - Airport) & San Diego Flyer (Old Town - Airport). Provide coverage but still constrained by mixed traffic.
 - Mid-Term (by T1 Phase 1B, 2028):
 - Dedicated bus lanes on North Harbor Dr. / Pacific Hwy to improve travel time and reliability.
 - Long-Term possibilities:
 - Automated People Mover (APM): Airport - Santa Fe Depot/Downtown or Old Town; -min headways; high reliability, very high capital cost.
 - Trolley Extension: 12th & Imperial - Airport; 15-min headways; integrates with LRT grid; Downtown underground concept favored.
 - Enhanced Bus Service: City College - Airport - Old Town; lowest cost and fastest to implement; with bus lanes/priority upgrades.

Recommendations

- Continue **coordinating with SANDAG** on the Airport Trolley Connection
- Recognize that the Airport connection remains a potential future investment, while the final concept and implementation path are still being defined.

(1) Additional grades separations required.

(2) Airport Transit Connection Concept Evaluation Study, SANDAG, Jul 2023; Airport transit connection update, SANDAG, 2024.

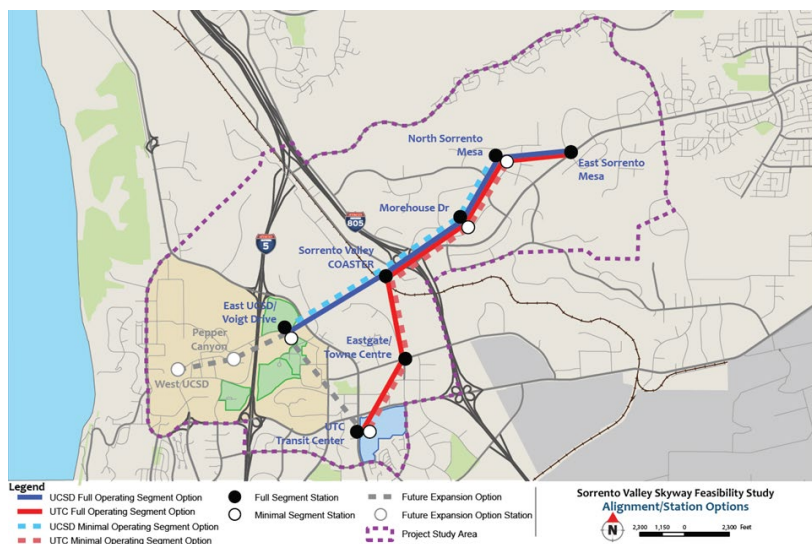
(3) Draft 2025 Regional Plan Transportation Network, SANDAG, 2025.

Shift resources away from the Sorrento Valley/UTC Skyway and instead prioritize initiating I-805 and Mira Mesa Blvd BRT planning



Proposal

- Construct an all-electric skyway over I-805 between UTC and Sorrento Valley
- Direct link between Mid-Coast Trolley and BRT improvements in Sorrento Valley
- BRT freeway improvements funnel into to Sorrento Valley
- Project includes construction of three stations, two mobility hubs, and a last mile shuttle system in Sorrento Mesa.



- (1) Sorrento Valley Skyway Feasibility Study, SANDAG, 2017.
 (2) South Bay to Sorrento Comprehensive Multimodal Corridor Plan (CMCP), SANDAG, 2023.
 (3) Draft 2025 Regional Plan Transportation Network, SANDAG, May 2025.

Findings

- No new studies, funding, or environmental clearance has advanced since Valley Skyway Feasibility Study¹ and Elevate 2020.
- The concept remains referenced as “UCSD to Sorrento Valley Skyway” in the South Bay to Sorrento Comprehensive Multimodal Corridor Plan (CMCP)², but is not included in the 2025 Regional Plan³.
- Alternatives implemented or under study:
 - COASTER shuttle connections: NCTD relaunched the expanded Sorrento Valley COASTER Connection (SVCC) in 2024, extending coverage to UCSD and UTC.
 - BRT / Rapid bus on I-805: Planned in SANDAG’s South Bay to Sorrento CMCP and included in Elevate 2020 under bus system enhancements and high-speed transit enhancement.
- NCTD is preparing to discontinue several low-performing shuttle routes, indicating the need for more reliable corridor-level solutions.
- Coaster has added 50% more weekday service and more than tripled weekend service since 2020; fixed route transit now connects more effectively.
- Growth since 2020 in on-demand mobility options (both private and public) can provide first- and last-mile connections.

Recommendations

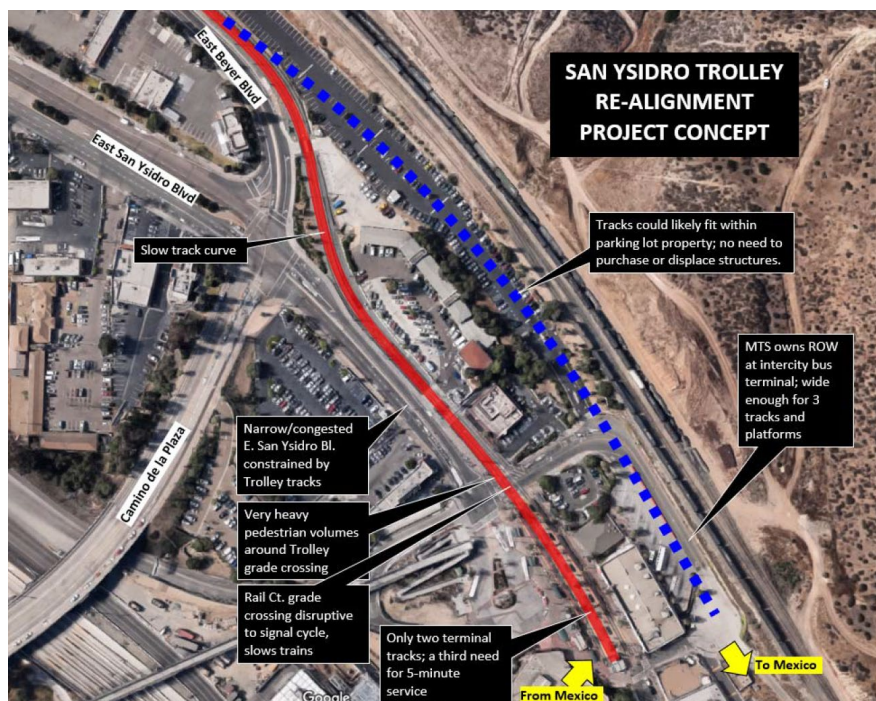
Focus on initiating BRT planning along I-805 and Mira Mesa Blvd rather than advancing a separate Skyway project. These corridor-level investments can support bus-priority treatments, connect directly with the Mid-Coast Trolley and South Bay transit markets, and provide fast, direct regional service to Sorrento Valley. BRT would also offer a more reliable all-day option than COASTER shuttle connections, which face performance challenges and impending discontinuation. Near-term improvements should enhance multimodal access through bus/Rapid system upgrades, expanded circulators and on-demand mobility, and improved active transportation connections. Long-term connectivity can be further supported through Purple Line corridor development.

Advance **San Ysidro Transit Center** in cooperation with SANDAG



Proposal

- Elevated tracks and platforms, rail realignment, and aesthetic improvements to strengthen pedestrian access and walkability.



- (1) Additional San Ysidro phasing information is provided in the Appendix.
 (2) Draft 2025 Regional Plan Transportation Network, SANDAG, 2025.
 (3) San Ysidro Planning Studies, SANDAG, 2025.

Findings¹

- In 2021, SANDAG accepted \$1.25M in funding from MTS to initiate the Transit Center improvement study.
- The San Ysidro Mobility Hub is included in the 2025 Regional Plan² and supported by ongoing **San Ysidro Planning Studies³ in partnership with MTS.**
- As of 2025, no construction funding has been allocated.
- SANDAG San Ysidro proposals:
 - **Near-term (station redesign):** Refine design, select a preferred concept, initiate environmental review, and seek funding opportunities; environmental phase expected to begin in early 2026.
 - **Long-term (mobility hub):** Continue planning and community visioning for the Mobility Hub, including Purple Line integration and multimodal studies; planning study expected to conclude in early 2027.



Recommendation

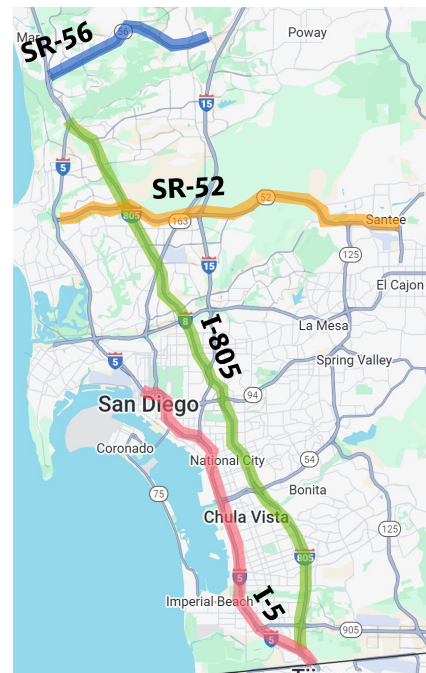
Continue to advance planning, design, and environmental review in alignment with SANDAG.

Advance I-805 and SR-52 High-Speed Transit Enhancements; deprioritize I-5 and SR-56



Proposal

- 43 new miles of high-speed transit enhancements
 - **I-805** – Build a left shoulder into a high-speed transit lane.
 - **SR-52** – Build a reversible, high-speed transit guideway.
 - **I-5** – Install zipper barriers to convert non-peak direction into a contraflow peak direction high-speed transit lane between Iris Ave. and Downtown San Diego Extension south to San Ysidro.
 - **SR-56** – Build a single reversible high-speed transit lane in the median.



Findings¹

- **I-805:** Multiple transit and managed-lane projects in progress. These projects will directly improve bus speed and reliability.
- **SR-52:** A critical east-west link connecting UTC, Kearny Mesa, and Santee, serving major employment centers² (Kearny Mesa: 126k jobs; Sorrento Valley: 169k jobs). The Coast, Canyons & Trails CMCP³ included SR-52 complete-corridor concepts with managed lanes and express transit.
- **I-5:** The proposed I-5 segment is parallel to the Blue Line, MTS's highest-ridership service (~78k weekday boardings). Building new transit enhancement projects on I-5 would duplicate existing rail service. SANDAG has begun work on the Downtown-to-Border Study, which will study alternatives for transit in the South Bay; any I-5 transit enhancements should align with the study.
- **SR-56:** Primarily serves low-density suburban communities (Carmel Valley, Pacific Highlands Ranch). Caltrans added HOV lanes in 2025, while the reversible transit-only lane concept has not been advanced.

Recommendations

- **I-805: Support projects underway** and ensuring Elevate 2020 bus service plans are ready to operate in these facilities at opening.
- **SR-52: Continue evaluating high-speed transit enhancements** options to relieve east-west congestion.
- **I-5: De-prioritize** I-5 enhancements; focus on Blue Line improvements. Future I-5 enhancements should align with SANDAG's Downtown-to-Border Study.
- **SR-56: De-prioritize** new reversible transit lane and instead evaluate bus service on the HOV lanes.

(1) Additional transit project information is provided in the Appendix.

(2) SANDAG Employment Centers 2.0, SANDAG, 2025.

(3) Coast, Canyons & Trails Comprehensive Multimodal Corridor Plan (CMCP), SANDAG, 2023.

(4) MTS Service Analysis Dashboard, SDMTS, 2025.

Establish a **Grade Separation** program with prioritization framework

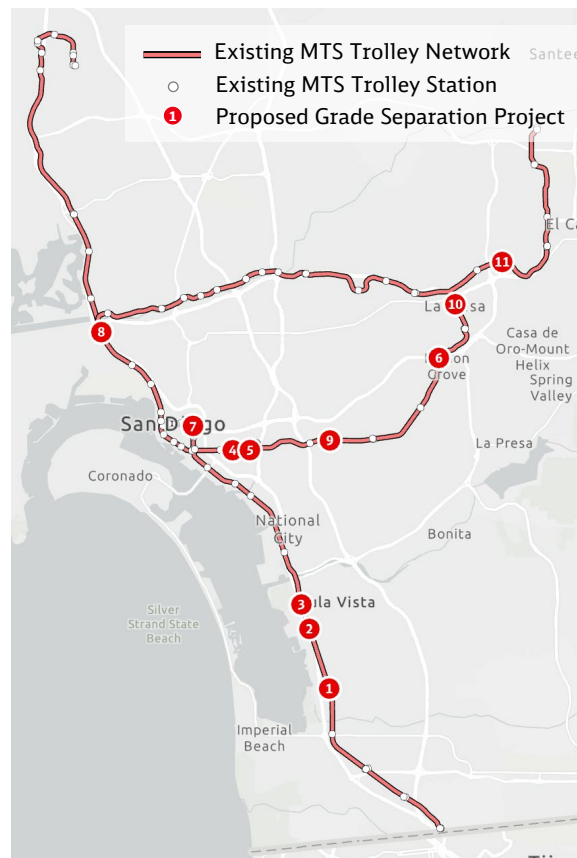
Benefits largely accrue to motorists; fund largely from non-MTS sources



Proposal¹

11 grade separations

- 1 Palomar St., Chula Vista
- 2 H St., Chula Vista
- 3 E St., Chula Vista
- 4 28th St., San Diego
- 5 32nd St., San Diego
- 6 Broadway/North Ave., Lemon Grove
- 7 Broadway, San Diego
- 8 Taylor St., San Diego
- 9 Euclid Ave., San Diego
- 10 Allison Ave./University Ave., La Mesa
- 11 Severin Dr., La Mesa



Recommendations

- Grade separation projects should be **advanced as an ongoing, programmatic effort**, moving forward as funding allows.
- A standalone grade separation program² similar to the TAP/TSI needs to be established with continuous studies and a pipeline of ready-to-advance projects, guided by a formal **prioritization framework**.
- **Include Trolley junction flyovers** within grade separation program.

Draft Prioritization Framework

Criteria:

- Operational complexity: flat trolley track junctions hinder high-frequency operations; incidents at crossings used by multiple lines disrupts more service
- Safety performance: car crashes at/near the crossing that can block tracks and disrupt train service.
- Ridership exposure: Passenger volumes traveling through the crossing during the PM peak; higher through volumes indicate more riders affected by delays.
- Crossing characteristics: whether the crossing is currently gated, as ungated crossings have higher risk.
- Proximity to stations: distance from stations, as farther crossings with grade separations can allow higher train speeds and improve reliability.

Prioritization:³

1. **28th St.** is an ungated crossing and far from stations.
2. **Taylor St/Green flyover** allows for higher-frequency Blue & Green service.
3. **Palomar St.** has high crash rates and is close to higher-ridership stations.
4. **Broadway/North Ave.** has high crash rates and is additional priority.

(1) Additional grade separations for Airport Trolley and San Ysidro projects.

(2) Best practice in establishing grade crossing program is provided in the Appendix.

(3) See appendix for application of a potential prioritization framework

Continue **Youth Opportunity Pass** with permanent funding due to strong pilot results



Proposal

- Include funding for a Youth Opportunity Pass (free transit) for riders 18 and under

Findings

- Youth Opportunity Pass (YOP) program¹ was launched in May 2022 as a regional pilot by SANDAG, NCTD, SDMTS, and the County of San Diego.
- Program provides free rides on bus, Trolley, COASTER, and SPRINTER for youth 18 and under.
- Current funding source:
 - SANDAG: Federal Congestion Mitigation and Air Quality (CMAQ) program
 - County of SD: American Rescue Plan Act (ARPA) funds
 - Program is scheduled to expire in June 2026
- Requires ~\$6.5M annually



Recommendations

YOP has been a **successful pilot**², delivering ridership growth and equity benefits. Dedicated ballot measure funding can ensure the program continues to benefit the region.

(1) Youth Opportunity Pass Program, SDMTS, 2025.

(2) Youth Opportunity Pass Pilot Program Report, SANDAG, 2023.

Align **Mobility on Demand** expansion with MTS Access rather than investing directly, and integrate with fixed-route planning



Proposal

- Invest \$4M annually to provide mobility on-demand in MTS service territory with little or no transit.
- Supports various ridership groups:
 - Seniors/people with disabilities
 - Students getting to school
 - Employees accessing jobs from transit centers
 - Shift workers during off-peak hours

Findings

- MOD services have expanded through programs led by SANDAG, FACT, NCTD, MTS, and local jurisdictions.
- MTS Access¹ provides curb-to-curb paratransit service for riders who are ADA-certified and are unable to use fixed-route buses or Trolley due to disability. Service is provided within 0.75 mile of fixed MTS routes. The same-day pilot program was launched July 2025.
- Current Gaps:
 - Limited MOD serving transit-limited or rural areas for the public.
 - No MOD targeting student-focused, off-peak shift workers, or employee access from transit centers.
- San Ysidro-Downtown San Diego corridor is served by Route Overnight Express 910² instead of MOD for late-night travelers or early commuters.
- Cost efficiency: MOD typically has a significantly higher cost per passenger trip than fixed-route transit service.



See Appendix for a summary of MOD programs across the region, which informs on MOD coordination.

Recommendations

- Do not directly invest in Mobility on Demand outside of MTS Access.
- Align with MTS Access with further performance evaluation. Partner with SANDAG / FACT / NCTD to integrate MOD planning.
- Evaluate fixed-route alternatives first. In high-demand corridors, upgrade or add fixed-route bus or Trolley service rather than introducing separate MOD, to avoid competing with higher-performing services.
- Deploy MOD strategically. Use MOD where it enhances the existing network or can replace low-ridership fixed routes using fewer vehicles.

(1) MTS Access – Paratransit (<https://www.sdmts.com/transit-services/mts-access-paratransit>), SDMTS, 2025

(2) New Bus Route 910 Overnight Express (<https://www.sdmts.com/mts-overnight-express>), SDMTS, 2025.

Continue delivery of **Amenities Improvements** under new Transit Amenities Policy through Capital Improvement Program (CIP)



Proposal

- Enhance amenities on existing system and expanded system
- Funding could include:
 - Additional restroom access
 - Onboard and station Wi-fi
 - ADA bus stop upgrades
 - More shade options
 - Upgrade a portion of the 4,500 bus stops throughout system
 - Next-arrival technology

Only ADA bus stop upgrades were proposed in Elevate 2020, although Trolley system still lacks true level boarding

See Appendix for additional regulatory and operational details.



Findings

- The CA SB125 program provides state grants for accessibility and amenity upgrades, incorporated into MTS's FY 2025 Capital Improvement Program (CIP)¹. Additional funding and public-private partnerships are being explored.
- Transit Amenities Policy²: Established governance for transit amenities and clarified roles between MTS and cities. Transit Amenities Plan (TAP) is under development and will serve as the implementation playbook for prioritizing and phasing stop-level amenities.
- MTS OnTrack Modernization Program³: Serves as the systemwide modernization and community engagement platform, delivering TAP-ranked projects and broader customer-experience upgrades.
- Projects Underway:
 - 8 ADA stop upgrades (Dec 2024)
 - 225 new shelters under the Better Shade program (through 2028)
 - Real-time info pilots: Orange Line (2025), Bus (2026-27)
 - Onboard Wi-Fi pilot (10 buses)
 - Restroom upgrades at key stations
- Ramp deployment is required for Trolley passengers needing assistance navigating 6" difference between platform and vehicle, slowing service and reducing OTP. Additional capital investment (\$2M per station⁴) necessary to provide this amenity systemwide.

Recommendations

- **Align** all amenity projects within the TAP → OnTrack → CIP framework for unified planning, funding, and reporting.
- **Consider long-term options** to improve Trolley boarding accessibility (including potential true level boarding) as a future programmatic investment, subject to further assessment and funding availability.

(1) MTS Board Approves \$243M Capital Budget for Transit Improvements, SDMTS, 2024.
 (2) Transit Amenities Policy, SDMTS, 2024.
 (3) SDMTS OnTrack (<https://participate.sdmts.com/mts-ontrack>), SDMTS, 2025.
 (4) MTS raised 35 platforms to current height in 2010-2015; ~ \$2M per station.

Align Security Enhancements with the ongoing Transit Security Initiative



Proposal

- Enhance security by 50%
- Funding could include:
 - Hire security
 - Expanded Ambassador program
 - Potential program to address persons experiencing homelessness

Findings

- Rider feedback from the MTS OnTrack program¹ ranked personal safety and security among the top 3 rider priorities.
- MTS released the Transit Security Initiative² to enhance systemwide safety and visibility, including:
 - ~60% increase in total security staffing across the MTS system.
 - Seven-day-a-week homeless outreach integrated with security operations; increase in 2024.
 - Security outposts established at high-activity transit centers to increase visibility.
- Funding for the initiative was initiated in the FY 2024 Operating Budget and sustained in FY 2025 to maintain staffing and outreach coverage.



Recommendations

- **Align** safety planning with the Transit Security Initiative.
- **Prioritize** deployments using technological improvements and based on data-driven metrics such as incident hot spots, late-night ridership, and equity corridors
- **Improve** cleanliness to support an increased feeling of security

(1) SDMTS OnTrack (<https://participate.sdmts.com/mts-ontrack>), SDMTS, 2025. (2) SDMTS Unveiled 2024 Transit Security Initiative to Make System Safer, SDMTS, 2024.

Support the **Transit-Supportive City Grant Program** through strategic partnership, not direct funding



Proposal

- City infrastructure improvements for transit-supportive cities:
 - Active transportation
 - Access-to-transit
 - ‘Safe routes to schools’
 - Traffic studies for transit improvements
 - Capital for transit priority elements (TSP, queue jumps, bus lanes, etc.)
 - Mobility Hub infrastructure
 - Include strategies to mitigate displacement caused by transit projects as an allowable grant project



Findings

- Existing regional programs fund transit-supportive city infrastructure improvements and are open to all cities/county of San Diego:
 - SANDAG’s TransNet Smart Growth Incentive Program (SGIP)¹: Established 2009; funds complete streets, station-area access, mobility hubs, TOD planning. (\$45M, 2024-2025).
 - SANDAG’s TransNet Active Transportation Grant Program (ATGP)²: Established 2009; funds bike/ped, ADA, and Safe Routes-to-Transit/School projects (\$20M, 2024-2025).
- Regional coordination framework now fill in supporting gaps:
 - Comprehensive Multimodal Corridor Plans³ identify corridor-level transit, active-mode, and mobility-hub priorities.
 - SANDAG’s Anti-Displacement Toolkit⁴ offers policy guidance for equitable development near transit investments.
 - Transit Amenities Policy/Plan⁵ & OnTrack Modernization Program⁶ address MTS-owned capital improvements.

Recommendations

Improving city-owned capital is beyond MTS’s core mission to plan, operate, and maintain public transit services. MTS should **focus on strategic partnership**, technical assistance, and funding alignment through SANDAG and local agencies rather than developing a new grant program.

(1) TransNet Smart Growth Incentive Program, SANDAG, 2025.
 (2) TransNet Active Transportation Grant Program, SANDAG, 2025.
 (3) SANDAG Comprehensive Multimodal Corridor Plans, SANDAG, 2023.
 (4) SANDAG Anti-Displacement Toolkit, SANDAG, 2024.
 (5) Transit Amenities Policy, SDMTS, 2024.
 (6) SDMTS OnTrack (<https://participate.sdmts.com/mts-ontrack>), SDMTS, 2025.

Continue coordination with SANDAG for Blue/Purple integration



Proposal

- Provide jump-start funding for SANDAG Transit Leap Tier 1, which includes greater South Bay north-south movement with the goal of a high-speed option from the border towards Sorrento Valley.

Findings

- Purple Line remains an active SANDAG initiative, included in the Conceptual Planning Study¹ and in the 2025 Regional Plan².
- Purple Line is envisioned as a high-capacity north-south corridor serving Sorrento Valley, Kearny Mesa, and Downtown -Tier-1 job centers and providing direct inland access without detouring along the Blue Line.
- No mode decision has been finalized; options include subway, surface, elevated, or hybrid alignments.
- SANDAG is expected to begin a 30-month planning/ alternatives analysis from 2025.



Recommendations

- Advance within SANDAG's process with MTS continuing in a **coordination role** to ensure Blue/Purple integration, while SANDAG retains full project control
- In the near/mid term, prioritize I-805 transit improvements under Caltrans/SANDAG and Blue Line improvements to increase north-south corridor capacity and reliability.
- Prepare for long-term integration including supporting station-area upgrades at key hubs (e.g., San Ysidro) to enable efficient transfers between future Blue/Purple.

(1) Purple Line Conceptual Planning Study, SANDAG, 2024.

(2) Draft 2025 Regional Plan Transportation Network, SANDAG, 2025

Nine of Elevate 2020's 14 recommendations should be carried forward

Three additional concepts to be studied in coordination with SANDAG



I. Transit Service Expansions

- 1 Trolley System Enhancements: Lower headways: Blue (5') Green, Orange, Copper (10')
- 2 Bus System Enhancements: Pursue most improvements, re-evaluate network cohesion
- 3 Create Rapid Bus Network: Harmonize Rapid services, re-evaluate specific lines

II. Transit Investments

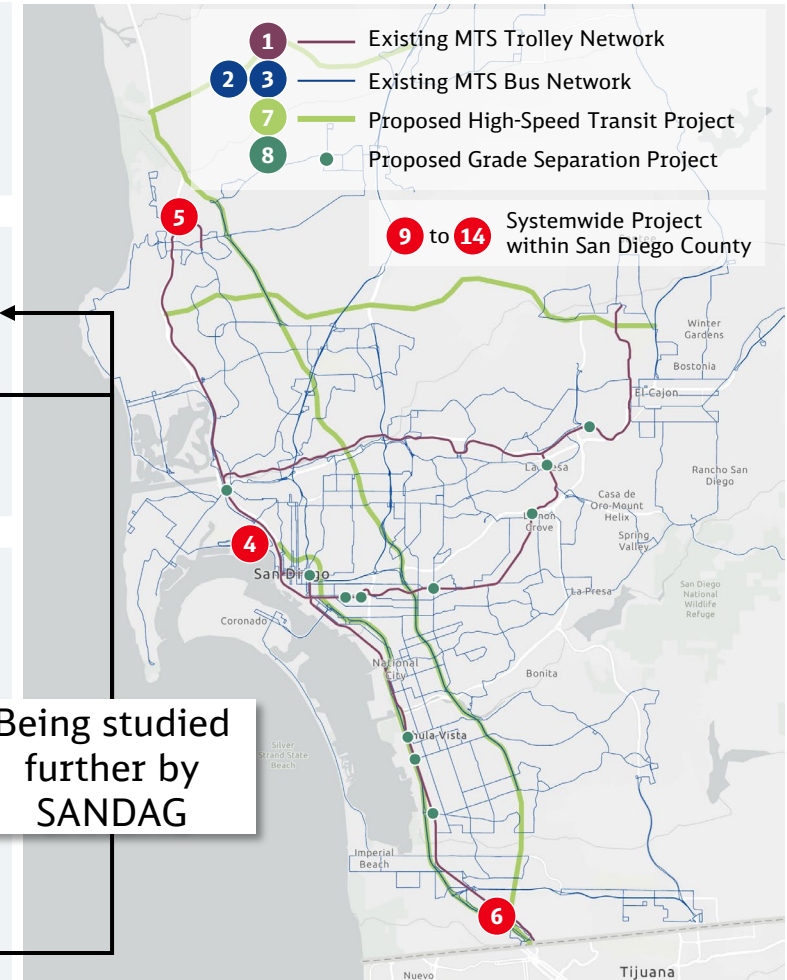
- 4 Trolley to the Airport: Continue to work with SANDAG on advancing planning projects
- 5 Sorrento Valley/UTC Skyway: Initiate I-805 and Mira Mesa Blvd BRT planning instead
- 6 San Ysidro Transit Center Improvements: Continue in cooperation with SANDAG
- 7 High-Speed Transit Enhancements: Support I-805, SR-52; deprioritize I-5, SR-56
- 8 Grade Separations: Establish on-going program with clear prioritization

III. Access, Equity, and Rider Experience Improvements

- 9 Youth Opportunity Pass: Build on successful pilot and make funding permanent
- 10 Mobility on Demand: Align with MTS Access and evaluate fixed-route integration
- 11 Amenities Improvements: Align projects with TAP → OnTrack → CIP framework
- 12 Security Enhancements: Align with TSI framework and prioritize based on data

IV. Supporting Programs

- 13 Transit-Supportive City Grant Program: Focus on strategic partnering, not funding
- 14 Blue Line/Purple Line Coordination: Continue planning in coordination with SANDAG



Technical Appendix

Recommend increasing frequencies on all Trolley Lines to balance demand and efficiency

Existing Weekday Capacity Utilization^{1,2}

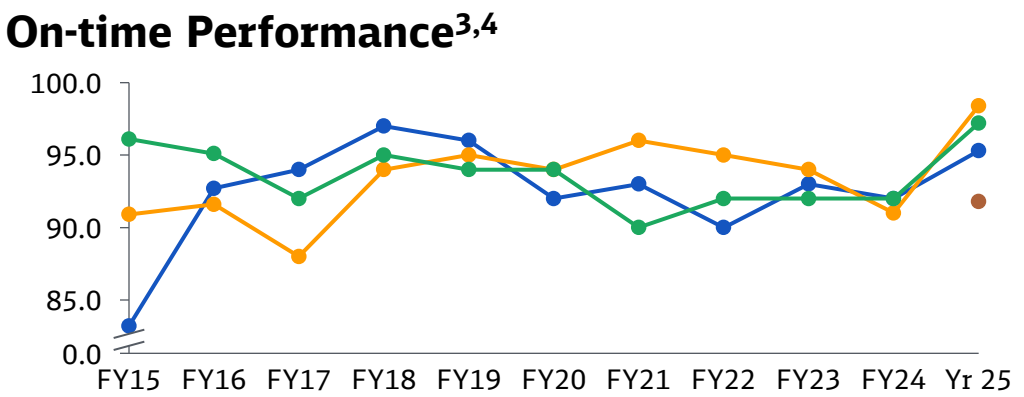
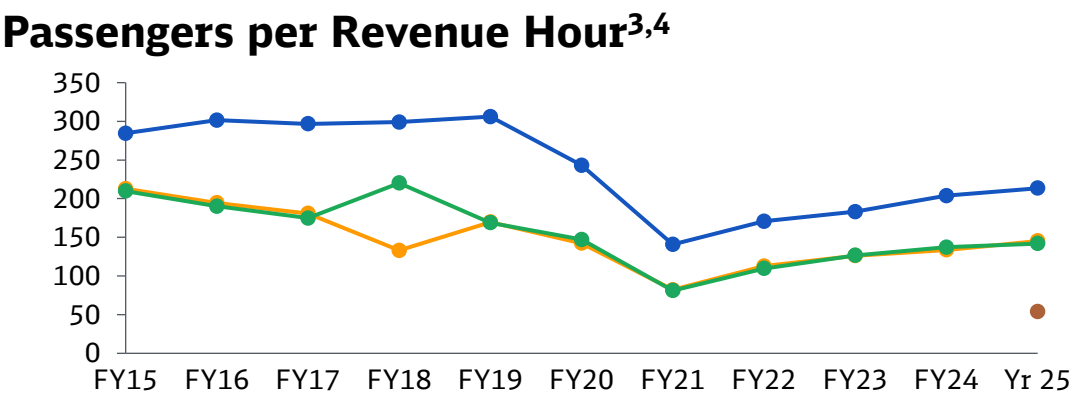
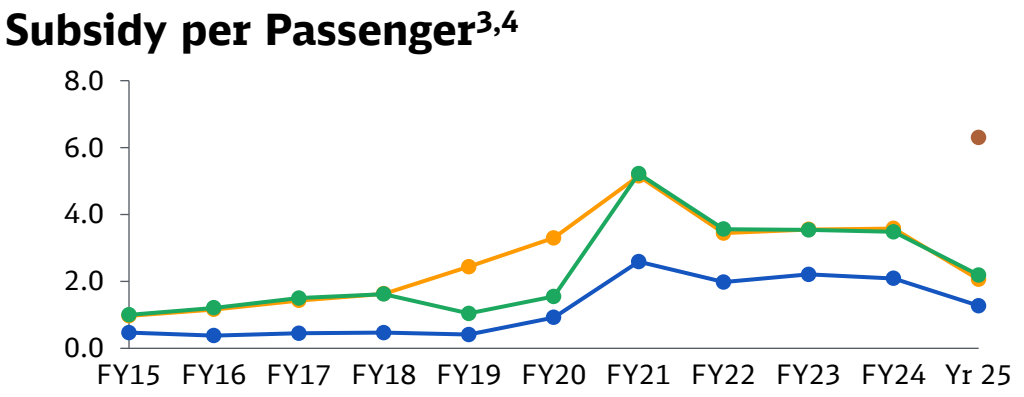
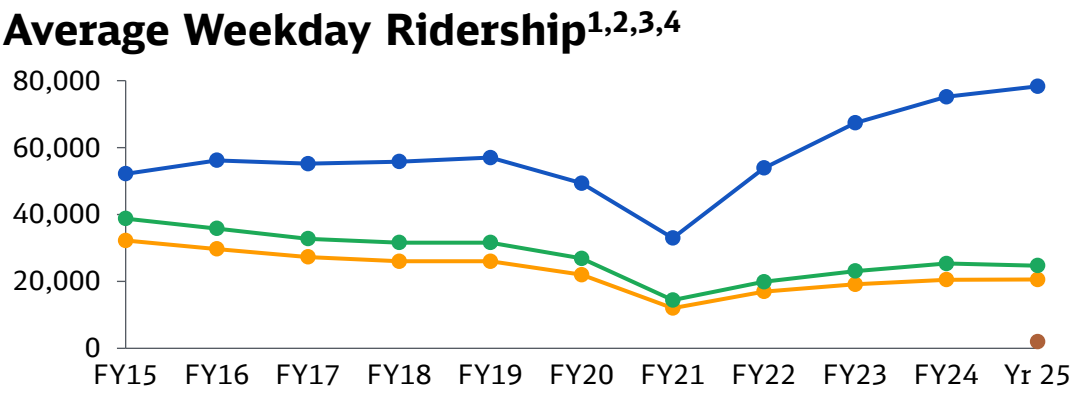
Calculated as seated + standing passengers divided by vehicle capacity, using the highest 3-hour average for each direction.



(1) Blue (San Ysidro-UTC), Blue (San Ysidro-America Plaza), Orange, Green, and Copper operate at 15-min headways. South of Downtown, both Blue patterns overlap (effective 7.5-min service); north of Downtown, only long trips operate (15-minu service). Analysis follows MTS’s trip-level load data structure. Because loads are reported by individual trips (not by track segments), Blue Line patterns must be evaluated separately rather than recombined into north/south segments.

(2) Data source from MTS Service Analysis Dashboard, SDMTS, 2025.

Blue Line demonstrates strong ridership and productivity; OTP remains stable systemwide



Blue Orange Green Copper

(1) Peak service frequency FY15-YR25: Blue (7.5 mins), Orange (15 mins), Green (15 mins), Copper (15 min).

(2) Copper Line started service on September 2024. Blue line extension started service on November 2021.

(3) Year 2025 data covers data within Jan-Sep 2025.

(4) Data source from MTS Service Analysis Dashboard, SDMTS, 2025 & San Diego Metropolitan Transit System - Policy 42 Performance Monitoring Report, SDMTS, 2015-2024.

Supporting higher Trolley frequencies may require operational, infrastructure, and fleet investments



Junction capacity

- **Constraint:** At primary junctions, a 5-minute Blue Line headway results in a narrow window for crossing moves by other lines.
 - Interlocking must reset twice, before and after Blue Line moves, which each take ~30 seconds.
 - Likely 2.5-3.5 minute slot at each junction for Green/Orange.
 - Any Orange or Green Line train which falls out of slot will cause cascading delays to the rest of the system.
 - Primary Trolley junctions:
 - **12th & Imperial:** Blue NB vs. Orange EB
 - **Santa Fe Depot:** Blue SB vs. Green EB
 - **Old Town Junction:** Blue NB vs. Green WB
 - **Baltimore Junction:** Green WB vs. Orange EB
 - **Courthouse:** Blue SB vs. Orange terminal moves
- **Potential investments to remove constraint:**
 - *Operations*
 - Careful scheduling to maximize windows primary junctions
 - Re-organization of route structure to reduce conflict points
 - *Signaling:* Systemwide pre-emption to improve OTP.
 - *Infrastructure:*
 - Level boarding/grade separations to improve systemwide OTP
 - Flyovers at Old Town or Baltimore Junction to remove conflicts

Terminal track capacity

- **Constraint:**
 - To maintain higher frequency service, UTC, San Ysidro, and El Cajon (Green & Orange) turns must be less than ~8 minutes¹.
 - Similar constraints likely at Copper line (El Cajon and Santee) and Courthouse (Orange), but to be confirmed by modeling.
- **Potential investments to remove constraint:**
 - May require use of fall-back operators or truncating Orange Line service at 12th & Imperial.

(1) Assumes ~1 minute of movement to and from terminal platform and nearest interlocking on a two-track terminal with a (combined) 5-minute headway

Supporting higher Trolley frequencies may require operational, infrastructure, and fleet investments



Traction power

- **Constraint:** Higher frequency increases the likelihood of multiple trains accelerating concurrently within the same power section. This may cause reduced acceleration and affect schedules.
- **Potential investments to remove constraint:**
 - Modeling may be required to confirm the suitability of the traction power system to higher-frequency service.

Signaling

- **Constraint:** 5' headways on the Blue Line approach signal system capacity. Delays more likely to cascade to following trolleys.
- **Potential investments to remove constraint:**
 - Shortening signal blocks or CBTC conversion may be necessary to ensure high OTP.

Fleet

- **Constraint:** Increasing service frequencies will require additional purchase of vehicles to maintain scheduled service and spare ratios.
- **Potential investments to remove constraint:**
 - Procurement of additional vehicles to support higher frequency operations.
 - Associated storage and maintenance capacity may also need to be evaluated.

Bus enhancement recommendations – Existing Local & Express Services



Route	Time of day	Headway ¹			Proposed Span changes ²	METRICS				FY19 TO YR25 TRENDS			Recommended?	
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr		Subsidy per passenger
1	Wkdy Peak	15	10	15										
	Wkdy Midday	15	10	15										
	Saturday	30	10	30										
	Sunday	30	10	30										
2	Wkdy Peak	12	10	15	+2 hrs									
	Wkdy Midday	15	10	15										
	Saturday	20	15	30										
	Sunday	30	15	30										
3	Wkdy Peak	12	12	12	24 Hrs 24 Hrs 24 Hrs									
	Wkdy Midday	12	12	12										
	Saturday	20	15	20										
	Sunday	30	15	30										
4	Wkdy Peak	30	15	20	+2 hrs +5 hrs									
	Wkdy Midday	30	15	30										
	Saturday	30	15	30										
	Sunday	60	15	60										
5	Wkdy Peak	12	12	15	+2 hrs +4 hrs									
	Wkdy Midday	12	12	15										
	Saturday	30	15	30										
	Sunday	30	15	30										
6	Wkdy Peak	15	7.5	20	+2 hrs +4 hrs									
	Wkdy Midday	15	7.5	20										
	Saturday	15	10	20										
	Sunday	30	10	30										

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

(1) 2025 reflects current service level; 2020 reflects baseline service level; Elevate 2020 shows the originally proposed service level. 2020 service levels are shown as a baseline. Changes in headways between 2020 and 2025 are reviewed, and recommendations may include reinstating 2020 service levels where appropriate.

(2) Span changes reflect proposed extensions relative 2020 actual service.

DB E.C.O. North America | Evaluation of Elevate SD 2020 | Jan 2026

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Bus enhancement recommendations – Existing Local & Express Services




Route	Time of day	Headway			Proposed Span changes	METRICS					FY19 TO YR25 TRENDS			Recommended?
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr	Subsidy per passenger	
9	Wkdy Peak	20	15	20	+3 hrs									
	Wkdy Middy	20	15	20										
	Saturday	20	20	30										
	Sunday	30	30	30										
11	Wkdy Peak	15	10	20	+2 hrs									Evaluate service frequency in Task 4/5
	Wkdy Middy	15	10	20										
	Saturday	30	15	30										
	Sunday	30	15	30										
13	Wkdy Peak	12	12	12	+1 hr									
	Wkdy Middy	12	12	12										
	Saturday	20	15	20										
	Sunday	30	15	30										
14	Wkdy Peak	60	30	60	+6 hrs									
	Wkdy Middy	60	30	60										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
Express 20	Wkdy Peak	15/30	15/30	15/30	+4 hrs									
	Wkdy Middy	30	15/30	30										
	Saturday	30/60	15/30	30										
	Sunday	60	30/60	60										

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services





Route	Time of day	Headway			Proposed Span changes	METRICS				FY19 TO YR25 TRENDS			Recommended?
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr	
25	Wkdy Peak	60	15	60	+3 hrs								
	Wkdy Midday	60	15	60									
	Saturday	No Svc	No Svc	No Svc									
	Sunday	No Svc	No Svc	No Svc									
30	Wkdy Peak	15	10	15									
	Wkdy Midday	15	10	15									
	Saturday	15/30	15/30	30									
	Sunday	15/30	15/30	30									
31	Wkdy Peak	30	15	30	+6 hrs NEW NEW								
	Wkdy Midday	No Svc	30	60									
	Saturday	No Svc	30	No Svc									
	Sunday	No Svc	30	No Svc									
Express 60	Wkdy Peak	20/30	15	20/30									
	Wkdy Midday	No Svc	No Svc	No Svc									
	Saturday	No Svc	No Svc	No Svc									
	Sunday	No Svc	No Svc	No Svc									
83	Wkdy Peak	60	30	60	+4 hrs								
	Wkdy Midday	60	30	60									
	Saturday	No Svc	No Svc	No Svc									
	Sunday	No Svc	No Svc	No Svc									
88	Wkdy Peak	30	15	30	+1 hr NEW								
	Wkdy Midday	30	15	30									
	Saturday	30	15	30									
	Sunday	No Svc	15	No Svc									

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services



Route	Time of day	Headway			Proposed Span changes	METRICS					FY19 TO YR25 TRENDS			Recommended?
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr	Subsidy per passenger	
105	Wkdy Peak	30	15	30										Evaluate service route with Rts 43 & 46 in Task 4/5
	Wkdy Midday	30	15	30	+2 hrs									
	Saturday	60	15	60	+3 hrs									
	Sunday	60	15	60	+3 hrs									
115	Wkdy Peak	30	30	30										
	Wkdy Midday	30	30	30	+2 hrs									
	Saturday	60	60	60	+3 hrs									
	Sunday	60	60	60	+6 hrs									
120	Wkdy Peak	15/30	10/20	15										
	Wkdy Midday	15/30	10/20	15	+1 hr									
	Saturday	30	15	30	+2 hrs									
	Sunday	30	15	30	+2 hrs									
701	Wkdy Peak	15	10	20										
	Wkdy Midday	15	10	20	+2 hrs									
	Saturday	60	30	60	+3 hrs									
	Sunday	60	30	60	+ hrs									
704	Wkdy Peak	30	15	30										
	Wkdy Midday	30	15	30	+3 hrs									
	Saturday	60	30	60	+3 hrs									
	Sunday	60	30	60	+5 hrs									
705	Wkdy Peak	30/60	30	30										Evaluate demand for Sunday service in Task 4/5
	Wkdy Midday	30/60	30	30	+1 hr									
	Saturday	30/-	30/-	30	+4 hrs									
	Sunday	No Svc	30/-	No Svc	NEW									

Headway Level

Service increase from 2020 actual

Service decrease from 2020 actual

Comparison with Type Average

Above Average

Below Average

Bus enhancement recommendations – Existing Local & Express Services




Route	Time of day	Headway			Proposed Span changes	METRICS				FY19 TO YR25 TRENDS			Recommended?
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr	
712	Wkdy Peak	15	10	15	+2 hrs +3 hrs +5 hrs								
	Wkdy Midday	15	10	20									
	Saturday	30	15	30									
	Sunday	60	30	60									
816	Wkdy Peak	30	30	30	+5 hrs								
	Wkdy Midday	30	30	30									
	Saturday	No Svc	No Svc	No Svc									
	Sunday	No Svc	No Svc	No Svc									
832	Wkdy Peak	60	30	60	+4 hrs +7 hrs +7 hrs								
	Wkdy Midday	60	30	60									
	Saturday	60	30	60									
	Sunday	60	30	60									
833	Wkdy Peak	35-45	35-45	30/40	+6 hrs +8 hrs +8 hrs								
	Wkdy Midday	35-45	35-45	60									
	Saturday	60	60	60									
	Sunday	60	60	60									
834	Wkdy Peak	60	30	60									
	Wkdy Midday	60	30	60									
	Saturday	No Svc	No Svc	No Svc									
	Sunday	No Svc	No Svc	No Svc									
848	Wkdy Peak	30	15	30	+3 hrs +3 hrs +4 hrs								
	Wkdy Midday	30	15	30									
	Saturday	60	30	60									
	Sunday	60	30	60									

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services



Route	Time of day	Headway			Proposed Span changes	METRICS					FY19 TO YR25 TRENDS			Recommended?
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr	Subsidy per passenger	
851	Wkdy Peak	60	15	60	+3 hrs									
	Wkdy Midday	60	15	60										
	Saturday	No Svc	30	No Svc										
	Sunday	No Svc	30	No Svc										
855	Wkdy Peak	30	30	30	+1 hr +3 hrs +6 hrs									
	Wkdy Midday	30	30	30										
	Saturday	60	30	60										
	Sunday	60	30	60										
864	Wkdy Peak	30	30	30	+2 hrs +2 hrs +4 hrs									
	Wkdy Midday	30	30	30										
	Saturday	60	30	60										
	Sunday	60	30	60										
872	Wkdy Peak	30	30	30	+4 hrs									
	Wkdy Midday	30	30	30										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
874/875	Wkdy Peak	30	30	30	+3 hrs +3 hrs									
	Wkdy Midday	30	30	30										
	Saturday	60	30	60										
	Sunday	60	60	60										
901	Wkdy Peak	15	15	20										
	Wkdy Midday	30	15	30										
	Saturday	30	15	30										
	Sunday	60	30	60										

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services




Route	Time of day	Headway			Proposed Span changes	METRICS				FY19 TO YR25 TRENDS			Recommended?
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr	
904	Wkdy Peak	60	30	60									
	Wkdy Midday	60	30	60	+4 hrs								
	Saturday	60	30	60	+4 hrs								
	Sunday	60	30	60	+4 hrs								
905	Wkdy Peak	15/30	15/30	20									
	Wkdy Midday	30	30	30	+3 hrs								
	Saturday	60	30	60	+3 hrs								
	Sunday	60	30	60	+3 hrs								
906/907	Wkdy Peak	15	7.5	15									
	Wkdy Midday	15	7.5	15									
	Saturday	15	10	15	+1 hr								
	Sunday	15/30	10	15/30	+1 hr								
916/917	Wkdy Peak	30/60	30/60	30									
	Wkdy Midday	30/60	30/60	60	+3 hrs								
	Saturday	60	60	60	+3 hrs								
	Sunday	No Svc	60	No Svc	NEW								
921	Wkdy Peak	30	30	30									
	Wkdy Midday	30	30	30	+5 hrs								
	Saturday	60	30	60	+5 hrs								
	Sunday	60	30	60	+4 hrs								
923	Wkdy Peak	30	15	30									
	Wkdy Midday	30	15	30	+5 hrs								
	Saturday	No Svc	15	No Svc									
	Sunday	No Svc	15	No Svc									

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services

DB

MTS

Route	Time of day	Headway			Proposed Span changes	METRICS				FY19 TO YR25 TRENDS			Recommended?	
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr		Subsidy per passenger
928	Wkdy Peak	30	15	30										
	Wkdy Midday	30	15	30	+2 hrs									
	Saturday	60	30	60	+3 hrs									
	Sunday	60	30	60	+6 hrs									
936	Wkdy Peak	30	30	30										
	Wkdy Midday	30	30	30	+3 hrs									
	Saturday	30	30	30	+3 hrs									
	Sunday	30	30	30/60	+4 hrs									
944	Wkdy Peak	30	15	30										
	Wkdy Midday	30	15	30	+5 hrs									
	Saturday	60	60	60	+5 hrs									
	Sunday	No Svc	60	No Svc	NEW									
945/945A	Wkdy Peak	30	15	30/60 ¹										
	Wkdy Midday	30	15	30	+ hrs						N/A	N/A	N/A	
	Saturday	35-45	35-45	30/60	+6 hrs									
	Sunday	No Svc	35-45	No Svc	NEW									
961	Wkdy Peak	15/30	10/20	15										
	Wkdy Midday	15/30	10/20	15	+2 hrs									
	Saturday	30	15	30	+3 hrs									
	Sunday	60	30	60	+5 hrs									
963	Wkdy Peak	30	15	30										
	Wkdy Midday	30	15	30										
	Saturday	60	30	60										
	Sunday	60	30	60										

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

(1) 30 (945) / 60 (945A)

Bus enhancement recommendations – Existing Local & Express Services




Route	Time of day	Headway			Proposed Span changes	METRICS				FY19 TO YR25 TRENDS			Recommended?
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr	
964	Wkdy Peak	30	15	30	+2 hrs								
	Wkdy Midday	30	15	30									
	Saturday	No Svc	No Svc	No Svc									
	Sunday	No Svc	No Svc	No Svc									
965	Wkdy Peak	35-45	15	30	+1 hr +2 hrs NEW								
	Wkdy Midday	35-45	15	30/60									
	Saturday	35-45	15	30/60									
	Sunday	No Svc	15	No Svc									
967	Wkdy Peak	60	60	60	+5 hrs								
	Wkdy Midday	60	60	60									
	Saturday	No Svc	No Svc	No Svc									
	Sunday	No Svc	No Svc	No Svc									
968	Wkdy Peak	60+	60+	60	+3 hrs								
	Wkdy Midday	60+	60+	60									
	Saturday	No Svc	No Svc	No Svc									
	Sunday	No Svc	No Svc	No Svc									
992	Wkdy Peak	15	10	15									
	Wkdy Midday	15	10	15									
	Saturday	15	15	15									
	Sunday	15	15	15									

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Freeway Express Services



Existing Services

Route	Time of day	Headway			Proposed Span changes	METRICS				FY19 TO YR25 TRENDS			Recommended?	
		2020 Actual	Elevate 2020	2025 Actual		Boardings	Passenger / revenue hr	Subsidy / passenger	Capacity Utilization	In-service hour	Boardings	Passenger / revenue hr		Subsidy per passenger
Rapid Express 280	Wkdy Peak	15	10	30/60										
	Wkdy Middyay	No Svc	No Svc	No Svc										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
Rapid Express 290	Wkdy Peak	10	7.5	30										
	Wkdy Middyay	No Svc	No Svc	No Svc										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

New Services

Not recommended:

- Corridor 5
- Corridor 56 (Rts A & B)

Recommended long-term:

- Corridor 52
 - Corridor 805 (X1, X2, X3)
- } In alignment with High-Speed Transit Enhancements on these corridors

Bus enhancements recommendations – Discontinued routes, new services, and service not included in Elevate 2020



Routes discontinued since 2020 and not recommended for proposed enhancements

- Express 50 (*UTC - Clairemont - Dwtm SD*)
- Express 150 (*Dwtm SD – Old Town – UTC*)
- Express 950 (*Otay Mesa – Iris*)
- 972 (*Sorrento Mesa Coaster Conn.*)
- 973 (*Carroll Canyon Coaster Conn.*)
- 974 (*UCSD Coaster Conn.*)
- 978 (*Torrey Pines Coaster Conn.*)
- 979 (*N. University City Coaster Conn.*)

New services recommended:

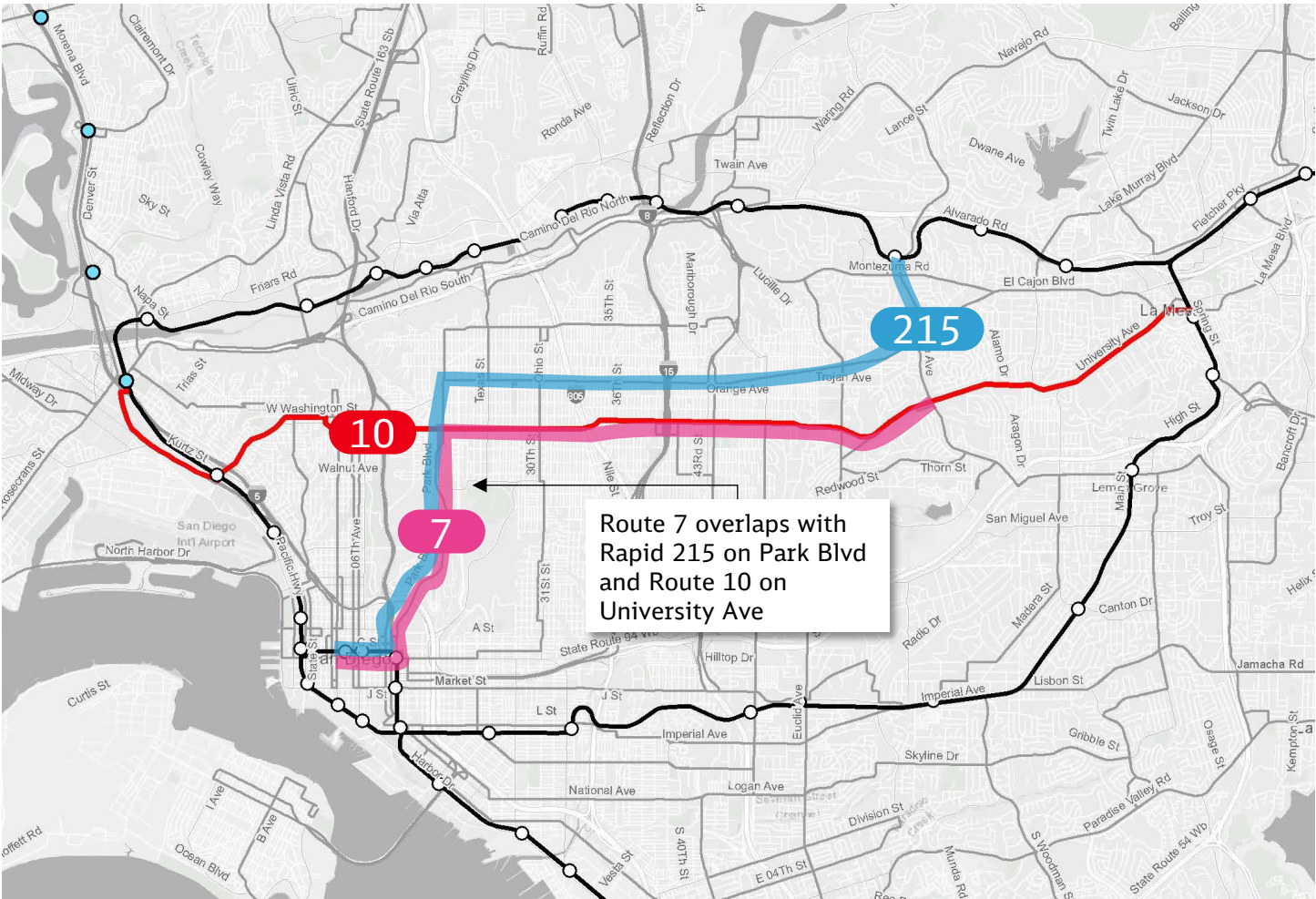
- 121 (*Mira Mesa - Scripps Poway Pkwy*)
- 125 (*UTC - Carmel Vly./Del Mar Hts Rd.*)
- 714 (*Eastlake/Heritage Rd*)

Services with no Elevate 2020 changes proposed or which were not included in Elevate 2020

- 18 (*Grantville - Camino del Rio N & S*)
- 43 (*Balboa Avenue Transit Center - Kearny Mesa Transit Center*)
- 84 (*Point Loma Circulator*)
- Express 110 (*Mira Mesa - Dwtm SD via SR-163*)
- 707 (*Otay Ranch - Southwestern Coll.*)
- 838 (*Alpine - East Co. Square*)
- 852 (*La Mesa/University Ave.*)
- 854 (*Grossmont Transit Ctr - Grossmont Coll.*)
- 888 (*Jacumba - El Cajon*)
- 891 (*Borrego - El Cajon via Shelter Valley*)
- 892 (*Borrego - El Cajon via Ranchita*)
- 894 (*Morena - Campo - Tecate - El Cajon*)
- 909 (*Otay Mesa Circulator*)
- Overnight Express 910 (*San Ysidro Transit Center - Dwtm San Diego*)
- 985 (*UC San Diego Central Campus Trolley Station - North Torrey Pines*)
- Rapid 225 (*South Bay Rapid*)
- Rapid 227 (*Otay Mesa Transit Center - Imperial Beach Pier*)

Elevate 2020 did not include any material changes to Route 7 service

No need for upgrade given overlap with Rapid 215 and upgraded Route 10



Route 7 - Dwtn SD - University/College

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	10	10	12	12
Elevate 2020 Proposal	10	10	12	12
2025	12	12	15	15

Elevate 2020:

- Conversions from Local & Express

Recommendation:

Further evaluate reinstating 2020 service levels, improving OTP, and the route upgrades to Rapid as part of Tasks 4/5. Recommended to remain local to provide shorter stop spacing and neighborhood access.

Route 10 - Old Town - University/College

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	12	15	20	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	20	30

Elevate 2020:

- Conversions from Local & Express

- Frequency improvements

- 24-hour owl service

Recommendation:

Pursue

Rapid 215 - Mid-City Rapid

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	10	15	15	15
Elevate 2020 Proposal	7.5	7.5	10	10
2025	12	12	15	15

Elevate 2020:

- Conversions from Local & Express

- Transit-priority improvements

- Frequency improvements

- 24-hour owl service

Recommendation:

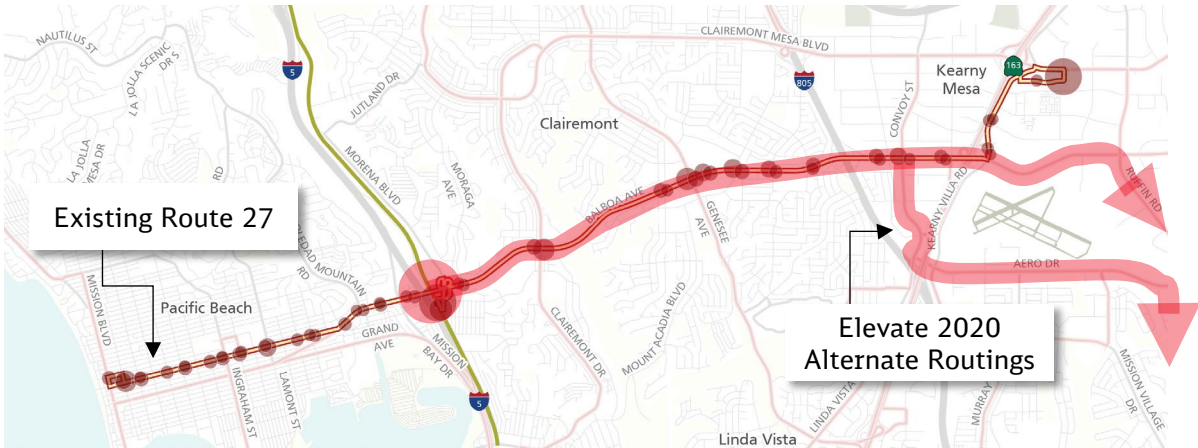
Pursue transit-priority improvements and owl service, with further evaluation of frequency improvements as part of Tasks 4/5

Upgrade of Route 27 should follow existing corridor, not 2020 proposal

DB

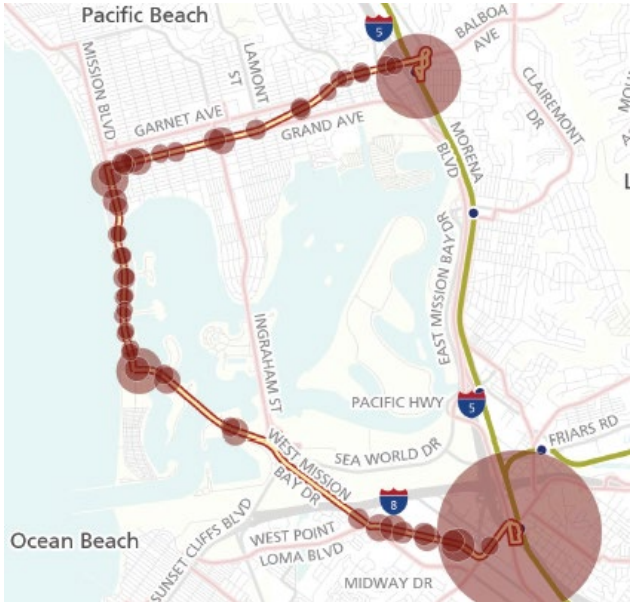
Should either end at Balboa Ave Station or operate on same street in PB as Route 8

MTS



Route 27 - Pacific Beach - Kearny Mesa

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	30	30	60	--
Elevate 2020 Proposal	10	10	15	15
2025	30	30	30	30
Elevate 2020: - Conversions from Local & Express - Frequency improvements - Routing changes				
Recommendation: Pursue upgrade to rapid, with further evaluation of routing as part of Tasks 4/5				

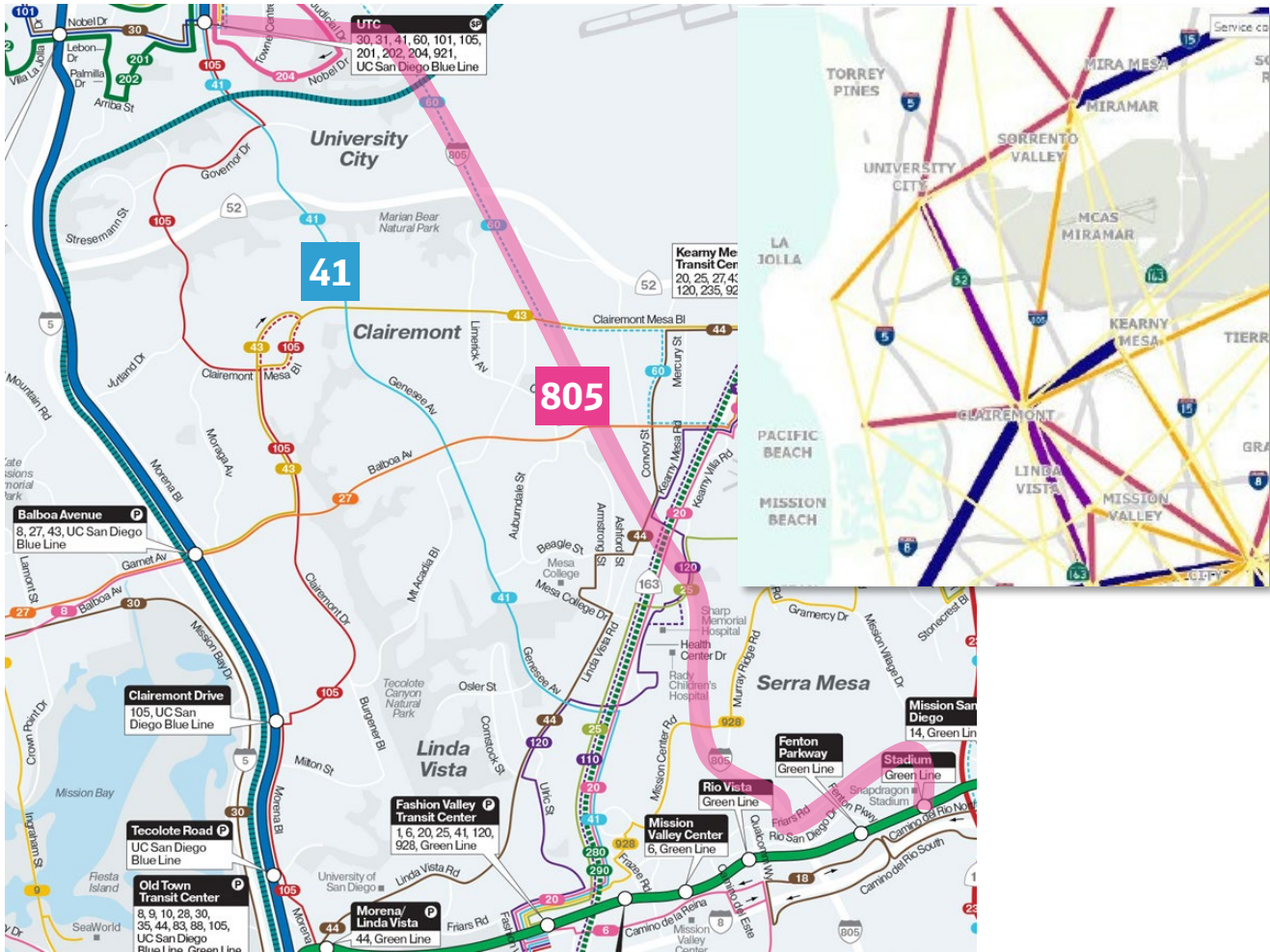


Route 8 - Old Town - Mission Beach

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	20	20	20	30
Elevate 2020 Proposal	10	15	15	15
2025	15	15	20	20
Elevate 2020: - Conversions from Local & Express - Frequency improvements - 24-hour owl service				
Recommendation: Pursue				

Upgrading Route 41 creates key north-south spine through Clairemont

Serves higher-demand intermediate markets than Stadium-UTC express via I-805



Route 805 - Iris - UTC Rapid

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
Elevate 2020 Proposal	15	15	15	15

Elevate 2020:
- New route

Recommendation: Do not pursue

Travel to and from University City is concentrated west of I-805, showing minimal demand for direct express service between UTC and Stadium from Route 805.

Route 41 - Fashion Valley - UCSD

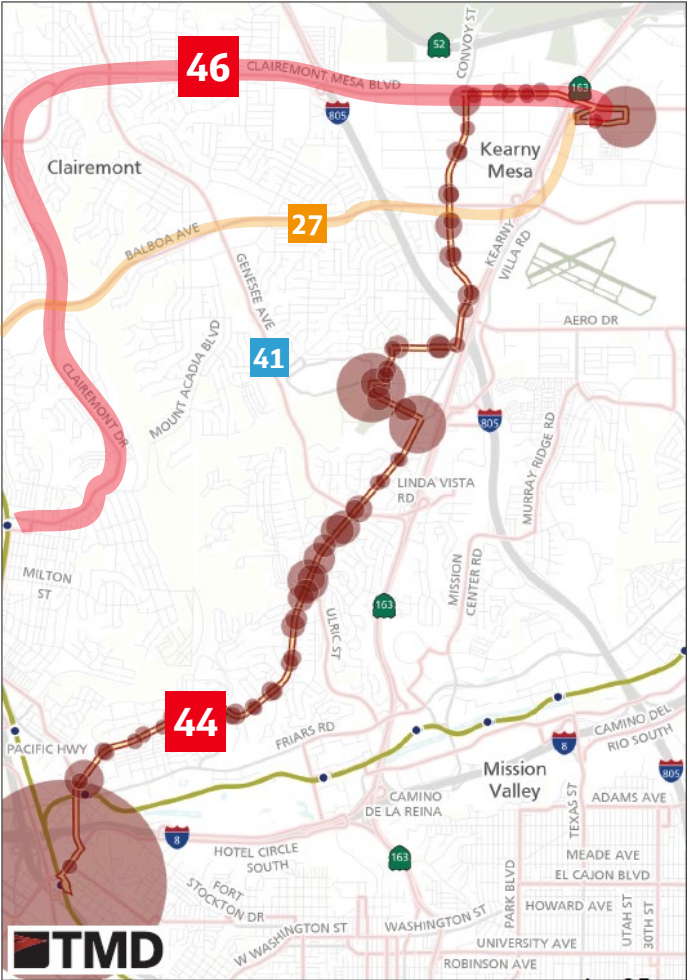
Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	7.5/15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	10	15	30	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements
- Truncate to UTC

Recommendation: Pursue, with further evaluation of routing as part of Tasks 4/5

Creating new Rapid 46 and upgrading Route 44 fills in the grid between the Blue Line and Kearny Mesa



Route 44 - Old Town - Clairemont

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	7.5/15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	10/15	15	30	30

Elevate 2020:

- Conversions from Local & Express
- Frequency improvements

Recommendation: Further evaluate reinstating 2020 service levels and the potential to improve toward the Elevate 2020 Rapid standard as part of Tasks 4/5

High-demand local corridor with strong travel flows and higher-than-average ridership under current conditions. Strengthens the overall Rapid network when paired with Rapid 46, improving connections to the Blue Line and Kearny Mesa.

Route 46 - Clairemont Mesa Blvd. Rapid

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
Elevate 2020 Proposal	10	10	15	15

Elevate 2020:

- New route

Recommendation: Pursue, with further evaluation of consolidating with Routes 43 and 105 as part of Tasks 4/5

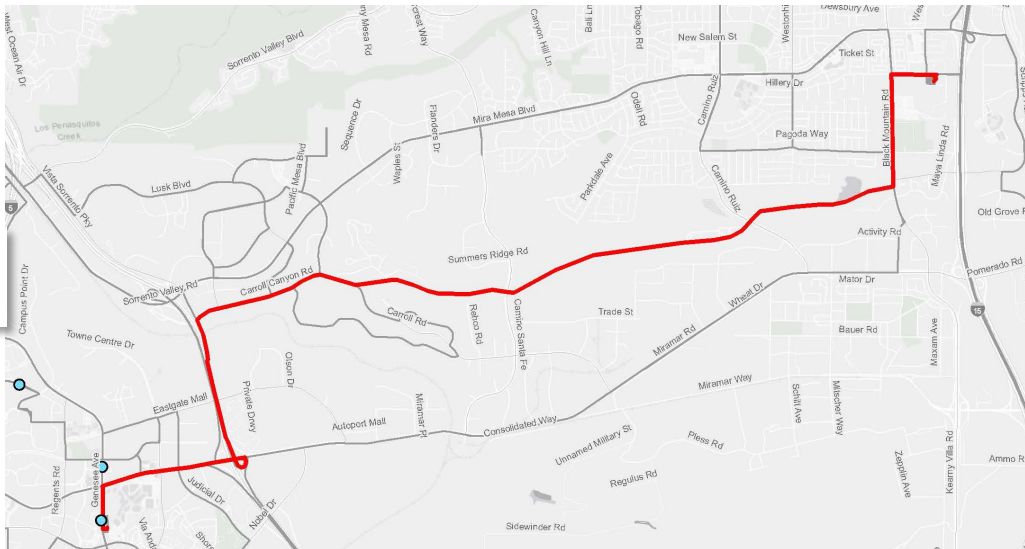
Serves major ridership generators and corresponds with strong observed travel flows.

In lieu of Sorrento Valley Skyway, pursue upgrading Rapid 237

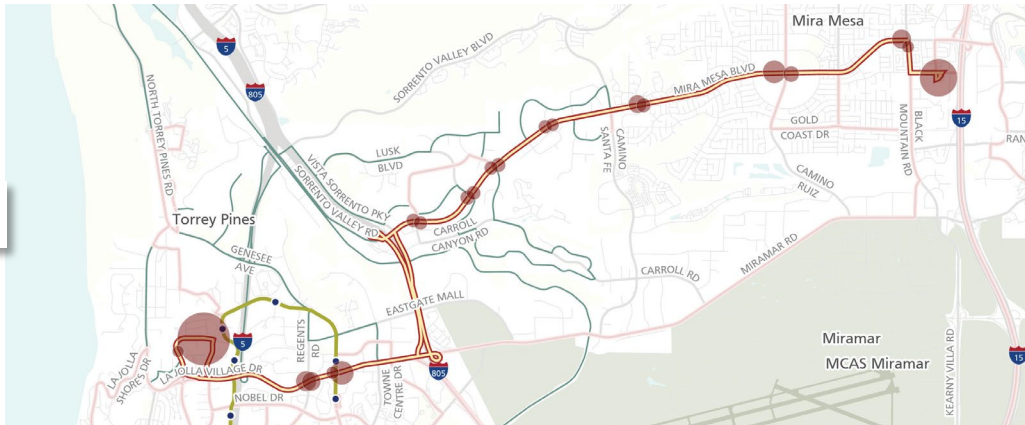
Focus on Mira Mesa Blvd improvements usable by Routes 921, 110, and FLEX routes



Elevate 2020
Proposed Rapid 237



Existing Rapid 237



Rapid 237 - Otay Mesa Transit Center - Imperial Beach Pier

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	--	--	--
Elevate 2020 Proposal	10	10	15	15
2025	15/30	--	--	--

- Elevate 2020:**
- Transit-priority improvements
 - Frequency improvements
 - New weekend service
 - Routing changes

Recommendation: Pursue transit-priority improvements and weekend service, with further evaluation of routing and frequency improvements as part of Tasks 4/5

Upgrading Routes 28 and 35 improve Point Loma accessibility



Route 28 - Old Town - Rosecrans Corridor

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15/30	30	30	60
Elevate 2020 Proposal	10	10	15	15
2025	20/30	30	30	60

Elevate 2020:

- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

Route 35 - Ocean Beach - Old Town

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	30	30

Elevate 2020:

- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

Routes 12, 709, and 905, 933/934, and 962 create a grid of high-quality feeder routes to the southern Blue Line trunk



Route 12 - Skyline Hills - Dwtn SD

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	7.5/15	15	20	30
Elevate 2020 Proposal	10	10	15	15
2025	10	15	20	30

Elevate 2020:

- Conversions from Local & Express
- Frequency improvements
- 24-hour owl service

Recommendation: Pursue

Route 962 - National City - Spring Valley

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	30	30

Elevate 2020:

- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

Routes 12, 709, and 905, 933/934, and 962 create a grid of high-quality feeder routes to the southern Blue Line trunk



Route 709 - H St - Eastlake

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	7.5/15	15	30	60
Elevate 2020 Proposal	10	10	15	15
2025	10/15	15	30	60
Elevate 2020: - Conversions from Local & Express - Frequency improvements				
Recommendation: Pursue				

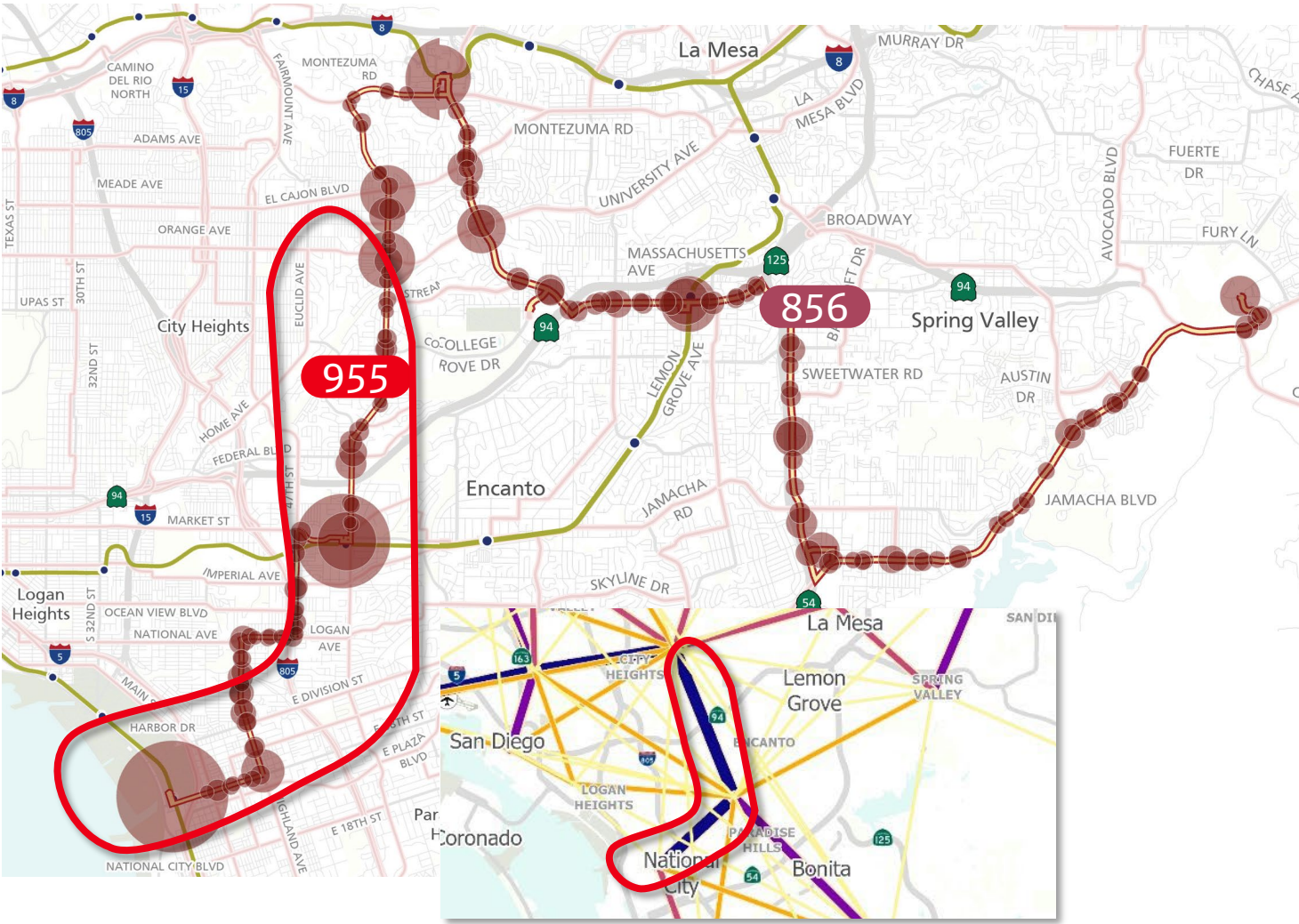
Route 933/934 - Iris - Palm City - Imp. Beach Loop

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	12	15	20	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	20	30
Elevate 2020: - Conversions from Local & Express - Frequency improvements				
Recommendation: Pursue				

Route 955 supports thick demand between City Heights and National City

In combination with Route 856, provides high-quality access to SDSU



Route 955 - National City - SDSU

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	12	12	20	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	20	30
Elevate 2020: - Conversions from Local & Express - Frequency improvements				
Recommendation: Pursue				

Route 856 - SDSU - Rancho SD - Cuyamaca Coll.

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	30	30	60	60
Elevate 2020 Proposal	10	10	15	15
2025	30	30	60	60
Elevate 2020: - Conversions from Local & Express - Frequency improvements				
Recommendation: Pursue				

National City-Iris Ave corridor would be overserved with two Rapids

Blue Line and Route 929 are one mile apart, complimented by the grid of E-W Rapids



Route 929 - Iris - 3rd Av. - Highland - Dwn SD

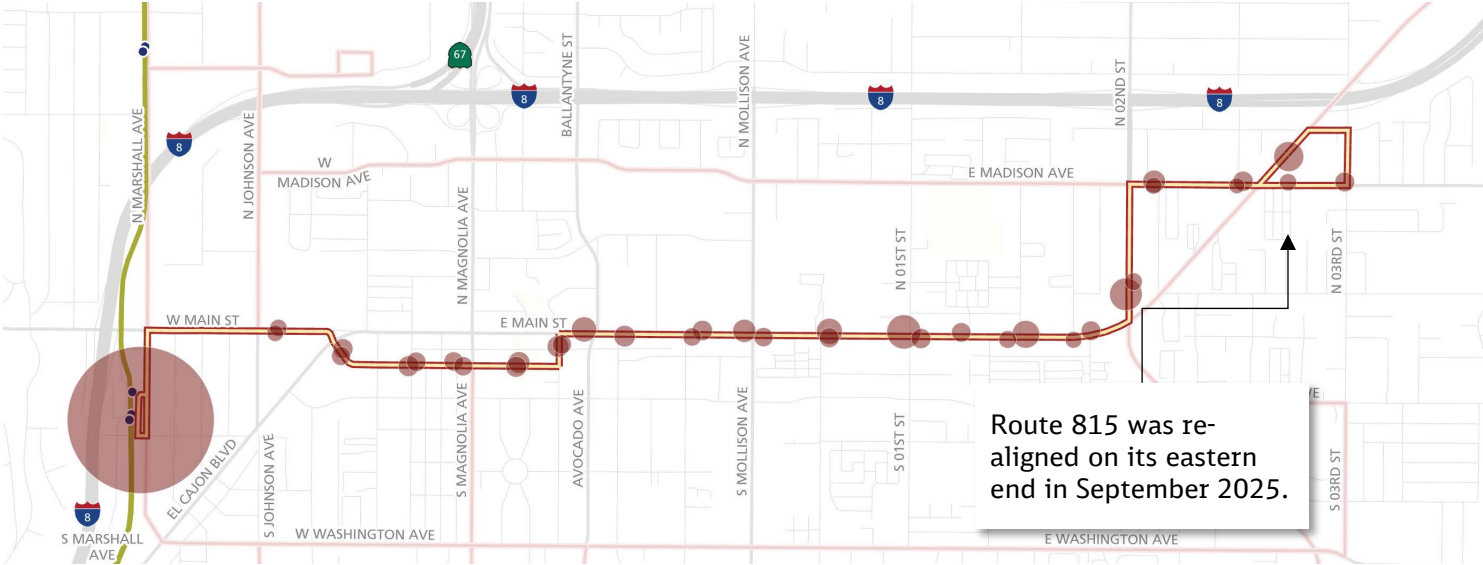
Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	12	15	20	20
Elevate 2020 Proposal	10	10	15	15
2025	15	15	20	20
Elevate 2020: - Conversions from Local & Express - Frequency improvements - 24-hour owl service				
Recommendation: Pursue				

Rapid 929 Owl Service replaces Blue Line capacity to allow for overnight freight/work windows

Route 932 - Iris - Broadway (CV) - National City

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	20	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	20/40	30/60
Elevate 2020: - Conversions from Local & Express - Frequency improvements				
Recommendation: Do not pursue Rapid upgrade, but re-evaluate reinstating 2020 service levels and the route upgrades to Rapid as part of Tasks 4/5				

Route 815 already performs well and provides a key connection to Green & Orange Lines since the introduction of Copper Line



Route 815 - El Cajon - E. Main St

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	30	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

Performance supports pursuing Rapid 201/202 and Rapid 235; Rapid 204 not recommended due to low performance and ridership




Rapid 201/202 - Super Loop

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	5	10	15	15
Elevate 2020 Proposal	5	10	15	15
2025	5	10	15	15
Elevate 2020: 24-hour owl service				
Recommendation: Pursue				

Rapid 235 - I-15 Rapid

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	30	30
Elevate 2020: - Frequency improvements 24-hour owl service				
Recommendation: Pursue				

Rapid 204 - Super Loop East

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	30	30	-	-
Elevate 2020 Proposal	15	15	-	-
2025	30	30	-	-
Elevate 2020: - Frequency improvements - Span improvements				
Recommendation: Do not pursue				

Of the 5 key metrics evaluated, 1 were rated above average.

Recommend advancing San Ysidro Transit Center redesign and long-term mobility hub planning with SANDAG

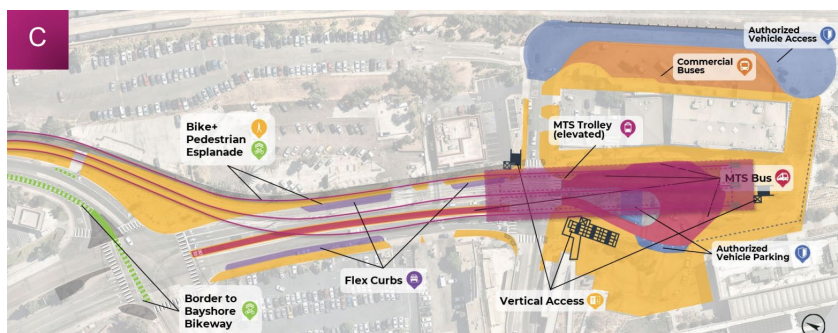


Near-term: Station Redesign¹

- Trolley operations – potential third track to allow higher Blue Line frequency.
- Transit and mobility options – additional bus stops/routes, rideshare/shuttle curb space, and a southbound bus-only lane on East San Ysidro Blvd.
- Pedestrian connectivity – safer, wider sidewalks, expanded curbs, and completed crosswalks.
- Active transportation – protected bikeway from the border to Downtown San Diego.
- User experience – enhanced plaza, improved user experience, and maintained federal access.

Long-Term: San Ysidro Mobility Hub¹

- Rail integration – future LOSSAN, COASTER, Amtrak, Purple Line, and potential cross-border Trolley connections.
- Transit-oriented development – linked to Blue Line TOD studies, and the San Diego-Tijuana World Design Capital 2024 vision.
- Passenger experience – modernized buildings, signage, shade, seating, and restrooms; technology to make transportation connections easier.
- Community amenities – expanded community-friendly development around stations including public spaces, shops, restaurants.



(1) San Ysidro Planning Studies, SANDAG, 2025.

High-Speed Transit Enhancements: Refine priorities by corridor



Caltrans/SANDAG Projects on High-Speed Corridors

I-805

- I-805 South Managed Lanes Conversion Project¹: Caltrans and SANDAG are converting existing HOV lanes to HOT lanes for transit and shared-use vehicles between E. Palomar St. and SR-94. Target opening 2029.
- I-805/SR-15 Transit Only Connector and Managed Lanes Project²: Caltrans and SANDAG are planning a dedicated transit connector and add a HOT lane between Market St. and Landis St. Currently in the PS&E phase with target opening 2031.

SR-52

- SR-52 Complete Corridor Concept with reversible managed lanes and peak-period express transit is included in SANDAG's Coast, Canyons, and Trails CMCP³. No new studies have advanced.

I-5

- I-5 zipper barrier / contraflow lane concept has not been advanced with new studies.
- SANDAG has begun work on the Downtown-to-Border Study, which will study alternatives for transit in the South Bay; any I-5 transit enhancements should align with the study.

SR-56

- I-5 / SR-56 Interchange Project⁴: Caltrans added HOV lanes along SR-56 between El Camino Real and Carmel Valley Rd., opened in 2025. These support future transit options, but the reversible lane concept has not advanced.

(1) I-805 South Managed Lanes Conversion Project, Caltrans, 2025.

(2) I-805/SR-15 Transit Only Connector and Managed Lanes Project, Caltrans, 2025.

(3) Coast, Canyons & Trails Comprehensive Multimodal Corridor Plan (CMCP), SANDAG, 2023.

(4) Caltrans Opens New HOV Lanes on State Route 56, Caltrans, 2025.

Establish a **Grade Separation** program with clear prioritization

Trolley-over-Trolley flyover benefits grow as service frequencies increase



- Pursue grade separations programmatically
 - Creates opportunity to develop institutional capacity to complete projects more efficiently over time
 - Prioritization allows for clear standing with local jurisdictions and stakeholders
- Grade separations allow for faster Trolley speeds; distance from station is a proxy for travel time benefits
- High incident rate indicates prevalence of system disruptions

Location	City	Lines Served	Crossing Gate Status ¹	Distance to Station (ft)	Station Name	PM Peak Seat Utilization (Through-Passenger) ²	Car Crash Incidents (2020-2024) ³	Suggested Priority
Elevate 2020 Proposal								
Palomar St. ⁴	Chula Vista		Yes	200	Palomar St	Blue: 70.3%	20	2
H St.	Chula Vista		Yes	200	H St	Blue: 70.3%	6	
E St.	Chula Vista		Yes	300	E St	Blue: 70.3%	11	
28th St.	San Diego		None	1,700	25 th & Commercial	Orange: 56.3%	4	1
32nd St.	San Diego		None	300	32 nd & Commercial	Orange: 56.3%	2	
Broadway/North Ave.	Lemon Grove		Yes	0	Lemon Grove Depot	Orange: 37.7%	19	3
Broadway	San Diego		None	300	City College	Blue: 49.2% + Orange: 26.6%	4	
Taylor St./ Green Flyover	San Diego		Yes	100	Old Town Transit Center	Blue: 59.8% + Green: 58.1%	5	1
Euclid Ave.	San Diego		Yes	250	Euclid Ave	Orange: 37.7%	2	
Allison Ave./ University Ave.	La Mesa		Yes	400	La Mesa Blvd	Orange: 37.7%	15	
Severin Dr.	La Mesa		Yes	1,000	Amaya	Green: 22.9% + Orange: 21.2%	5	
Planning Study Location								
Baltimore Jct ⁵	La Mesa		N/A	5,000	Grossmont	Green: 36.5% + Orange: 37.7%	N/A	PSR underway

(1) Crossing gate status indicates the presence of active warning devices (gates and signals) at at-grade crossings.

(2) Weekday PM peak seat utilization on associated segments is used as a proxy for through-passenger volumes affected by the crossing. Source: MTS Service Analysis Dashboard (MTS, 2025).

(3) Car crash incidents shows roadway vehicle-vehicle or vehicle-pedestrian crashes at each location, and exclude vehicle-Trolley collisions. Source: TIMS 2020-2024 (UC Berkeley, 2025).

(4) \$21.5M RAISE grant awarded for design; additional funding required for construction.

(5) Baltimore Junction is under active PSR evaluation for wye and station configuration options.

Follow best practice in establishing an on-going grade crossing program

Build institutional capacity and drive project costs down



Caltrain (SF Bay Area) Corridor Crossing Strategy



Currently 71 grade crossings on 77-mile Caltrain corridor



Recently electrified and increased service

Outcome-oriented program

- Develop a Crossings Delivery Guide that defines, communicates, and facilitates a clear project delivery process
- Implementable, shared vision for safe and reliable grade-separated rail service
- Identify investment needs and a well-positioned program for funding opportunities
- Strengthen partnerships between Caltrain, regional member agencies, and local jurisdictions



Melbourne Metro (Melbourne, Australia) Level Crossing Removal Program



Level Crossing Removal Authority (LXRA) formed in 2015 to remove 110 crossings by 2030



87 crossings already removed



By end of program, 66 crossings will remain in 270-mile system serving 5M person metropolitan area



Cost effectiveness has increased as program has matured



The region operates multiple MOD programs across agencies and funding sources; understanding this is key to coordinated planning



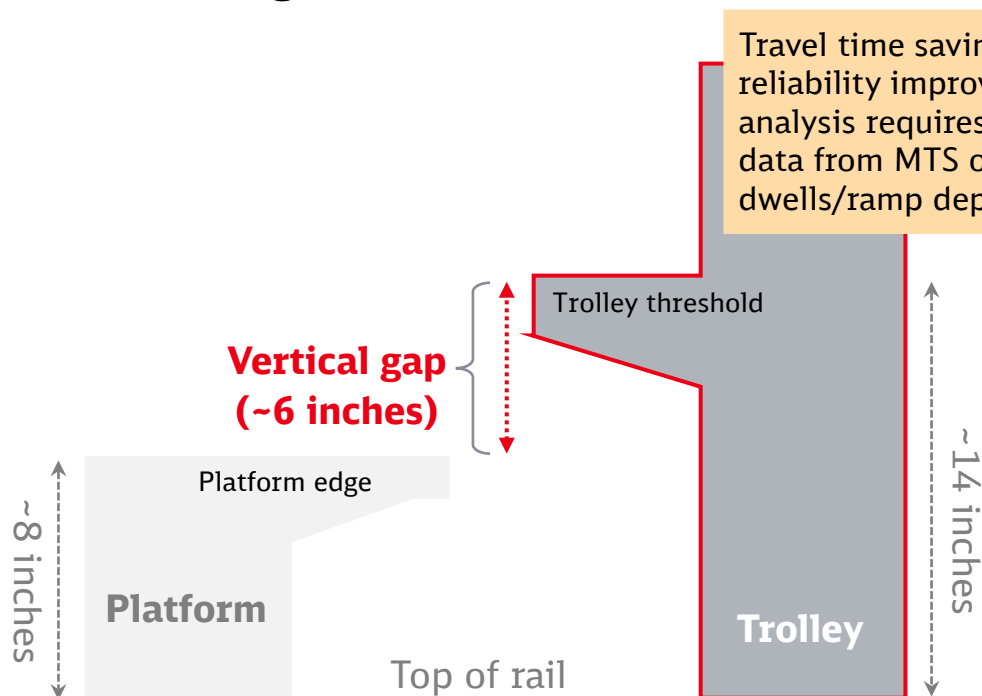

Agency	MOD Program	Funding	Start Year	Service Area	Operating Hours	Fare	Users
MTS	MTS Access ¹	Permanent program funded by TDA/FTA/TransNet/Fare via MTS budget.	2018	Within 0.75 mile of MTS bus/Trolley	Mon-Sun 430am-1230am	\$4.50	ADA-certified riders
MTS	MTS Same-Day ¹	Pilot program funded by TDA/FTA/TransNet/Fare via MTS budget. Duration under evaluation.	2025	Within 0.75 mile of MTS bus/Trolley	Mon-Sun 8am-4pm	\$10	ADA-certified riders
SANDAG	Mid-City GO ²	4-year pilot (2025-2029) funded by CMO/CEC grants.	2025	City Heights, North Park	Mon-Fri 9am-5pm	Free	General public
SANDAG	Southeastern Connect ²	4-year pilot (2025-2029) funded by CMO/CEC and SANDAG grants.	2025	Chollas View, Emerald Hills, Mount Hope	Mon-Fri 9am-5pm	Free	General public
SANDAG + City of El Cajon	Via San Diego El Cajon ²	4-year pilot (2025-2029) funded by CMO/CEC grants.	2025	City of El Cajon	Mon-Fri 8am-5pm	\$2.50	General public
SANDAG + City of National City	Free Ride Around National City ²	5-year pilot (2023-2028) funded by the CMO and Port of SD grants.	2023	City of National City	Mon-Fri 630am-7pm; Sat-Sun 10am-7pm	Free	General public
SANDAG + City of Chula Vista	Chula Vista Community Shuttle ²	4-year pilot (2022-2026) funded by the CMO/CCDC grants.	2022	West Chula Vista	Mon-Fri 7am-7pm	\$2; Free (55+)	General public
SANDAG + City of Oceanside	GO'side Shuttle ²	Renewal-based program funded by SANDAG, City of Oceanside, Visit Oceanside grants.	2022	Downtown Oceanside	Mon-Wed Noon-10pm; Sat-Sun 10am-10pm	\$3	General public
NCTD	NCTD+ ³	2-year pilot (2024-2026) funded by CPUC AFA grants and NCTD operating budget.	2024 / 2025	San Marcos, Vista zones; COASTER & SPRINTER hubs	Mon-Fri 6am-8pm	\$2.50	General public
NCTD	FLEX On-Demand ⁴	Permanent program funded by NCTD operating budget.	2021	North County areas	Mon-Fri 6am-8pm; Sat-Sun 8am-8pm	\$5	General public
FACT (Facilitating Access to Coordinated Transportation)	RideFACTNOW ⁵	Pilot funded by CPUC AFA grants; initial as 1-year pilot but under continuation.	2023	Countywide (urban + rural areas)	Mon-Fri 7am-8pm	\$10	Seniors (60+) and people with disabilities
FACT	RideFACT ⁶	Renewal-based program funded by FTA/TransNet STGP, TDA, local/state match.	2012	Countywide	Mon-Fri 7am-8pm	\$5-\$20 (distance)	Seniors (60+) and people with disabilities

(1) MTS Access – Paratransit (<https://www.sdmts.com/transit-services/mts-access-paratransit>), SDMTS, 2025. (2) SANDAG Microtransit Services (<https://www.sandag.org/projects-and-programs/innovative-mobility/flexible-fleets/microtransit-services>), SANDAG, 2025. (3) RideFACTNOW (<https://factsd.org/ridefact-now/>), FACT, 2025. (4) RideFACT (<https://factsd.org/ridefact/>), FACT, 2025. (5) NCTD+ (<https://gonctd.com/services/nctdplus/>), NCTD, 2025. (6) NCTD FLEX On-Demand (<https://gonctd.com/services/flex-on-demand/>), NCTD, 2025.

Amenities Improvements should include true level boarding throughout the Trolley network and address regulatory requirements



Current Boarding Conditions



Regulatory and Operational Context

- CPUC (California Public Utility Commission) confirmed in 2022 that ADA (Americans with Disabilities Act)¹ supersedes GO 26-D^{2,3}
- GO 26-D Limits platform height to 8 inches above top of rail (ATOR) on tracks shared with freight, to prevent side collisions with wider freight cars.
- ADA defines level boarding as a maximum 5/8" vertical and 3" horizontal gap between the platform and vehicle threshold, though ramps/lifts could provide alternate compliance so passengers with mobility devices can board independently¹
- Prior to 2022, true level boarding was assumed to require a CPUC waiver
- GO 118-A (Platform ramp access) still applies, although CPUC granted Redlands Arrow service a waiver on clearances
- Coordination with freight owners/operators are still required to ensure safe operations
- MTS Trolley has passenger-deployed ramps. Deployments are unpredictable, and each deployment adds 20-90s to dwell time
- To be confirmed by OEM if trolley ramps can be toggled off at level-boarding platforms
- Each raised platform has independent benefits:
 - Lower mean dwell time (reduces overall journey times)
 - Narrower variance from the mean dwell (improves reliability)
- Currently 62 stations; 15 in shared corridor with freight
- MTS raised 35 platforms to current height in 2010-2015; ~ \$2M per station

Recommendations

- Coordinate with **CPUC and freight operators (SD&IV / BNSF)** to fully understand the regulatory pathway and operational implications of achieving level boarding.
- Evaluate platform-raising and other boarding-accessibility options as part of **long-term amenities planning**, recognizing the need for additional cost, benefit, and reliability analysis.

(1) 49 CFR Part 38: ADA Accessibility Specifications for Transportation Vehicles, USDOT FTA, 2023. (2) General Order No. 26-D: Clearances on Railroads and Street Railroads, CPUC, 1982. (3) Resolution ROSB-005, May 5, 2022. "Resolution Granting an Exemption From General Order 26-D, Section 3.2, Proposed by the Rail Safety Division."

MTS level-boarding platforms would allow sufficient clearance for Plate B SD&IV freight trains on shared tracks south of Santa Fe Depot



ADA allows for maximum 5/8” vertical and 3” horizontal separation between platform edge and door threshold

