



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda

SPECIAL MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

****ELEVATE SD 2020 BOARD WORKSHOP****

Saturday, February 1, 2020

9:00 a.m.

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Board at least two working days prior to the meeting. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting. Live audio streaming of the MTS Board of Directors meetings can be accessed at the following link: <https://www.sdmts.com/boardroom-stream>.

ACTION RECOMMENDED

1. Roll Call
2. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

CONSENT ITEM

3. [Affordable Housing and Sustainable Communities \(AHSC\) Grant Program Applications](#) Approve
Action would authorize the Chief Executive Officer to sign agreements with: Chelsea Investment Company, Related Companies, and/or Affirmed Housing for the transfer of funds to MTS for buses and/or other equipment purchases to support additional service, upgrades to fare collection equipment, and other transit improvements; and the City of San Diego, SANDAG, and/or other public agencies partnering with the above developers as co-applicants, as necessary to meet program requirements.

Please SILENCE electronics
during the meeting

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

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



ELEVATE SD 2020 WORKSHOP ITEMS

4. [Results of the Second Community Opinion Survey \(Sharon Cooney and Dave Metz of FM3\)](#) Informational
The Board will receive a report on the results of the second Community Opinion Survey related to Elevate SD 2020.
5. [Elevate SD 2020 Public Participation Plan Outreach Update \(Mark Olson\)](#) Informational
The Board will receive a report on public participation efforts since the December Board Workshop.
6. [Draft Expenditure Plan \(Denis Desmond, Mark Olson, Sharon Cooney\)](#) Possible Action
The Board will discuss the Draft Expenditure Plan and provide comments and recommendations for refinement.
7. [Additional Public Comments Not on the Agenda](#)
If the limit of 5 speakers is exceeded under No. 2 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.
8. [Next Elevate SD 2020 Board Workshop Date: March 19, 2020](#)
9. [Adjournment](#)

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

**PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM**

1. INSTRUCTIONS

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(PLEASE PRINT)

DATE	February 1, 2020		
Name	Keith Maddox		
Address			
Telephone			
Email	kmaddox@unionyes.org		
Organization Represented	Labor Council		
Subject of Your Remarks	Elevate - general		
Regarding Agenda Item No.	N/A		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

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(PLEASE PRINT)

DATE	2/1/20
Name	Ko Tangen
Address	332 "C" St Apt 43 Chula Vista CA 91910-1063
Telephone	(619) 426-4263 (home)
Email	KoTangen@outlook.com
Organization Represented	Advocate for Health & Safety
Subject of Your Remarks	I yield to Chello
Regarding Agenda Item No.	#2
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	Feb. 1, 2020		
Name	CHELLO		
Address	1260-3rd Ave		
Telephone	1619 425-8850		
Email	rchello888@gmail.com		
Organization Represented	Advocate for Health & Safety		
Subject of Your Remarks	Health & Safety		
Regarding Agenda Item No.	#2		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	7/1/2020		
Name	Nate Fairman		
Address	7444 Trade St, SDCA 42121		
Telephone	858-531-9209		
Email	NateFairman@gmail.com		
Organization Represented	IBEW 465		
Subject of Your Remarks	Electrical Boi Safety		
Regarding Agenda Item No.	2		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2/1/20		
Name	Anthony A. LaBue		
Address	727 E. San Ysidro Blvd #543, San Ysidro 92173		
Telephone	619-806-2075		
Email	tony@tonytheret.org		
Organization Represented	Arts for Veterans		
Subject of Your Remarks	Anti-Wildcat Program ITC San Ysidro		
Regarding Agenda Item No.	2		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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Julia Tuer

From: tony@tonythevet.org
Sent: Saturday, February 1, 2020 12:22 PM
To: Julia Tuer
Subject: Anthony A. LoBue: Public Comments: SDMTS Elevate Meeting 2-1-20

Julie!

FYI

Please acknowledge receipt with any feedback. Thanks!

Tony

SDMTS Elevate Meeting 2-1-20

My public comments:

Good morning!

I am here to propose an anti-wildcatter program at the Intermodal Transportation Center (ITC) border crossing in San Ysidro.

My name is Anthony A. LoBue, known as Tony the Vet because I'm a disabled Vietnam war veteran, and, also, as Tony the Artist, because I am an artist, educator and entrepreneur in the literary, performing and visual arts and Founder/Director of Arts for Veterans.

I am a Tijuana resident and frequent border crosser in San Ysidro where I ride the blue line trolley often. And where I see aggressive Wildcatters lure unsuspecting passengers with promises of cheap transportation.

The most susceptible travelers are first time visitors to the USA, who do not speak or read English, who are fatigued from travel, who are burdened with luggage and children, who are bewildered by the multiple bus terminals and ticket kiosks, who are wanderers outside the McDonald building, and who are easy prey for Wildcatters.

Therefore, I am here to propose an anti-wildcatter program for these reasons:

Wildcatters are unlicensed, uninsured, and unqualified van and bus drivers.

Wildcatters operate uninspected, uninsured, and poorly maintained vehicles.

Wildcatters can abuse, rob, strand, injure in accidents, and otherwise mistreat their passengers with impunity.

Therefore, I propose a public safety program I've nicknamed "Public Safety Information Program"(PSIP) which would include multi-lingual signage and flyers with graphics to alert the public not to use Wildcatters.

I proposed my PSIP concept to the property owners of the McDonald's building and also the Duty Free building next door with my offer to work with them to design and install PUBLIC SAFETY SIGNS on the outside and inside of their premises to warn the traveling public not to use Wild Cat Transportation.

And now I propose that MTS collaborate with these property owners and other stakeholders to create, maintain and develop a "Public Safety Information Program". And take credit on signage and flyers as a sponsor.

I absolutely believe such a program will increase ticket sales for legal transportation providers, reduce expenses for Police patrols, improve public relations and, of course, improve safety of the traveling public.

I am available 24/7 to collaborate:

Mobile 619-806-2075

Website:

<https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fartsforveterans.org&c=E,1,IbZTfL9zJZT8fVDMfmP241jbvbGM1qPX3j6NImdWiuwOB3IFsboXK0aEwVCeqDm0xLvRXt4iZikke9MtZ9qFq98nHp4TdJOg2ft5pQDmxu-btthKZ5U.&typo=1>

Thank you for your time and attention.

That's my story, and I'm sticking to it!

All the way!

Anthony A. LoBue





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Agenda Item No. 3

SPECIAL MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 1, 2020

SUBJECT:

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) GRANT
PROGRAM APPLICATIONS

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to sign agreements with:

- Chelsea Investment Company, Related Companies, and/or Affirmed Housing for the transfer of funds to MTS for buses and/or other equipment purchases to support additional service, upgrades to fare collection equipment, and other transit improvements.
- The City of San Diego, SANDAG, and/or other public agencies partnering with the above developers as co-applicants, as necessary to meet program requirements.

Budget Impact

None at this time. MTS would agree to the purchase of transit equipment and/or the provision of certain services. If all three AHSC applications were successful, up to \$30 million could be added to MTS's Capital Improvement Program (CIP) for buses and other equipment. Longer term, MTS would be responsible for funding approximately \$5.6 million per year in additional services out of its annual operating budget, or discontinuing the service following the agreed-to term of the AHSC grant(s).

DISCUSSION:

The AHSC Program is a statewide competitive grant program administered by the Strategic Growth Council (SGC) and funded through California cap-and-trade auction proceeds that provide funding for projects that will reduce greenhouse gas (GHG) emissions and benefit state-designated disadvantaged communities. Because the AHSC



Program emphasizes GHG emission reductions and affordable housing, project developers are encouraged to engage with transit agencies to explore potential AHSC co-applications. Developer applicants receive points in the grant process for including funding of transit or active transportation improvements.

In mid-2019, several affordable housing developers expressed an interest in partnering with MTS on a potential joint application for the AHSC 2019-2020 program. After lengthy discussions, three development projects were located in areas where MTS both has capital equipment needs **and** desires to increase service levels that it could recommend continuing beyond the AHSC funding period:

- Affirmed Housing is proposing a project on MTS-owned property at the Grantville Transit Center. Grantville is served by the Sycuan Green Line and three bus routes, including Route 13, a key north-south corridor route connecting the station with Kaiser Hospital, City Heights, Euclid Avenue Transit Center, and National City. Weekday base frequency was increased on Route 13 from 15-minutes to 12-minutes during the Transit Optimization Plan, so AHSC funds would be used to enhance spans of service and weekend frequencies on the route for two years. Additionally, at least \$976,000 in grant funds would be used to modernize the fare collection equipment at the Grantville Transit Center and Mission San Diego Station with the next generation system currently in development, and improve and modernize the passenger amenities at the Grantville Transit Center.
- Chelsea Investment Co. is proposing a project in the Clairemont area, located near the intersection of Balboa Avenue and Genesee Avenue. This project ("Mt. Etna") is located near MTS Routes 27 and 41, and within a mile of MTS Routes 44, 50, and 105. With the opening of the Mid-Coast Light Rail Transit extension in 2021, MTS desires to improve the level of service between Clairemont's main east-west corridors, Balboa Avenue and Clairemont Mesa Blvd., and the Mid-Coast Trolley. The partnership with Chelsea would fund added frequency up to 15-minutes on weekdays along both corridors for two years.
- Related Companies is proposing a project called Southwest Village on a site near the Euclid Avenue Transit Center in Lincoln Park. The Imperial Avenue access to the project is served by MTS Route 4, which currently operates every 30 minutes on weekdays. MTS has long sought resources to increase this to a 15-minute weekday headway, and the AHSC grants would provide the funds for this enhancement for two years. Additionally, \$1.9 million in grant funds would be used to purchase two buses to support the added service, one of which is to be battery electric, and to modernize the fare collection equipment at the Euclid Avenue Transit Center and 47th Street Trolley Station with the next generation system currently in development.

MTS would benefit from this program in three ways: the receipt of capital and operating funds that support added services in traditionally transit-supportive areas; the projects would increase the supply of affordable housing in transit-oriented developments, providing a permanent source of additional ridership for MTS Bus and Trolley services; and, the projects would fund upgrades to fare collection equipment at nearby stations and important transit centers.

All three projects intend to submit applications for the February 2020 submittal deadline, with a commitment from MTS to participate as outlined above. A letter of support from MTS and other documentation indicating our intention to participate is required as part of the application. For successful AHSC grant applications for the projects above, the Board of Directors is asked to authorize the Chief Executive Officer to enter an agreement with each developer, and/or their public agency co-applicant.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



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Agenda Item No. 4

SPECIAL MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 1, 2020

SUBJECT:

RESULTS OF THE SECOND COMMUNITY OPINION SURVEY (SHARON COONEY
AND DAVE METZ OF FM3)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

MTS continues to refine a vision for the future of transit in its service area under the Elevate SD 2020 initiative. In order to gather the most comprehensive input into the planning for this effort, the agency is engaging the public and stakeholders through a comprehensive Public Participation Plan (PPP). This PPP has many elements in order to gather opinions in a variety of ways. One of those elements is through community opinion surveys. The first such survey was conducted in the spring of 2019. The second survey was conducted in January 2020. MTS's consultant, Dave Metz from FM3, will provide a report on preliminary results from that survey.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com





Assessing Support for a San Diego MTS Finance Measure

*Key Findings from a
Regional Voter Survey
Conducted January 23-29, 2020*



OPINION
RESEARCH
& STRATEGY



220-5682

Methodology

- 738 interviews conducted among registered voters residing within San Diego MTS area of service likely to vote in the November 2020 election
 - 638 interviews districtwide, plus 100 oversample interviews in the unincorporated areas of the county
- Interviews conducted between January 23-29, 2020
- Interviews available on landlines and cell phones in English and Spanish
- Margin of sampling error of +/-4.0% at the 95% confidence level
- Select comparisons to initial survey conducted in February 2019
- Some percentages may not sum to 100% due to rounding



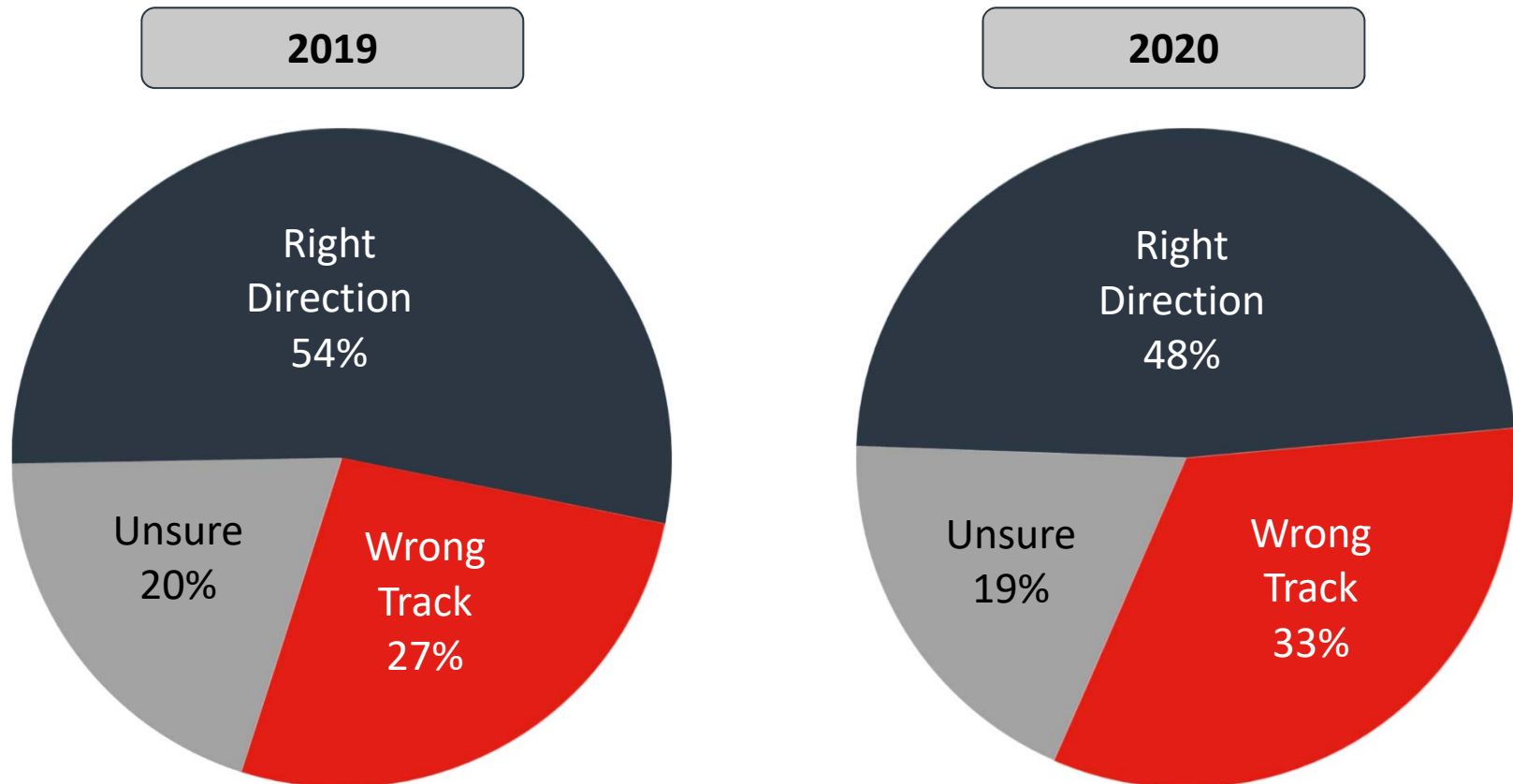


Mood of the Electorate

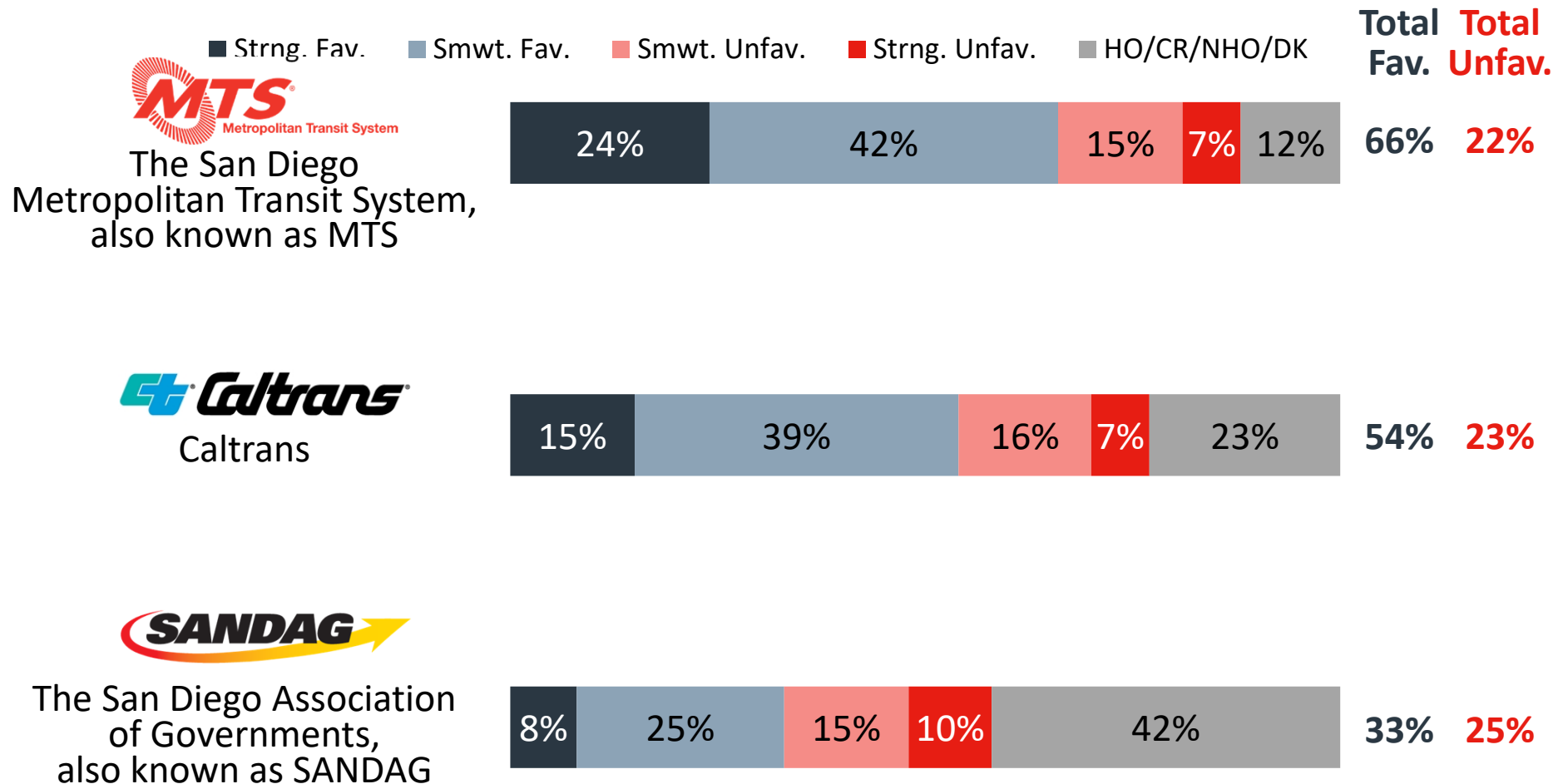


A plurality continues to see the County as headed in the right direction, though by a slightly smaller margin.

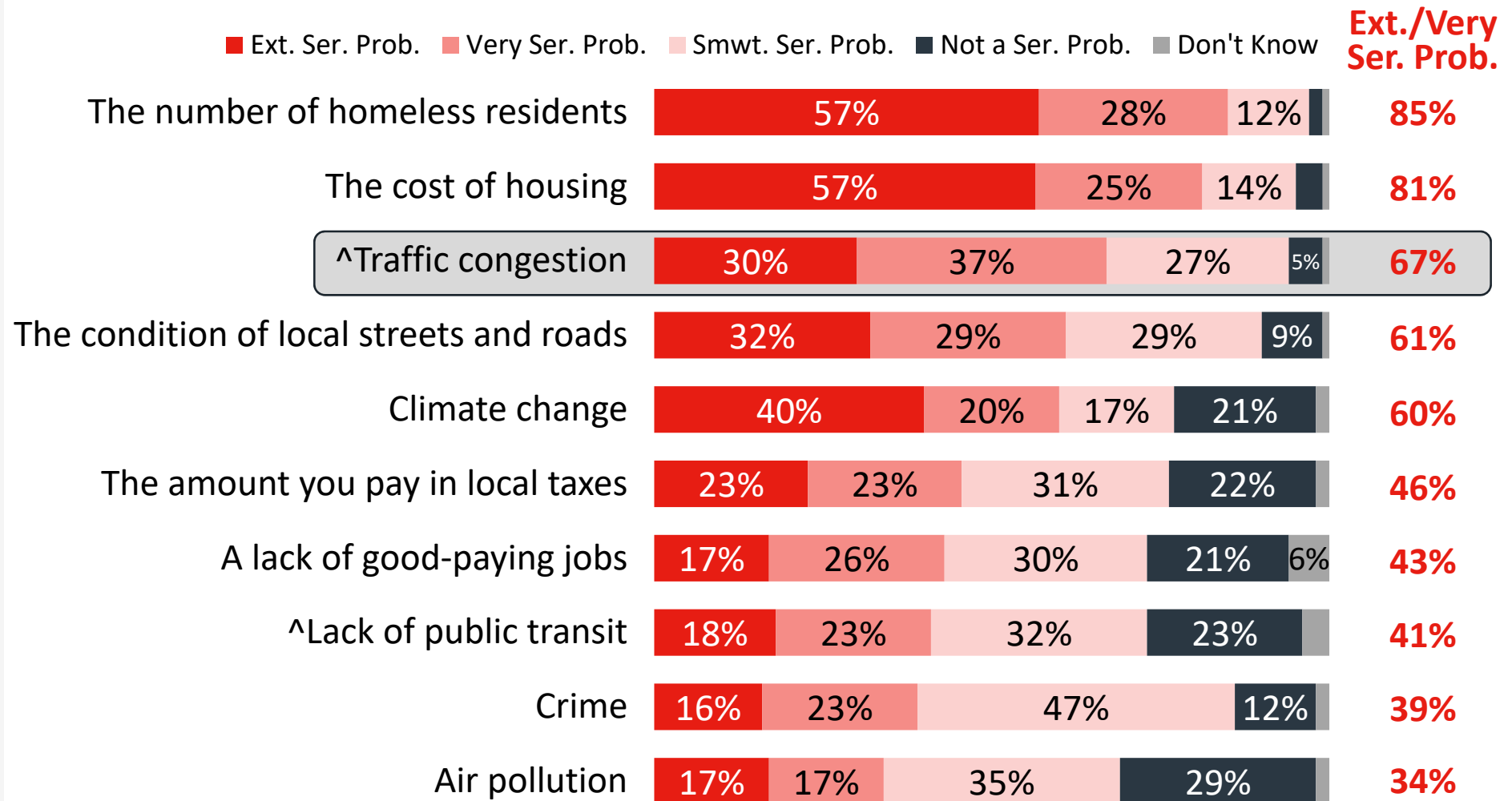
Do you feel things in San Diego County are generally going in the right direction or are they off on the wrong track?



Perceptions of public agencies with responsibility for transportation are largely positive.



Voters rate homelessness, the cost of housing, and traffic congestion as the most serious problems facing the County.





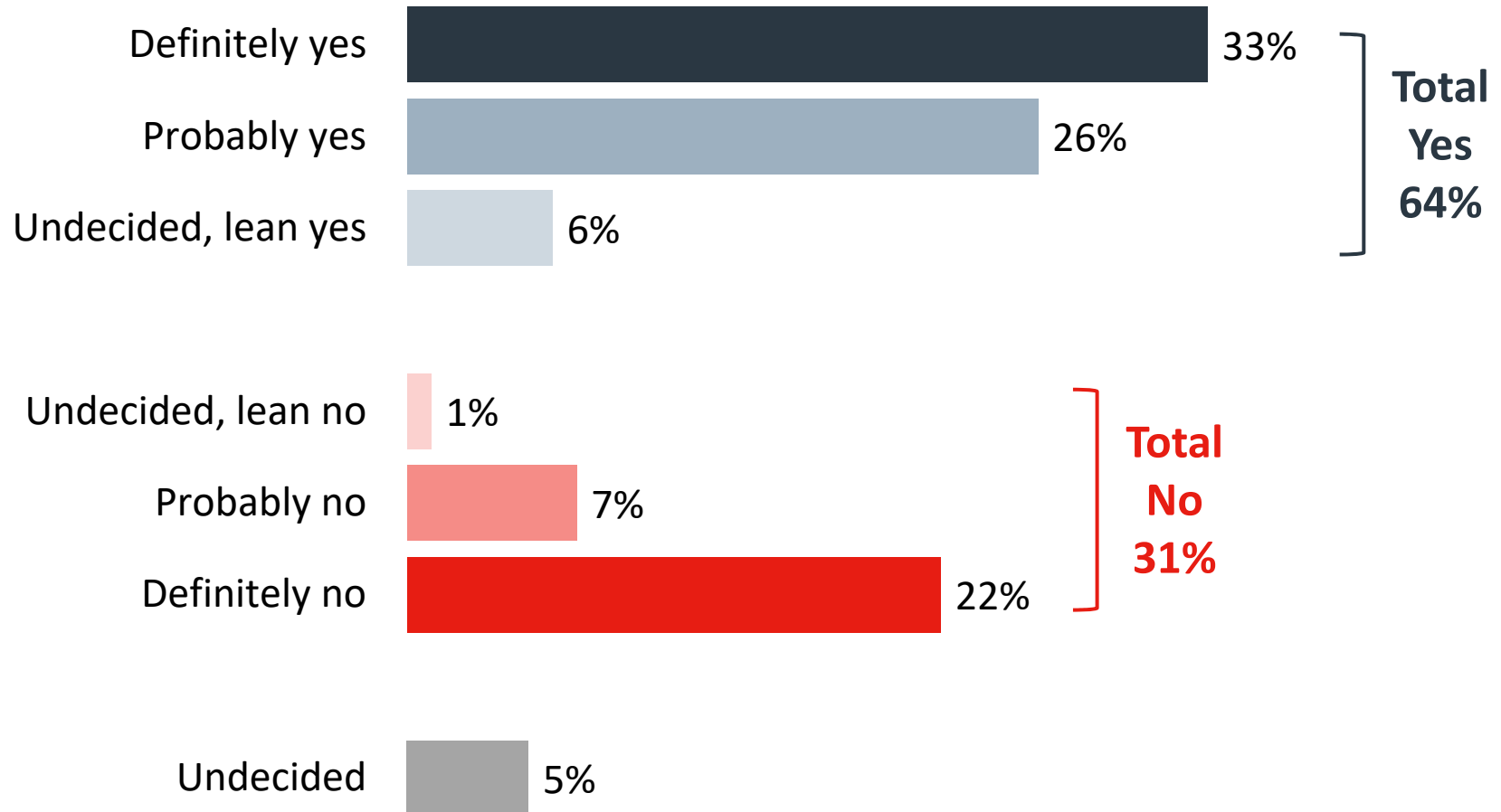
Initial Support for the Measure



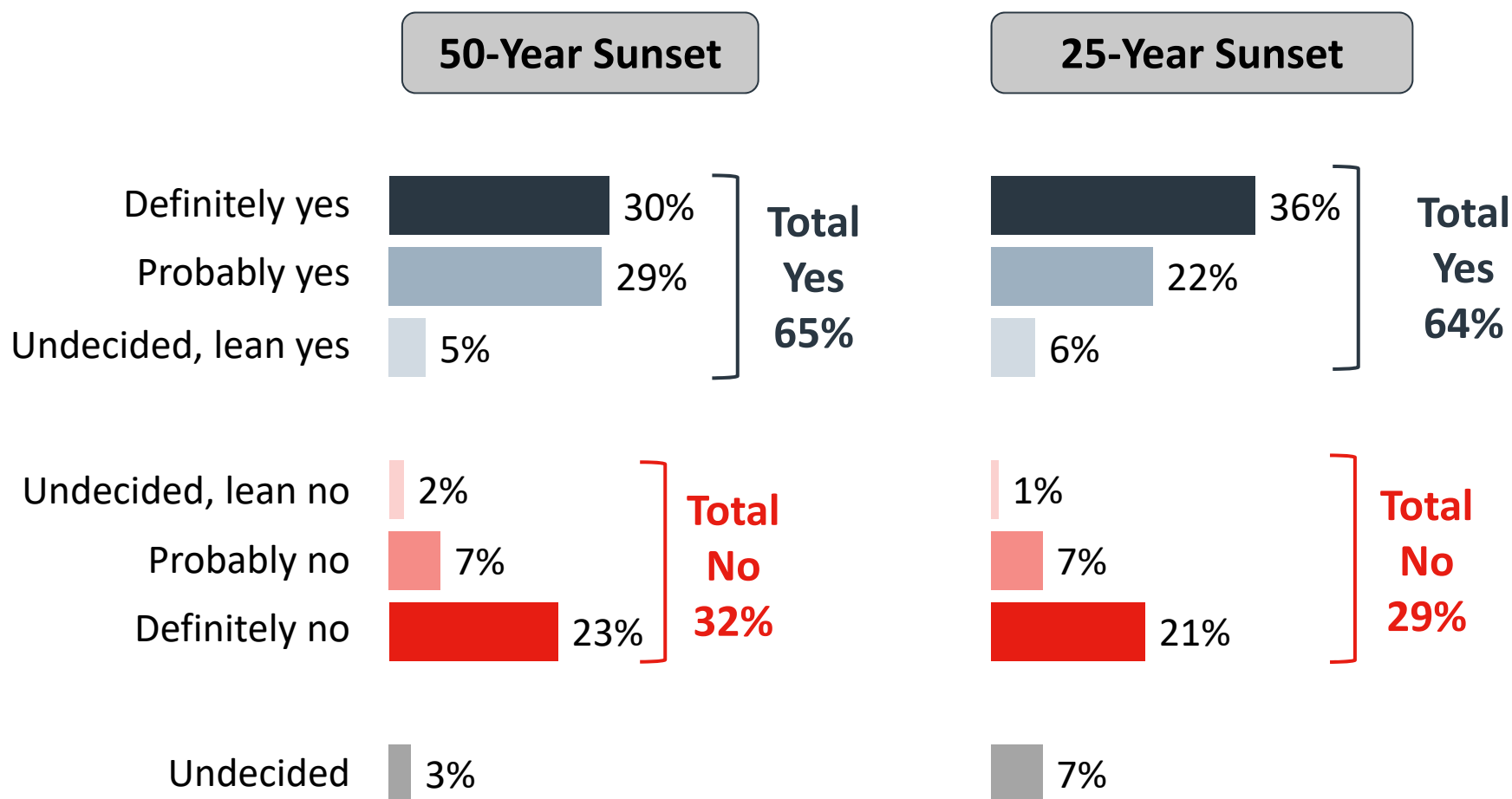
Ballot Language Tested

SAN DIEGO TRAFFIC RELIEF/ TRANSIT IMPROVEMENT MEASURE. To provide traffic relief with new Trolley and fast freeway bus access to jobs and education; rail extension to the airport; increased frequency and longer hours; free transit for youth K-12; enhanced safety and security; enhanced sidewalks and roads; and create jobs; shall voters authorize a San Diego Traffic Relief Plan through a ½-cent sales tax providing approximately \$300,000,000 annually (**HALF SAMPLE:** for 50 years) (**HALF SAMPLE:** for 25 years); requiring citizen oversight, independent annual audits, and keeping all spending local?

Overall, 64% of all respondents would vote in support of the measure – within the margin of error of the required two-thirds threshold.



There is no meaningful difference between the two sunset provisions.



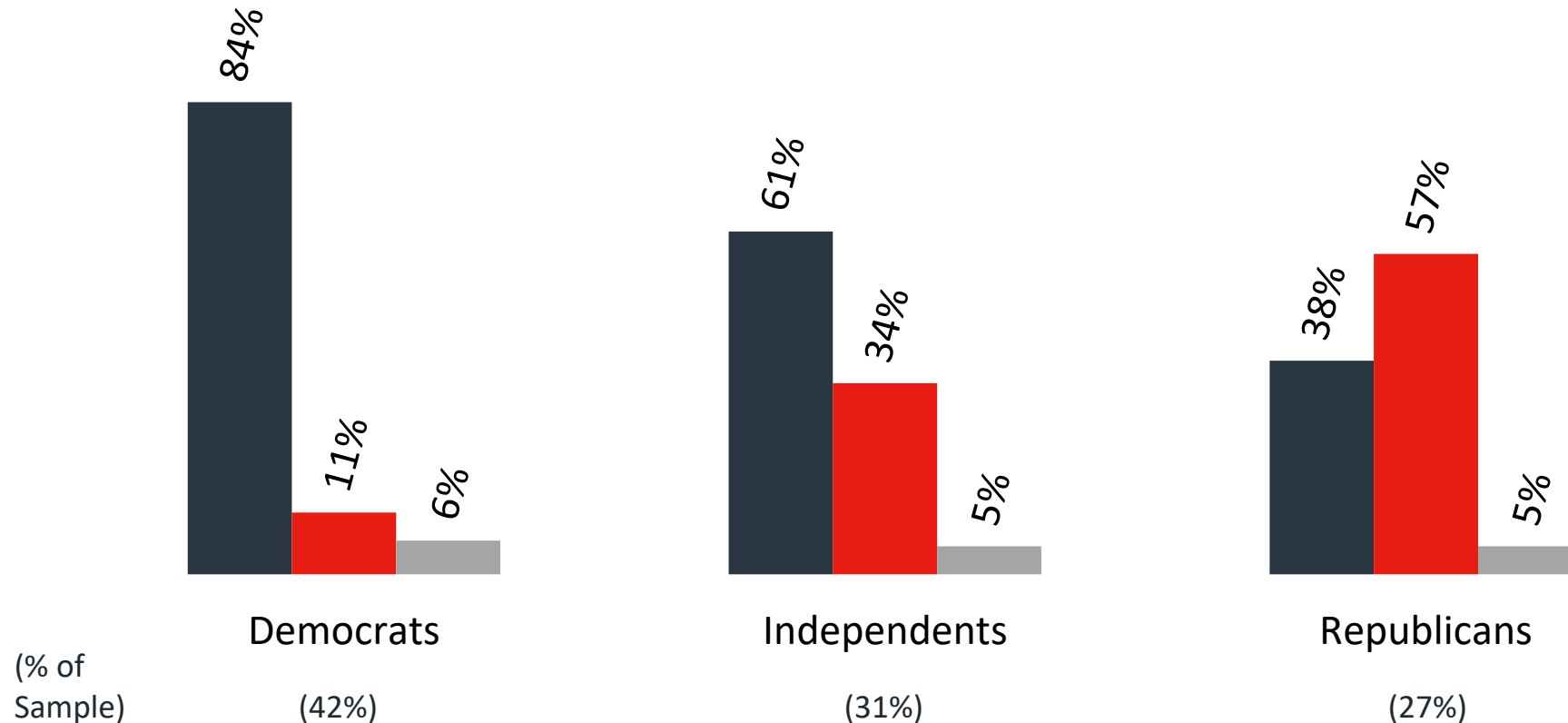
Q3 Total. Do you think you would vote yes in favor of this measure or no to oppose it?

Q5. Suppose this measure established a sales tax increase of a quarter-cent instead of a half-cent. In that case, would you vote yes in favor of it or no to oppose it?

Solid majorities of both Democrats and independents are supportive.

Initial Vote by Party

■ Total Yes ■ Total No ■ Undecided



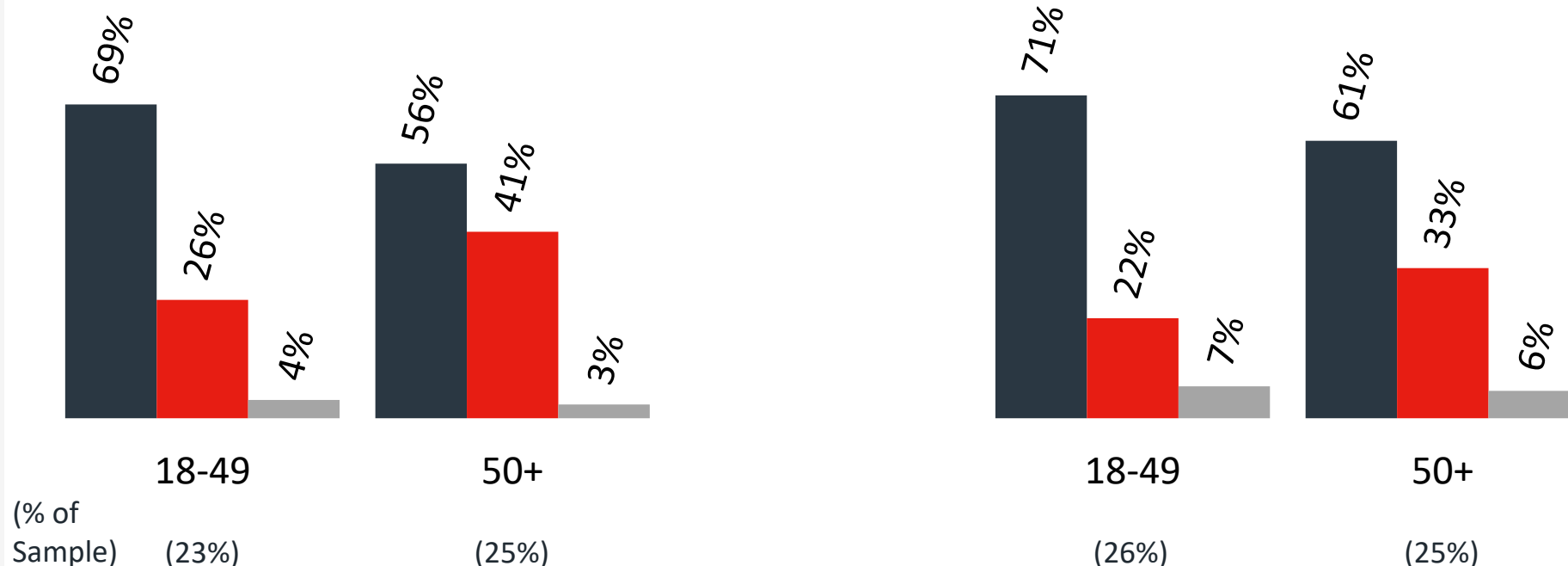
Women are generally more supportive than their male counterparts when divided by age, with female voters under 50 being the most supportive.

Initial Vote by Gender by Age

■ Total Yes ■ Total No ■ Undecided

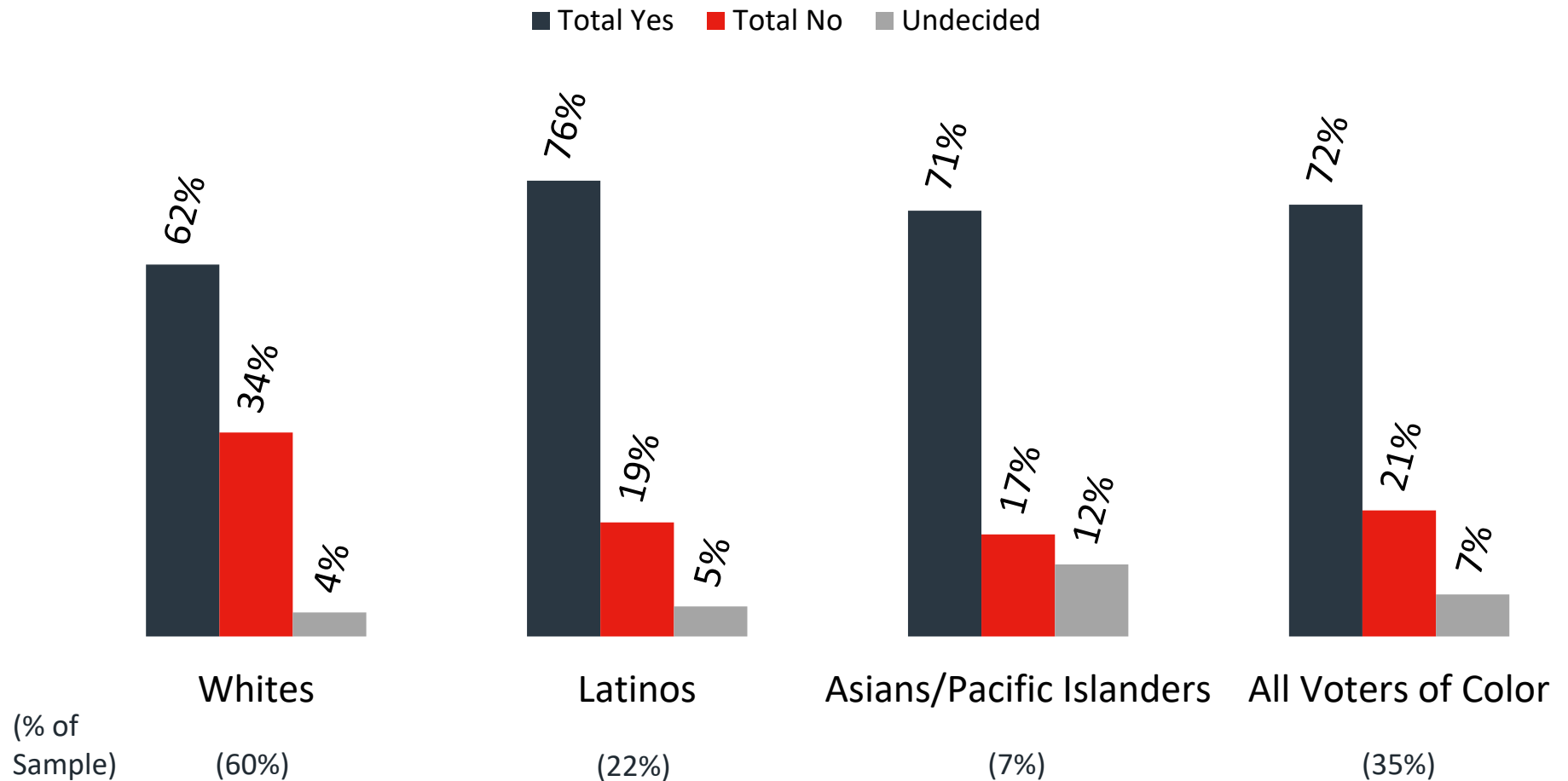
Men

Women



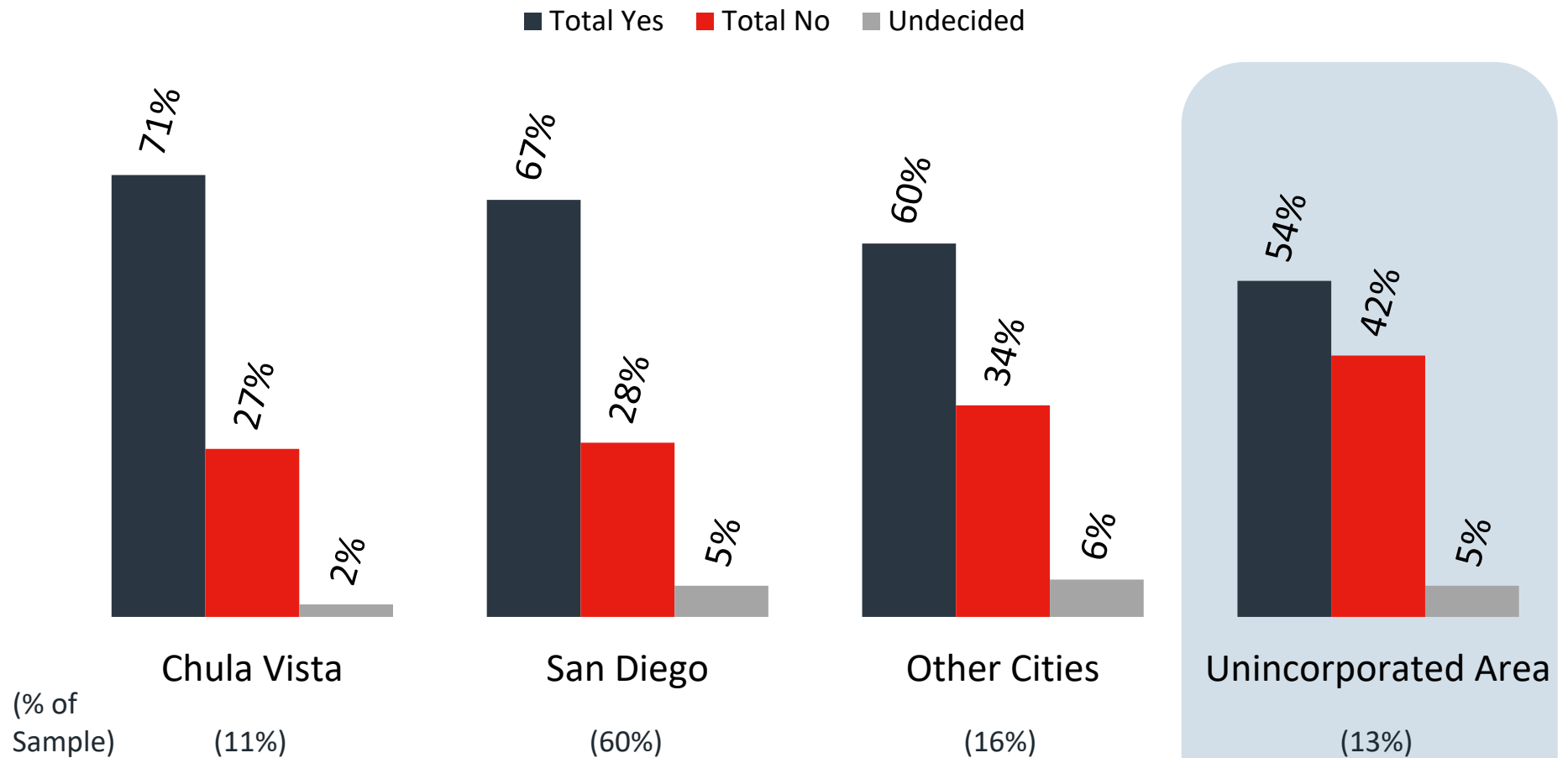
Voters of color – in particular Latinos – are much more supportive than are white voters.

Initial Vote by Race/Ethnicity

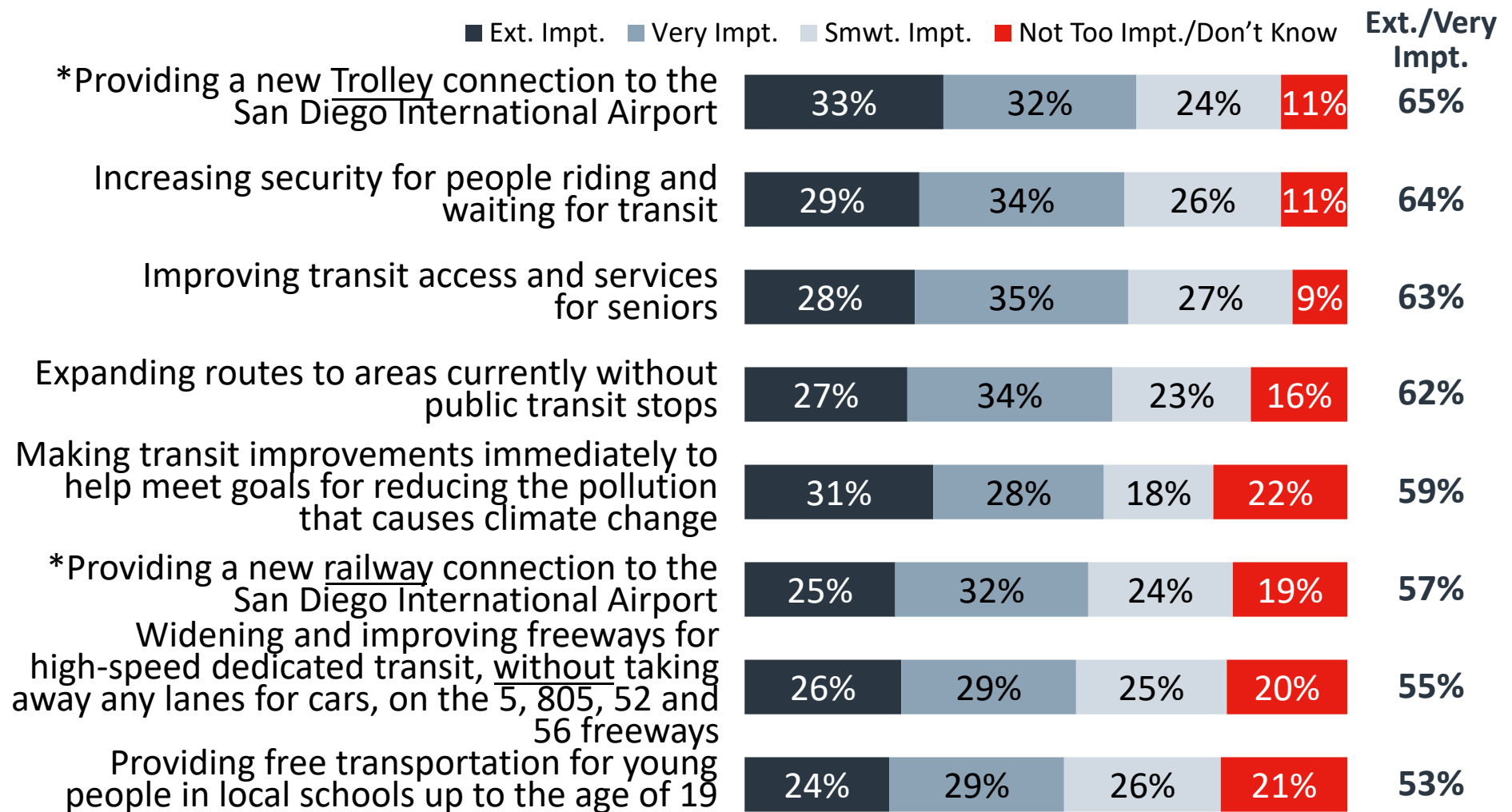


Voters in the unincorporated area are notably less supportive of the measure.

Initial Vote by City

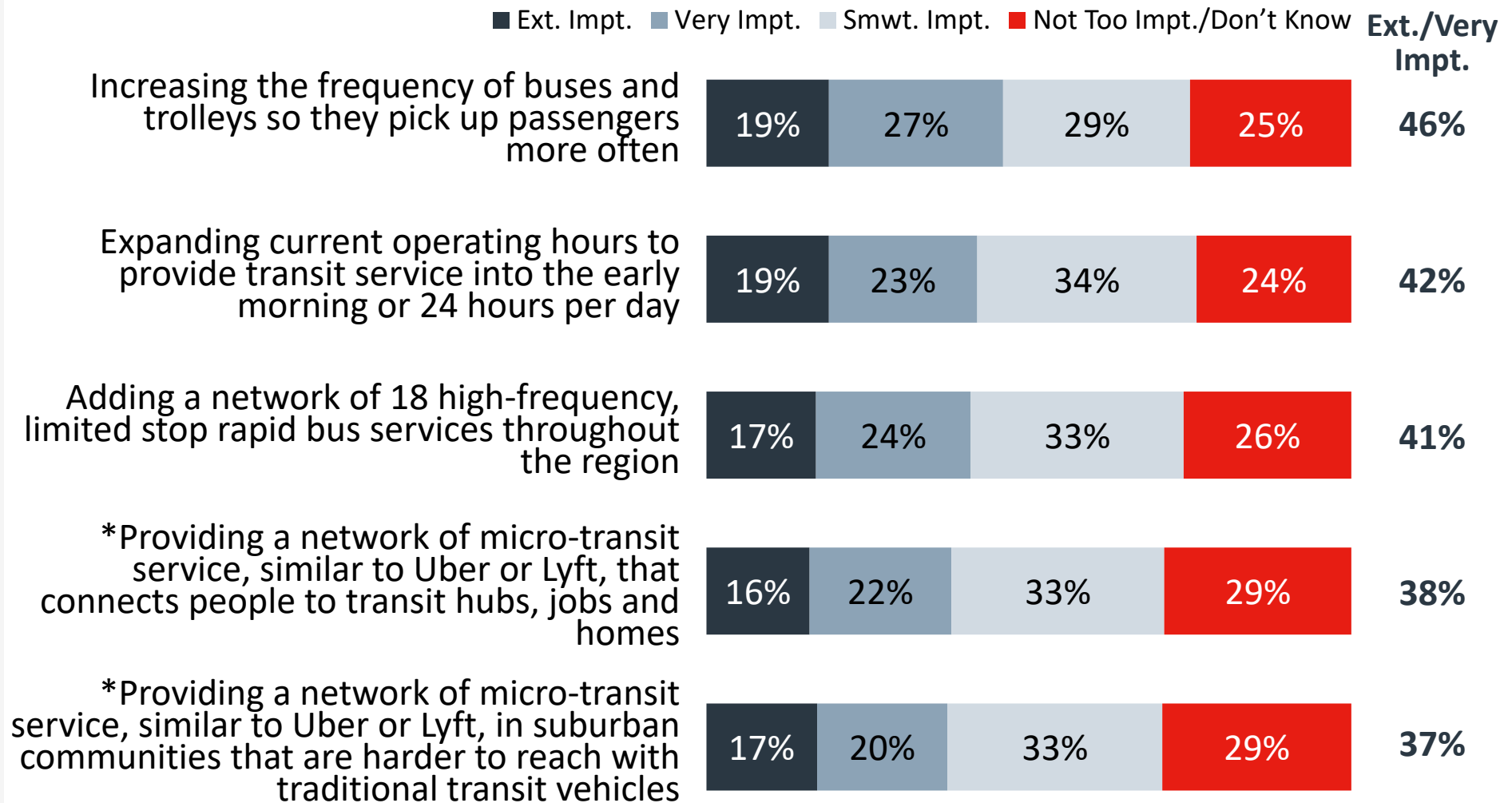


Voters prioritize spending on a new Trolley connection to the airport, increasing security, and improving transit access for seniors.



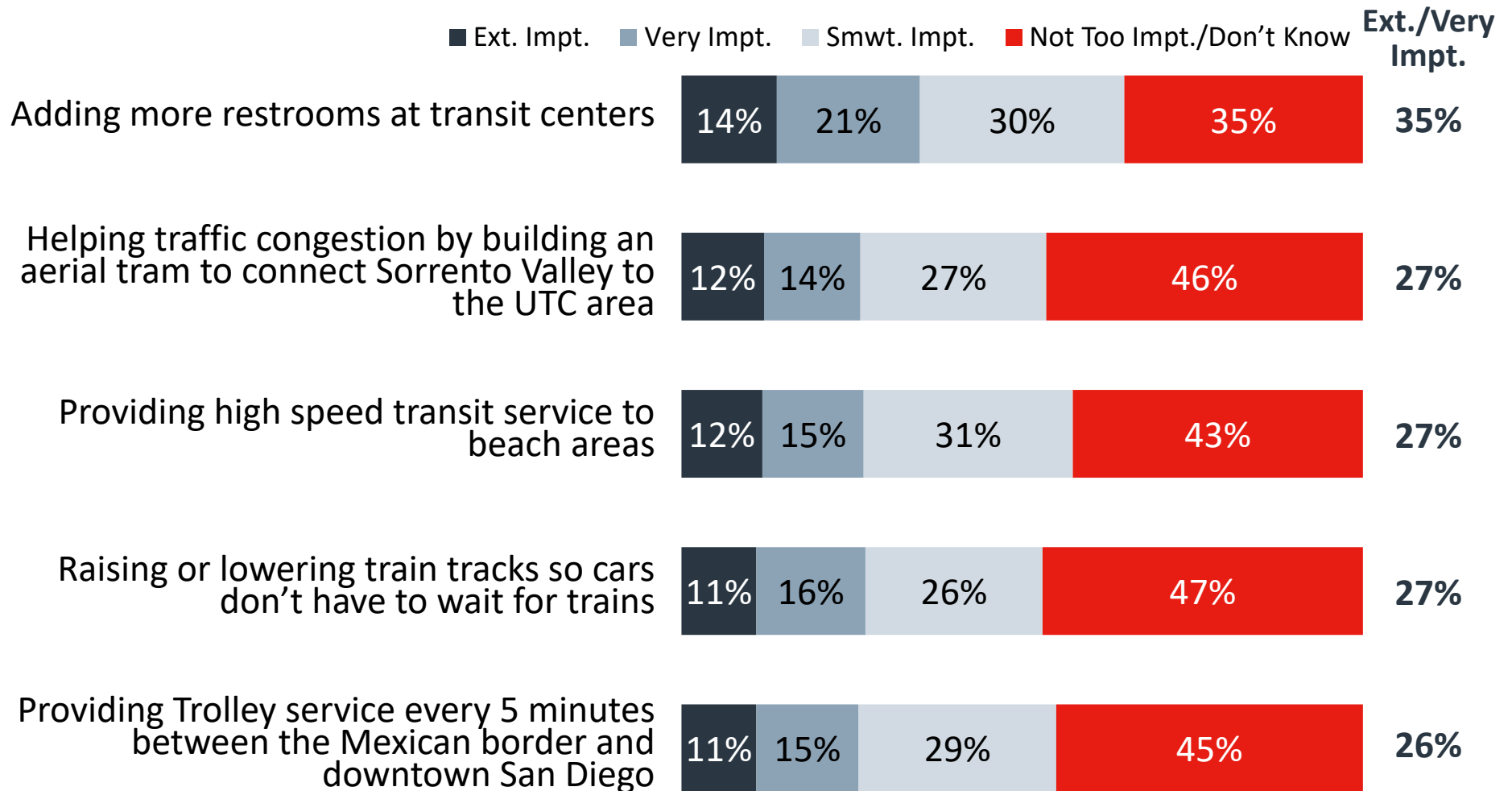
Q8. I'd like to return to the ballot measure I mentioned earlier which would establish a half-cent sales tax increase in order to fund improved public transit. I am going to read you a list of ways that revenue raised by the measure could be spent; please tell me how important it is to you that money be spent in that way: extremely important, very important, somewhat important, or not too important? *Split Sample

The second tier of priorities includes increasing the frequency of buses and Trolleys, expanding operating hours, and providing micro-transit services.



Q8. I'd like to return to the ballot measure I mentioned earlier which would establish a half-cent sales tax increase in order to fund improved public transit. I am going to read you a list of ways that revenue raised by the measure could be spent; please tell me how important it is to you that money be spent in that way: extremely important, very important, somewhat important, or not too important? *Split Sample

Providing high-speed transit to the beach, grade separations, and frequent service from the border are considered the least important projects to fund.



Q8. I'd like to return to the ballot measure I mentioned earlier which would establish a half-cent sales tax increase in order to fund improved public transit. I am going to read you a list of ways that revenue raised by the measure could be spent; please tell me how important it is to you that money be spent in that way: extremely important, very important, somewhat important, or not too important? *Split Sample



Impacts of Messaging



Messages in Favor of the Measure

(Ranked in Order of Effectiveness)

(TRAFFIC) Our roads and freeways are already jam-packed enough, and with the region's population projected to grow even further, it will only get worse. This measure will expand transit routes and offer commuters a safe, convenient, and reliable alternative to driving – which will help to unclog our streets and freeways.

***(ACT NOW)** For years, our region has grown and grown, and our transportation system has failed to catch up – making traffic worse for everyone. We know that San Diego will continue to grow, and the worst thing that we can do to prepare for that change is nothing. Now is the time to invest in the transit improvements we need to keep San Diego moving and protect our quality of life.

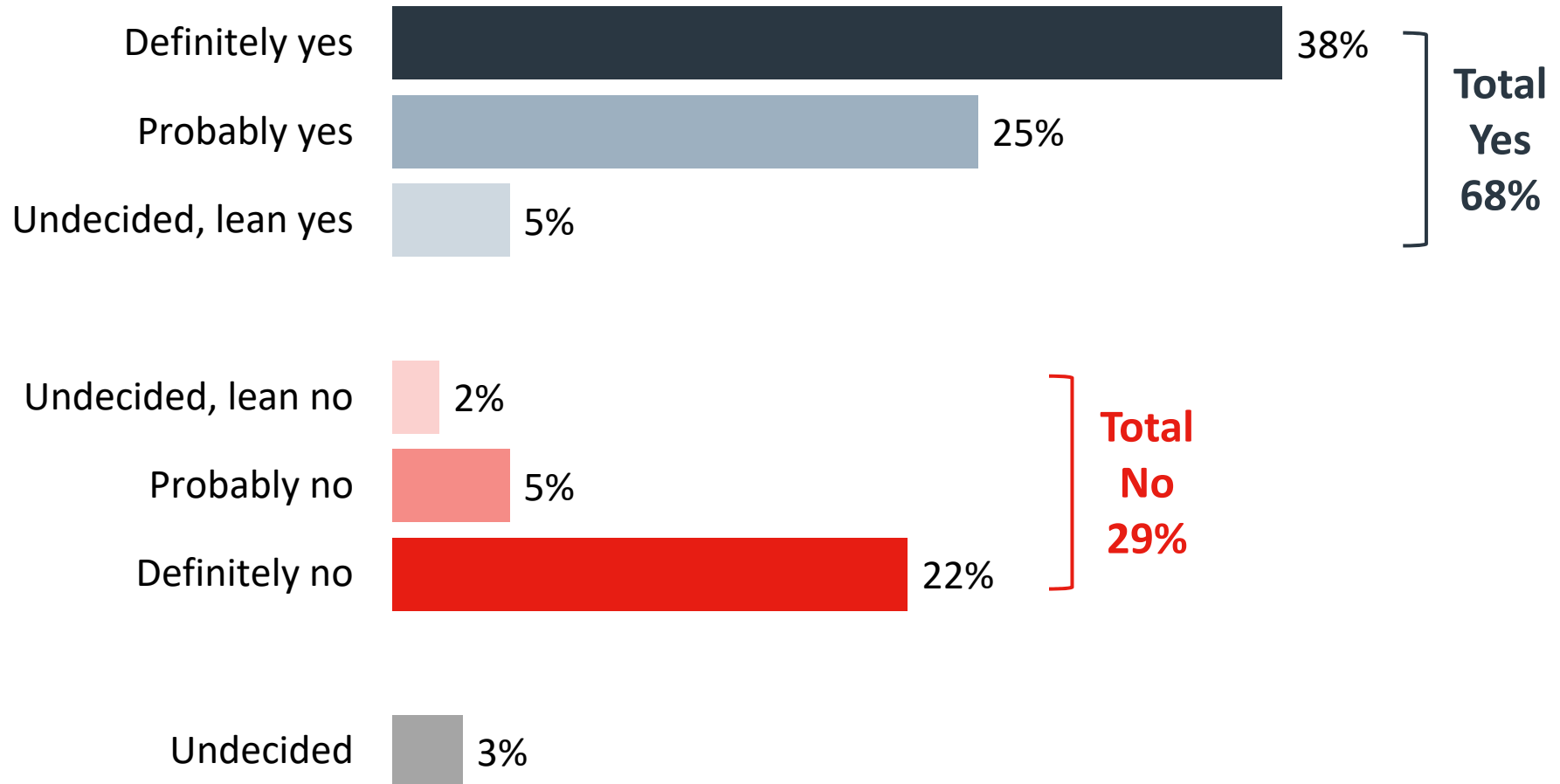
(CONNECTIVITY) Many people don't take public transit because there are no routes close enough to pick them up from home or to drop them off near work or school. This measure will help solve this issue by expanding transit routes, creating more places for riders to transfer from shuttles and rideshare services to public transit, and offering on-demand transportation services in suburbs with less riders. By increasing the ways people can connect to public transit, this measure will provide more practical alternatives to just driving your car.

(VULNERABLE POPULATIONS) This measure will give working and middle-income families and those without cars a way to get to their jobs, training programs, or schools. And by providing reliable public transportation for seniors and people with disabilities, we can help them live independent, dignified lives where they are able to stay in their own homes.

***(AIR POLLUTION)** MTS already operates one of the cleanest public transit fleets in the nation, but still has older buses that emit higher pollution levels into our air. This measure will help replace more of the current fleet with clean-energy and zero-emission electric vehicles, giving us all cleaner air to breathe.

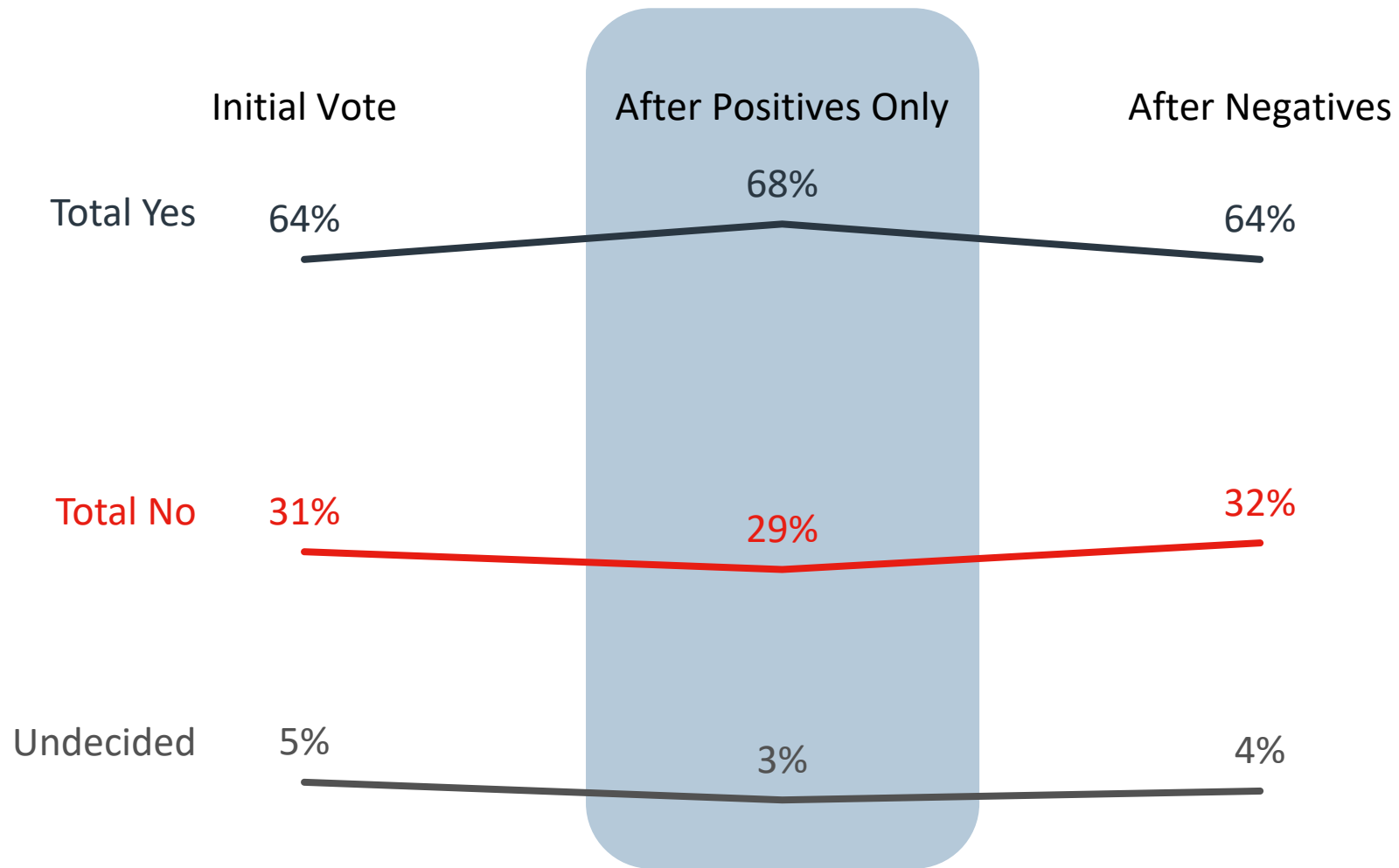
After hearing arguments in favor, support rises to more than two-thirds of those polled.

(Half-Sample with Positive Arguments Presented First)



Support remains consistently within the margin of error of the two-thirds threshold.

(Half-Sample with Positive Arguments Presented First)





Conclusions

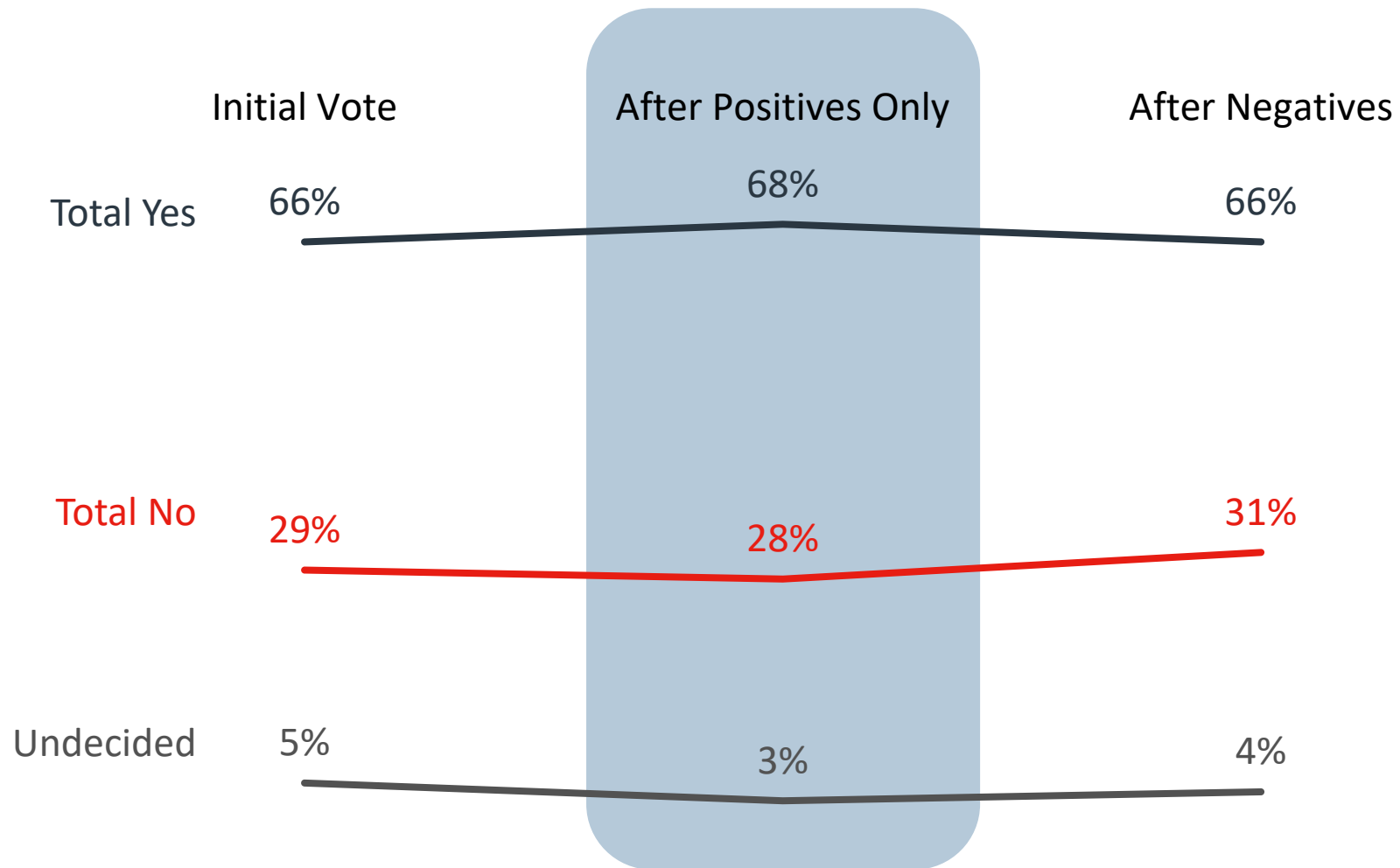


Conclusions

- Overall, the mood of the county has become slightly more negative, in tandem with a souring voter mood statewide.
- Initial support for the measure is at 64 percent – within the margin of error of the required 2/3 threshold.
 - *Support is notably lower in unincorporated areas of the service territory.*
- Voters prioritize spending on connecting the Trolley to the airport, increasing security, and improving access and services for seniors.
- The strongest positive arguments discuss how the measure will help alleviate traffic; will better serve workers, seniors and other vulnerable populations; and will make it possible to prepare for the region's anticipated growth.
- Support for the measure increases to 68% when voters hear the positive arguments in isolation, exceeding the 2/3 threshold for passage.
- Overall, the survey shows the measure is capable of reaching the required two-thirds support, but will require a strong outreach effort to communicate the measure's benefits to voters.

When the unincorporated area is omitted and positive arguments are presented first, support is consistently around two-thirds.

(Half-Sample with Positive Arguments Presented First)



**For more
information,
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**OPINION
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Agenda Item No. 5

SPECIAL MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 1, 2020

SUBJECT:

ELEVATE SD 2020 PUBLIC PARTICIPATION PLAN OUTREACH UPDATE (MARK OLSON)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

MTS staff will update the Board on public engagement efforts for Elevate SD 2020 since the December Board meeting.

/s/ Paul C. Jablonski _____

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com





MTS Board Workshop

Item #5

Public Participation Plan Outreach Update

Recent Outreach

Labor Working Group (1/10)

Community Advisory Committee (1/15)

Environmental/Environmental Justice Working Group (1/16)

Education Working Group (1/22)

City/County Leadership Working Group (1/30)

Overall Themes

- “Excited/exciting” used many times, plan seen as ambitious
- Positive discussions – members felt we are generally headed in the right direction and see progress from the December scenarios
- Groups expressed support in general, with questions on specific projects and/or comparison among different cities/subregions
- Plan flexibility seen as important – both in how MTS collaborates with SANDAG and how project outcomes/priorities are able to shift over time

Positive Feedback

- Quick/aggressive implementation timeline
- Scope and depth of ramping up the Rapid network
- 18-Under Youth Opportunity Pass (though there is heart for 24-under)
- Focus on improving the current system (frequency, speed, span)
- Amount of new services to reach Communities of Concern
- City grant program (for accessibility, multi-modal transportation, etc.)

What We Learned

- Members want more info on how this all ties together, an overarching vision
- Explain the amenities within the plan – people want to know what's entailed
- Explain how the project timeline will roll out and why projects are in a certain order
- Security improvements and Youth Opportunity Pass must go hand-in-hand
 - Security can mean more than uniformed guards
- Elaborate on how the plan impacts key communities (EJ, tourism, etc), and if safeguards against displacement will play a role in the measure
- Members looking for additional details about GHG reductions, and how the entire plan creates larger impact than each individual project added up

Next Steps

- Business Workshop (Feb. 11)
- Continued Public Participation - General Public (February)
 - Four webinars (three in English, one in Spanish)
- Transit Center Outreach (March)
 - Collect feedback from riders
 - English/Spanish
- Another round of working group meetings (March/April)

Questions?

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

**PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM**

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	02/01/2020		
Name	Josue Arredondo		
Address	1703 Via Encantadoras. San Ysidro CA		
Telephone	619 955 3536 92173		
Email	josue.arredondo@gmail.com		
Organization Represented	Personal		
Subject of Your Remarks	Traffic Elevator Outreach		
Regarding Agenda Item No.	5		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



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Agenda Item No. 6

SPECIAL MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

February 1, 2020

SUBJECT:

DRAFT EXPENDITURE PLAN (DENIS DESMOND, MARK OLSON, SHARON COONEY)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors discuss the Draft Expenditure Plan (Attachment A) and provide comments and recommendations for refinement.

Budget Impact

None at this time.

DISCUSSION:

MTS has been evaluating potential components of an Elevate SD 2020 program for over a year, with extensive outreach efforts, an online Vision Builder tool, subject matter subcommittees, expert consultants, polling, and focus groups. Nearly twenty different program components, with dozens of variations, were reviewed and considered. Preliminary project and ridership estimates were calculated to determine a rough cost and benefit for each project. Cost and service assumptions have been entered into a financial model developed for Elevate to detail timeline and borrowing considerations.

Technical experts in the area of service planning have been engaged throughout the process, and MTS coordinated with the larger regional planning efforts of SANDAG. (See the technical memorandum regarding methodology used in Attachment B.)

Based on these varied inputs, staff created two scenarios that were presented to the Board in December. Using the feedback received at the Board's public meeting in December, staff has been refining the plan, while outreach to various stakeholders and the public continues.



Staff will present a draft Expenditure Plan to the Board to gain additional comments and recommendations for refinement. The goal is to gain consensus on a plan that can then be input into a model that can gauge the benefits that will result from the aggregated program of projects.

Following today's discussion, staff will continue to seek input and advice from stakeholders, MTS customers, and the public. Staff will also draft potential ordinance language for consideration at the next Elevate SD 2020 Board Workshop.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Elevate SD 2020 Draft Expenditure Plan
B. Technical Memorandum

DRAFT ELEVATE SD 2020 EXPENDITURE PLAN: February 1, 2020

All figures in thousands. Costs shown in Year-of-Expenditure.

Project	Capital	Net Operating	
Express Transit Lanes/Network - I5	341,365	516,358	
Express Transit Lanes/Network - I805	1,011,621	1,567,861	
Express Transit Lanes/Network - SR52	338,062	312,633	
Express Transit Lanes/Network - SR56	693,560	202,730	
Network Enhancements - Bus Phase 1	-	1,146,463	
Network Enhancements - Bus Phase 2	623,009	1,116,910	
Network Enhancements - Bus Phase 3	355,686	1,088,986	
Network Enhancements - Bus Phase 4	400,329	521,928	
Rapid Bus Routes - Phase 1	1,151,823	1,195,135	
Rapid Bus Routes - Phase 2	1,472,915	994,932	
San Ysidro Station	142,021	-	
Service Frequency/Span - Rail Phase 1	56,091	639,519	
Service Frequency/Span - Rail Phase 2	377,334	534,659	
Service Frequency/Span - Rail Phase 3	151,577	433,823	
Service Frequency/Span - Rail Blue @ 5	87,002	390,681	
Skyway - Sorrento Valley	309,531	276,778	
Airport Trolley	1,060,459	387,213	
Trolley Grade Separations - Airport	275,394	-	
Trolley Grade Separations - Chula Vista	196,094	-	
Trolley Grade Separations - La Mesa	259,837	-	
Trolley Grade Separations - Lemon Grove	140,169	-	
Trolley Grade Separations - San Diego	649,739	-	
South Bay Project Contribution	39,962	-	
Youth Opportunity Pass (18 & under)	-	576,463	
Local Grant Programs	-	272,582	
Amenities	-	101,035	
Security	-	711,353	
Mobility-on-Demand	-	361,177	
Program Administration	-	243,712	
Debt Service	-	2,104,824	
			Total Expenses
Total	10,133,580	15,697,755	25,831,335



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MEMORANDUM

DATE: January 28, 2020

SUBJECT: ELEVATE SD 2020 DRAFT EXPENDITURE PLAN DEVELOPMENT

MTS has been requested by the Elevate SD 2020 Transportation Equity Working Group to clarify the methodology for developing the draft expenditure plan for potential sales tax ballot measure. From its inception, the MTS Board directed that the process be community-driven, informed by outreach and communication with riders and stakeholders throughout the region. An initial universe of projects was created from public and Community Advisory Committee feedback, transit projects in the Regional Transportation Plan developed by SANDAG, and other studies and concepts that have been evaluated in recent years.

Early feedback from nearly all engagement was that strengthening our existing core Bus and Trolley network should be central to any program of projects. To assist with the overall program, and especially our transit network needs, MTS brought on planning consultant Transportation Management and Design, Inc. (TMD) to help with the evaluation and recommendations for specific services. TMD is a locally-based transit consultancy that has provided consulting services for previous major service planning efforts at MTS, as well as conducted similar projects for transit systems across the country.

TMD provided the following background information on their methodology for transit network improvements, including Bus and Trolley span and frequency enhancements, and conversion of urban routes to the Rapid network:

Development of the Elevate SD 2020 Program of Projects recommendations built upon two previous MTS transit mobility visioning and planning efforts. The first of these is the 2005 Comprehensive Operational Analysis (COA). The COA laid out a vision for the MTS services and a system that is customer-focused, competitive, integrated, sustainable, and maintainable. The stakeholder- and public-developed recommendations focused on the core network, which drives the entire system, and enhancing key service corridors with transit priority. Expected implementation resources for this plan were significantly reduced by the Great Recession. The second was the 2017 Transit Optimization Plan (TOP), which reinforced a continuation of the COA goals but also lacked the resources to achieve target core network frequencies and spans. The Elevate SD 2020 Program of Projects recommendations reflect a full-funding scenario plan that came out of the COA/TOP.

The COA, as updated by the TOP, had specific frequency and span recommendations that focused on the core network (as defined by the market typology analysis). The ballot measure work confirmed the continuing importance of the core network and key routes. 60 percent of weekday system ridership is on 10 key bus routes and the three Trolley lines (2018 data). MTS staff and TMD selected routes based on current ridership and other performance metrics. These metrics, in combination with known temporal gaps in the network and market, demographic, and employment data analyses (both new and from the TOP) guided the project

team in identifying the most cost-effective frequency and span improvements that will be likely to serve the most people along important corridors with the highest propensity for growth.

The objective of converting existing corridors to new Rapid routes was to maximize the benefit for the greatest number of customers, with focus on the key corridors. The local routes selected for arterial Rapid conversion represent 23 percent of weekday local bus ridership (2018 data).

The project team identified high-ridership corridors where frequency improvements alone would not suffice to achieve the service performance and travel times warranted. The corridors among this list with the highest ridership, worst apparent average congestion, and/or greatest network value were selected for the high-investment tier that includes a fixed guideway or other dedicated right of way along at least a portion of the route and transit signal priority (TSP). The remaining corridors selected for Rapid conversion would also receive TSP, along with bus bulb-outs and queue jump lanes to still give the MTS vehicles priority in mixed-flow traffic. The list of Rapid conversion corridors were reviewed for their network connectivity potential, in order to maximize efficient transfer opportunities with other frequent routes and the Trolley lines.

A central goal of the program is to ensure that all the projects fit into a cohesive network, versus a list of individual projects. The first step was to review the COA and TOP, as these were systemwide, deep dives into optimizing the transit network around customers and markets. Individual projects came about only where there were missing, high-quality mobility connections.

Developing the proposed program of projects entailed an extensive review of existing market and demographic research from the TOP, along with a fresh look at current MTS Bus system performance, the latest U.S. Census Bureau demographic and employment data, and recent changes in development patterns. Route improvements and new projects were evaluated for their network benefits and connectivity improvements and how well they met existing travel and commute demand. In particular, the bus improvements and new Rapids help to create a new frequent and late-night network for MTS with benefits across the service area. The other projects on the list serve to augment this proposed frequent bus network and the existing Trolley network and bridge known gaps in the system.

For background, the Technical Memorandum developed by TMD in 2019 for a Draft Program of Projects is included as Attachment 1. Attachments 2 and 3 are the Market Analysis and Service Evaluation report from the TOP (2017).

In addition to TMD's work, a set of quantitative and qualitative metrics was established to review all of the projects side-by-side. The metrics initially drew from the Regional Transportation Plan (RTP), but were modified to reflect the transit-only nature of Elevate SD 2020, versus the entire transportation network in the RTP. Selection of the final metrics was done through a transparent process in Fall 2019 that included input from working groups and the Board of Directors. The metrics for each project were provided as a hand-out at the December 12, 2019 Board of Directors meeting, and are included here as Attachments 4 and 5. (Some projects have a specific location and parameters, which allow for a full set of metrics evaluation; others, such as fare discounting and local grants, are either deployed systemwide or won't be fully defined until they are operational.)

Among the metrics developed, there has been great interest in the ridership and Greenhouse Gas (GHG) emissions impacts. These require modeling that MTS does not have the infrastructure to perform, so the Transpo Group was brought on to develop these estimates. Estimates were made using modeling software called STOPS, developed by the Federal Transit Administration and now used nationwide. Transpo Group provided a memorandum to clarify the methodology of calibrating the

STOPS model to MTS and the San Diego region (Attachment 4). For the GHG reduction methodology specifically, Transpo Group offered this summary:

STOPS software directly outputs the reduction of person-miles of travel (PMT) in automobiles attributable to each of the Projects. The task is to turn this into “CO2e”, which refers to CO2-equivalent (expressed in units of mass, e.g. grams or metric tons), the standard climate-impact metric. CO2-equivalent includes both CO2 (the dominant constituent of CO2e) as well as CH4 (methane) and N2O (Nitrous Oxide), with the latter two converted into CO2e.

The first step is to convert PMT reductions from each Project into VMT reductions. This is done by applying an average vehicle-occupancy rate.

Then, the VMT reduction for each Project is converted into CO2e reduction. This is done using data from the California Air Resources Board’s “Quantification Methodology Emissions Factor Database.” The calculation is multiplying the VMT reduction times the value of grams of CO2e/VMT for cars in San Diego County in year 2050 (291.86 gCO2e/VMT).

This yields the overall annual impact (in year 2050) of each Project, in units of grams of CO2e. We then convert from grams into metric tons (this is simply scaling, like converting meters to kms), which allows the Project impacts to be evaluated as a fraction of overall annual tons of CO2e emissions in the SANDAG region (35 million metric tons CO2e as of 2012, of which 37% is attributable to cars, per SANDAG in 2018).

Once a program of projects is largely finalized by the MTS Board of Directors, Transpo Group will run the model again with all of the projects together, modeled as a complete network for ridership and GHG impacts. Our expectation is that the network effect of all projects as a package will be greater than the sum of all projects individually.

TMD’s work for the TOP and Elevate SD 2020, and all of the metrics shown in Attachments 4 and 5, established a solid framework for evaluating all of the proposed projects. However, developing the full program was not simply a desktop exercise, as community input held a high priority from the outset. Therefore, in addition to the efforts detailed above, staff has incorporated the substantial input from a number of other sources:

- MTS Board of Directors feedback
- Elevate SD 2020 Community Advisory Committee
- Elevate SD 2020 Working Groups
- Dozens of community events throughout 2019
- Outreach events at transit centers
- Community forums
- Elevate SD 2020 Vision Builder (~7,000 responses)
- Polling conducted for Elevate SD 2020
- Focus Groups convened for Elevate SD 2020
- Collaboration with SANDAG and the Cities
- MTS Customer Service comments

Assuming an implementation of Elevate SD 2020, MTS will be tasked with the delivery of all the capital and operating projects included in the measure. For the network enhancements that are a large portion of the program, the exact routes and enhancements specified in the current proposals assume the current MTS Bus and Trolley system. However, transit systems are dynamic, changing in response to ridership demand, market forces, available budget, and external factors. The frequencies, spans, and

routes themselves are reasonably expected to be adjusted over the fifty years of the measure. For these reasons, MTS constantly evaluates its services, and there is a mechanism in place to make changes as warranted. MTS Board Policy 42 (included as Attachment 7) details how service is evaluated and how changes are to be conducted. Board policy will be utilized through the implementation of Elevate SD 2020 changes to update the list of improvements as needed, and to ensure that resources are deployed effectively per the will of the Board.

It is important to note that while there has been continued interest in pursuing the implementation of a Blue Line Trolley Express and a Purple Line Trolley, the current recommendation is to include funding for a SANDAG study and environmental/design in these corridors. SANDAG is currently engaged in an exhaustive process, the Five Big Moves, that will ultimately change the design of the Blue Line Express and the Purple Line into a much more robust, faster, grade separated set of rail projects. SANDAG has asked that MTS include funding in our expenditure plan that will assist them in designing these projects, which SANDAG intends to implement on its own. Since projects of this nature can take considerable time to design, permit, fund, and construct, MTS is proposing to include in its expenditure plan a number of projects that will provide some considerable relief in these corridors in the meantime. Specifically, the expenditure plan would fund 5 minute frequency on the Blue Line with several grade separations, overnight express bus service to provide an important 24 hour component, Interstate 5 peak hour express service with a dedicated lane, and an investment in the San Ysidro Intermodal Transportation Center consistent with the Community Plan. In addition, the plan would fund express bus services with a dedicated transit lane on the Interstate 805 corridor to make the critical transit connections from the South Bay to Sorrento Valley that will eventually be augmented by SANDAG's re-envisioned Purple Line. Finally, staff recommends that flexibility be built into the Ordinance language to allow the Board to shift funding to adapt to changes that may occur in the SANDAG planning effort in these corridors, with the understanding that the ultimate goal of both MTS and SANDAG is to provide fast rail service from the South Bay toward Downtown and Sorrento Valley.

The draft program of projects to be presented to the Board of Directors on February 1, 2020, reflects staff's recommendations to best balance network effectiveness, transit rider benefits, equitable use of resources, competing interests among various stakeholders, and feedback provided by thousands of community members over the past year. Staff anticipates further Board direction as we continue to engage our working groups and the public, with the goal of a final Elevate SD 2020 program by March or April 2020.

Attachments: 1) TMD Draft Program of Projects Technical Memorandum, February 2019
 2) Transit Optimization Plan Market Analysis, TMD, January 2017
 3) Transit Optimization Plan Service Evaluation Report, TMD, January 2017
 4) Draft Scenario Project Metrics (Location-Specific Projects)
 5) Draft Scenario Project Metrics (Systemwide Projects)
 6) Transpo Group Memorandum (Calibration of STOPS Model)
 7) MTS Board of Directors Policy 42



Technical Memorandum

TO: Denis Desmond (MTS)

FROM: Russ Chisholm and Melissa Sather (TMD)

DATE: February 4, 2019

SUBJECT: MTS Transit Ballot Measure Planning:
Draft Program of Projects

Introduction

In preparation for a potential ballot measure, MTS has evaluated proposed projects in the Transit Optimization Plan (TOP), 2019 SANDAG Regional Transportation Plan (RTP), *San Diego Forward*, numerous other planning documents, as well as independent analyses to compile a draft program of projects. This technical memorandum provides a brief overview of each project, its importance to the MTS network, and its appeal to voters. Based on the polling and focus group results, MTS Board guidance, and the projected revenue from the potential sales and use tax increase, the draft program of projects will be further refined into a final program of projects.

List of Potential Projects:

Trolley Improvements

- Frequency and Span Improvements
- Infrastructure
- New Trolley Lines

Downtown/Airport Connection

Bus Rapid Transit

First/Last Mile

Local Route Frequency and Span Improvements

Mobility on Demand

Capital Improvements

- Safety and Security
- Electrify Fleet
- Passenger Amenities
- Operating and Maintenance Facility

Trolley Improvements

Trolley Frequency and Span Improvements

MTS's three Trolley lines account for 39 percent of systemwide boardings each weekday, forming the foundational spines of the MTS network. Current service levels do not reflect the investment needed to make Trolleys a convenient option for travel at any time of day, on any day of the week. Frequency is the number one service attribute that attracts new riders to transit. Most Trolley routes operate every 15 minutes. Fifteen-minute frequency is often seen as the threshold of "spontaneous" use, but frequencies of 10 and 7.5 minutes are even more attractive and conducive to lifestyle transit use. Since most people do not want to plan out their trip, frequencies of better than 15 minutes are required to attract more people to transit. This proposal recommends taking all routes to 7.5 minutes between 5:00 AM and 7:00 PM on weekdays and to 15 minutes on weekends. Frequency would reduce in the late evenings to every 15 or 30 minutes depending on demand. Additionally, the service spans on the Blue and Orange Lines are constrained by freight operations that share Trolley tracks. To provide 24-hour service, MTS could introduce shuttle buses that follow the Trolley's alignment.

Trolley Line	Existing Service			Proposed Service		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Green	15 all day	15 all day	15 short/30 long	7.5 all day	15 all day	15 all day
Orange	15 all day	15 all day	15 (30 AM)	7.5 all day	15 all day	15 all day
Blue	7.5 peak/15 midday	15 all day	15 all day	7.5 all day	15 all day	15 all day

Increasing frequency on Trolley lines will increase ridership on both Trolley and bus lines by strengthening the core of the network and making it easier for riders to transfer between services. However, frequency improvements are constrained by single-tracking in certain locations, limited Downtown capacity on surface streets, and terminal capacity. A significant investment in Trolley infrastructure will be needed to accommodate the increase in service levels.

Trolley Infrastructure

Trolley infrastructure refers to the terminal and track infrastructure needed to increase operational flexibility and capacity. This includes double tracking to allow for increased frequency, the purchase of additional Trolley vehicles, extended platforms to accommodate four-car trains (Downtown), and terminal improvements to provide more efficient layovers. Most of the Trolley system is double-tracked, allowing for simultaneous two-way travel. However, in some places, such as the end of the Green Line in Santee, routes are single-tracked, creating scheduling constraints and limiting contingency planning and recovery from service disruptions. In areas with singletracking, laying crossovers or providing double-tracking may offer more flexible service delivery and improved headways.

Blue Line Express

The Blue Line Express is a previously proposed project that would include the construction of a third mainline track for the Blue Line Trolley, between State Route 54 and Main Street in Chula Vista, along with

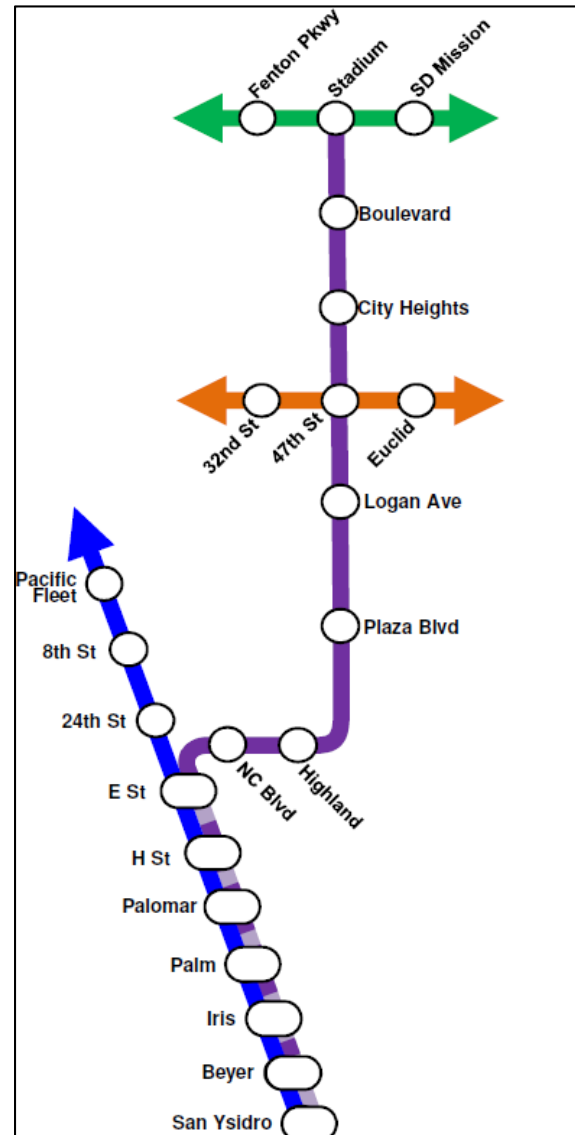
three grade-separated crossings at E, H, and Palomar Streets. In 2010, cost estimates for several alternatives ranged from \$135-150 million, with an additional \$50 million cost for also including freight operations on the grade-separated structures. Accounting for inflation, minimum costs would now be at least \$150 million. This project would allow for faster Blue Line service through Chula Vista and limited-stop express service along part of the line.

New Trolley Lines

Purple Line

The Purple Line has been at the forefront of San Diego transportation planning for the last few years. It is a proposed Trolley line following the I-805 corridor that has gone through multiple alignment iterations. Measure A, the failed county-wide 2016 sales tax ballot measure, included the Purple Line Trolley operating from San Ysidro to Kearny Mesa at a cost of \$4.4 billion. The Purple Line would extend the north-south Trolley network inland, connecting residents to jobs and increasing network connectivity. Constructing the entire Purple Line as originally envisioned is prohibitively expensive as part of this ballot measure, so the proposal is to introduce a shorter Phase I in this measure that can be extended in the future. The proposed Trolley line shown to the right would operate between the Green Line's Stadium Station and the Blue Line's E Street Station via I-805. This line would connect with all three Trolley routes at locations away from Downtown San Diego, facilitating transfers and regional travel. At E St, the Purple Line would continue south along the Blue Line corridor, providing additional frequency to San Ysidro. Alternatively, Purple Line trains could terminate at E Street, with only certain trips continuing to San Ysidro. Depending on the revenue generated by the sales tax increase, this single project could absorb the majority of the available funding. The capital costs for this shortened Purple Line are estimated to be \$3.9-4.7 billion, not including new vehicles, yard improvements or a new yard, or Blue Line improvements.

Proposed Purple Line Alignment



Airport Connection

Transit service to the San Diego International Airport (Airport) is one of the most common service requests received by MTS staff and Board members. Route 992 currently provides this connection, offering service every 15 minutes between Downtown and the Airport terminals and carrying around 1,300 passengers each weekday. A service that has a higher level of investment could increase ridership by being more visible and attracting tourists, both of which have positive network impacts. This project could carry broad appeal with voters throughout the service area. There are several proposed options for this service with mode still to be determined. Regardless of which option is chosen, MTS should work closely with the Airport to develop a cost-sharing structure, so MTS does not bear the full burden of construction and operations.



Bus Rapid Transit (BRT): This could either be an enhanced Route 992 from Downtown, a new route from Old Town, or a combination of both routes. A BRT route would operate in a dedicated lane, making few stops and providing fast, direct connections to Airport terminals. Fare-free service, subsidized by the San Diego County Regional Airport Authority, the City of San Diego, and/or another source, with all-door boarding could reduce dwell times and make the route a

more attractive option. While BRT routes are certainly the most flexible and have the lowest capital cost of all airport connection options, they may not be innovative or compelling enough to encourage votes.



Trolley: The Airport could be served by a new Trolley route or by extending an existing line. The most viable alternative is extending the Orange Line to the Airport. Both the Green and Blue lines would have to deviate out of direction to serve the Airport, disrupting trips for thru-riders. An extended Orange Line would connect with the Green Line and Amtrak at Santa Fe Depot. One drawback is that the Orange Line would no longer serve the Courthouse Station.

Additionally, extending service to the airport from the existing Trolley right-of-way between Kettner Boulevard and California Street would require crossing the parallel heavy rail tracks, creating an infrastructural challenge and increasing costs.



Skyway: Skyways are aerial cableway systems much like gondolas seen at ski resorts or amusement parks that can transport mass volumes of people at the fraction of the cost of fixed-guideway rail transit. They are able to traverse difficult topography and do not have to interface with surface-level traffic congestion. This would be an innovative and visible project that would likely have a high tourist attraction but may not be popular with residents whose views may be blocked by the aerial structure.



Automated Guideway Transit (AGT): AGT is a fixed-guideway mode of transport commonly known as a “people mover.” The mode is commonly used at airports to shuttle passengers between terminals, parking garages, and public transit connections. In order to provide connections to the airport, the AGT would operate from a central multimodal hub to the Airport terminals.



Airport Intermodal Center: The intermodal center would provide regional multimodal connections, tentatively located at the eastern end of the Airport, around Kettner Blvd and Laurel St. A particular benefit of this option is a potential partnership with the Airport to share capital costs. Transportation to the Airport would be facilitated by a shuttle or an automated guideway operated by the Airport.

Bus Rapid Transit (BRT)

Bus Rapid Transit is the highest level of fixed-route bus service. Features that define this service tier range depending on the level of investment. In the program of projects, three tiers of BRT, or *Rapid*, services are proposed. No matter the tier, *Rapid* routes are perceived as a premium service that strengthen the frequent network.

Basic *Rapid*: Basic *Rapid* service operates on arterial corridors with wider stop spacing and enhanced branding (e.g., vehicle wraps, enhanced bus stops, etc.) that sets it apart from Local routes. These *Rapid* routes may also benefit from transit priority investments, such as signal priority, bus bulbs, and queue jumps. The Route 215 Mid-City *Rapid* on El Cajon Blvd. is an example of a basic *Rapid* route.

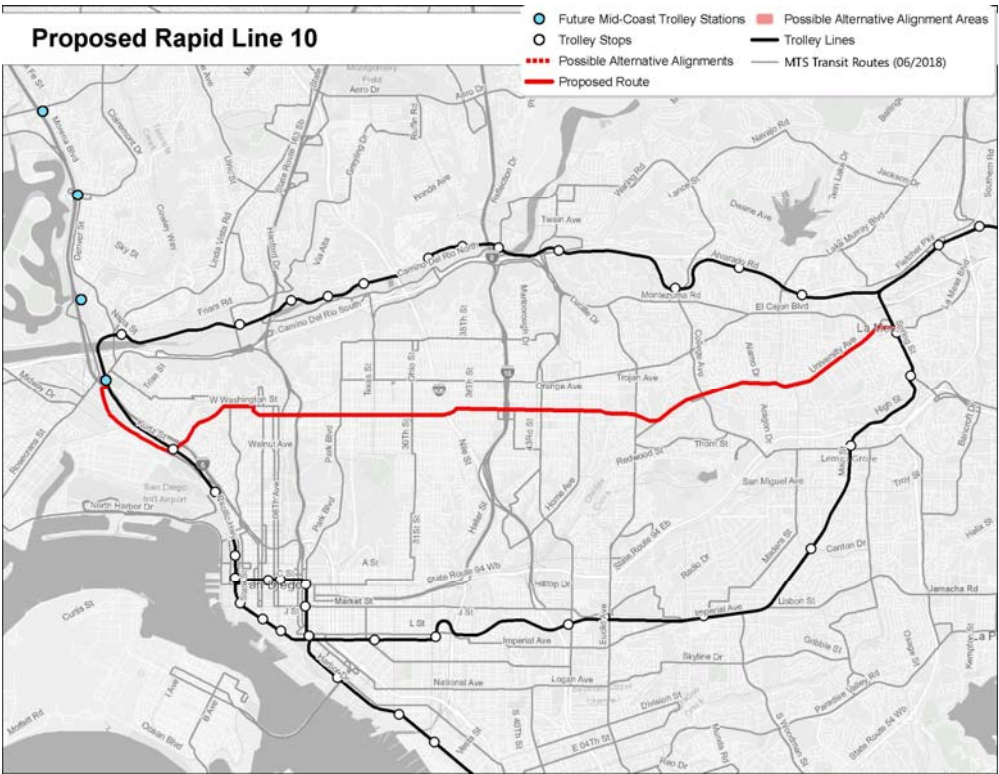
High-Investment *Rapid*: High-investment *Rapid* also operates on arterial corridors and has many of the same features as basic *Rapid*, with higher levels of investment in enhanced bus stops and dedicated right-of-way operation. An example of this tier of *Rapid* routes in the current system is Route 215's operation on Park Blvd. between El Cajon Blvd. and University Ave and the under-construction South Bay BRT through Otay Ranch.



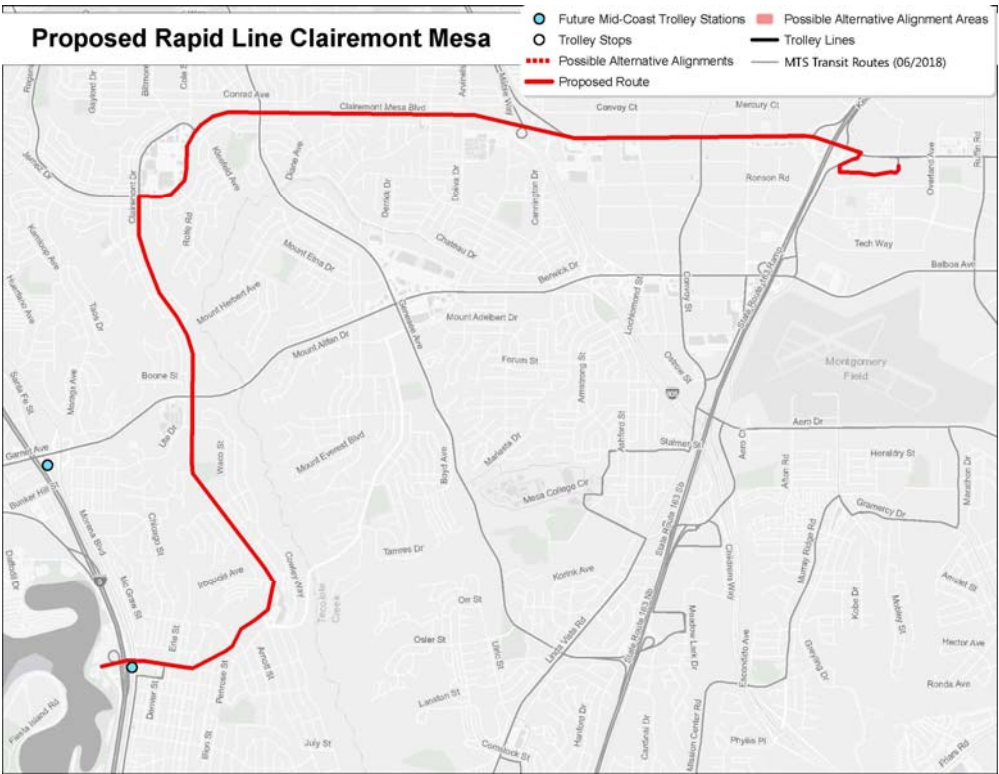
Freeway *Rapid*: Freeway *Rapid* ideally operates in HOV, dedicated bus-only lanes, or freeway shoulders, and moves transit riders along the region's most congested freeways at high operating speeds, making them an attractive option for traveling long distances. They may also benefit from direct-access ramps or bypass lanes that expedite access onto the freeway. *Rapid* Route 235 is the best example of this tier of *Rapid* services, in particular, the newest in-line stations at El Cajon Blvd. and University Ave. Use of in-line stations keeps the routes on the freeway as opposed to deviating off to serve transit centers. These stations maintain attractive operating speeds and travel times that make transit a competitive mobility option. Freeway *Rapids* are the most expensive tier of *Rapid* route, requiring the greatest level of infrastructure investment and new construction. They are also often viewed as "highway" projects rather than "transit" projects which may affect voters' perception of the projects.

The following corridors are proposed for *Rapid* service. The tier of *Rapid* and level of investment for each project is yet to be determined.

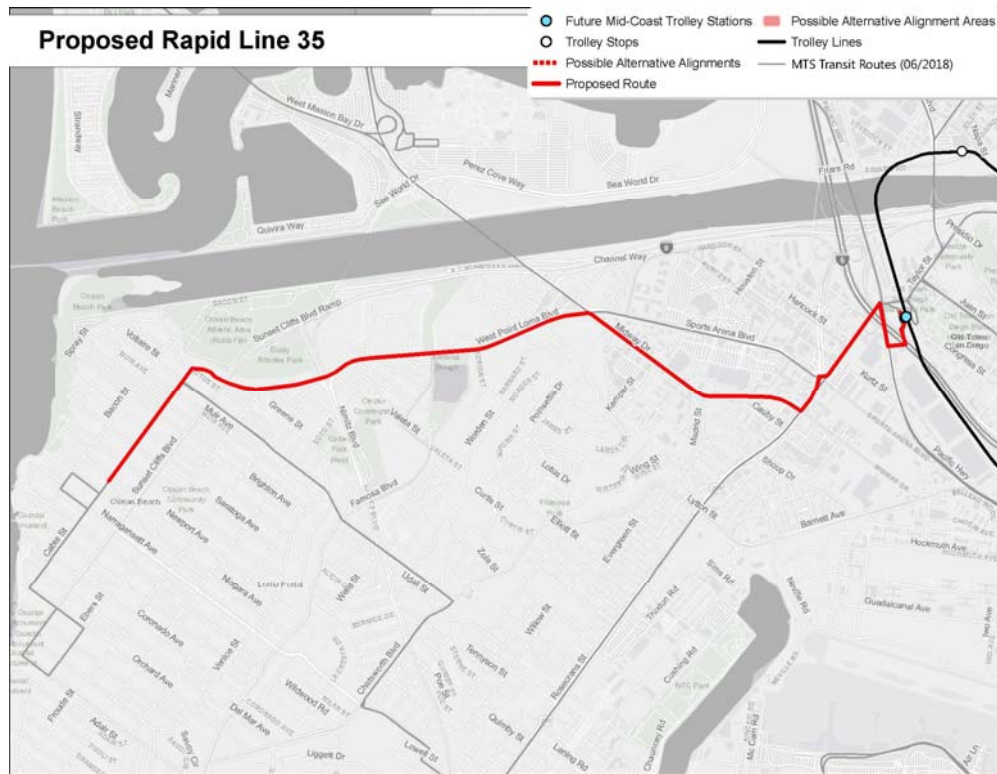
University Avenue (La Mesa Orange Line Station to Old Town Transit Center)



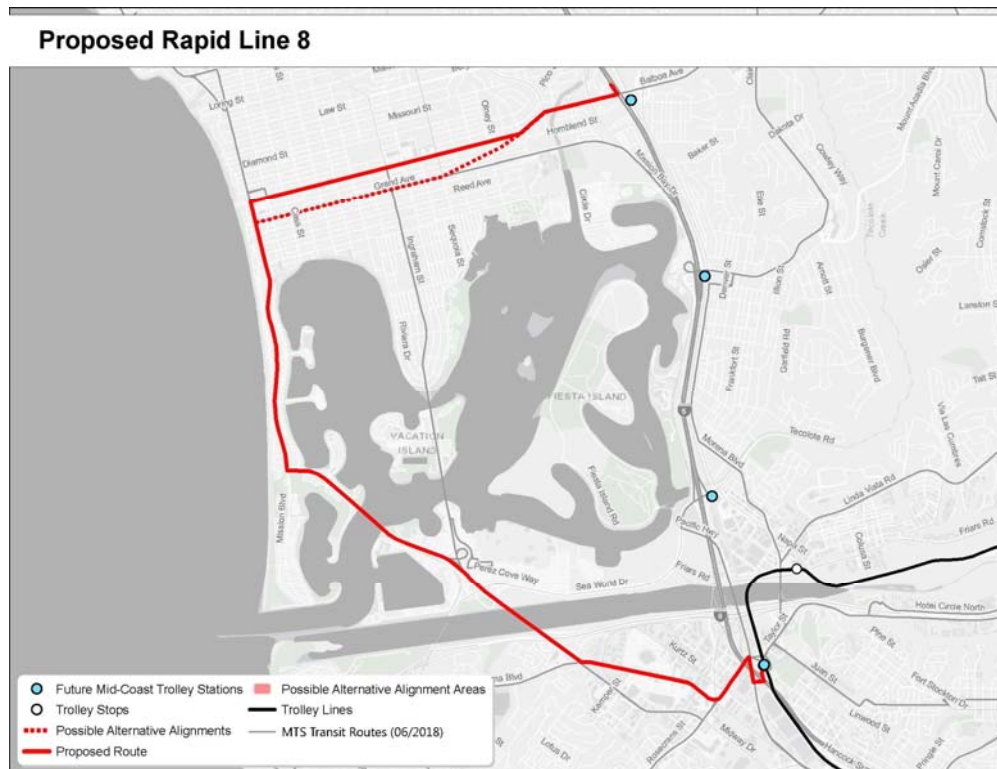
Clairemont Mesa and Clairemont Dr. (New route alignment connecting Kearny Mesa to future Clairemont Dr. Mid-Coast Trolley Station)



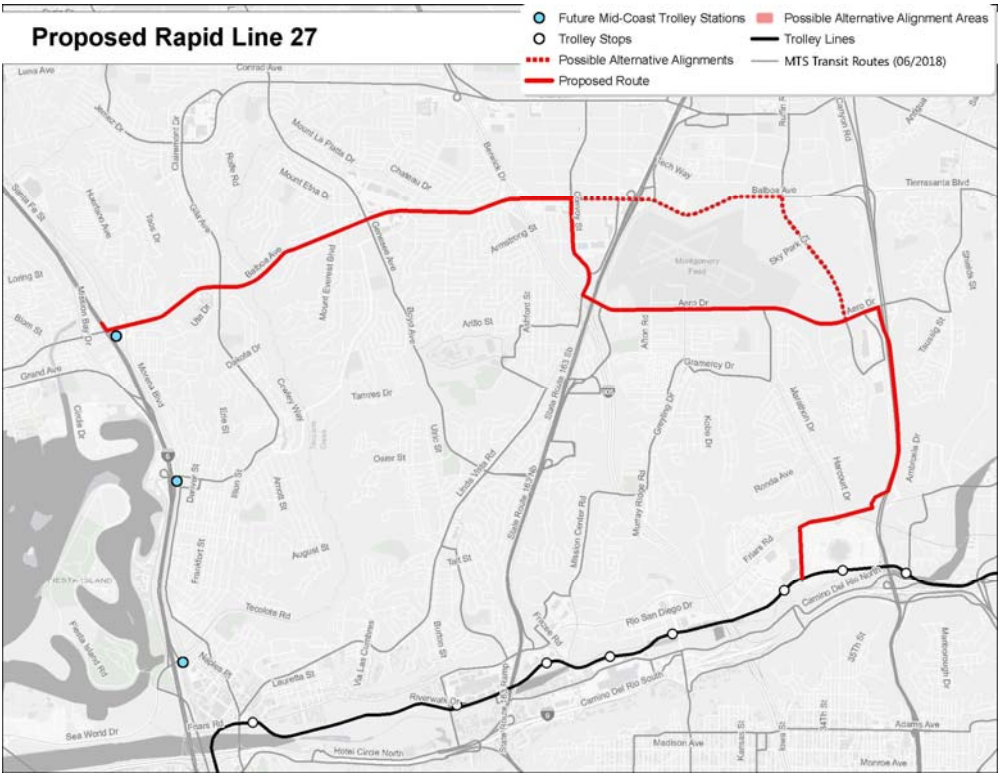
Ocean Beach to Old Town



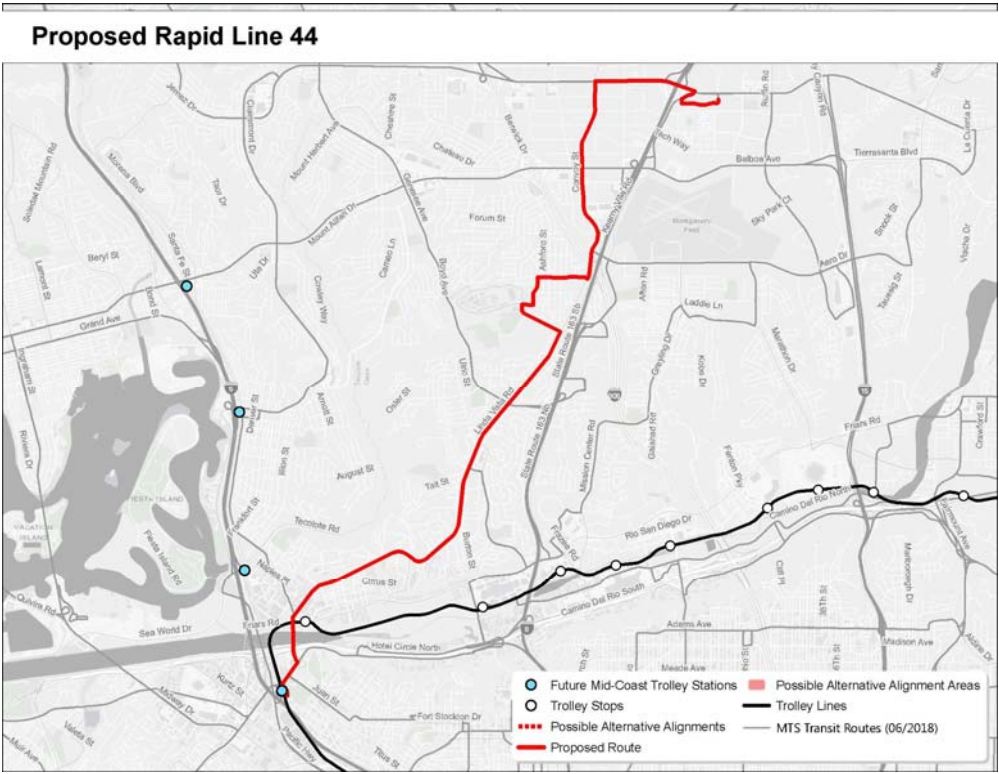
Garnet Avenue, Mission Blvd, and West Mission Bay Drive (connects Old Town Transit Center, Pacific Beach, and the future Balboa Avenue Mid-Coast Trolley Station)



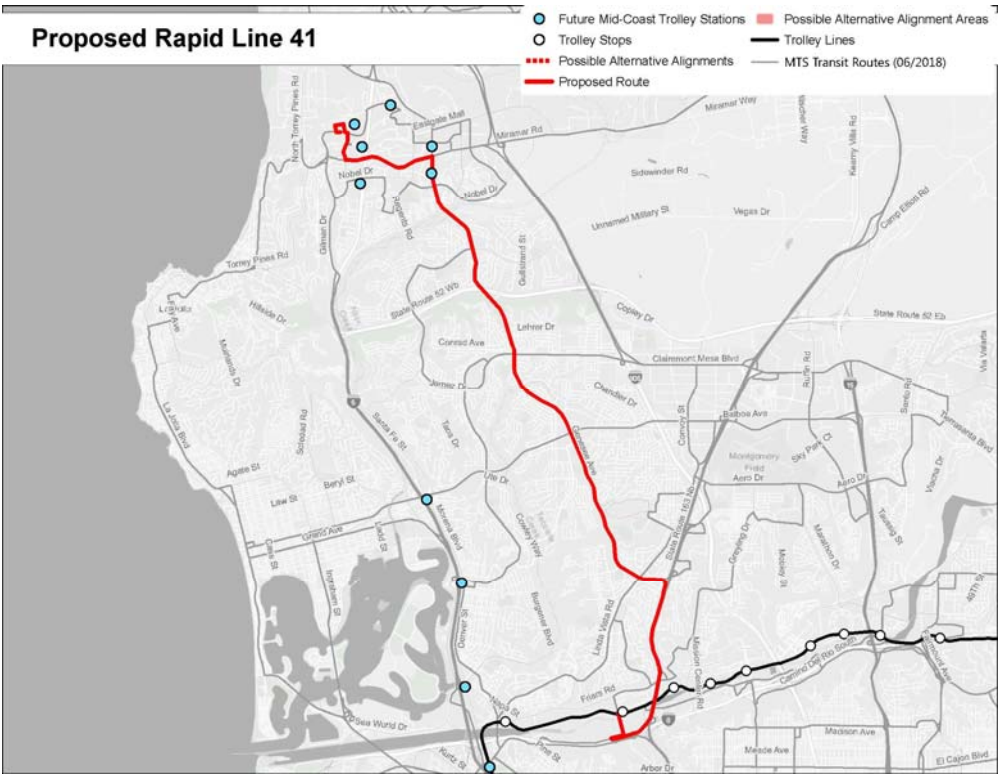
Balboa Avenue, Convoy Street, and Aero Drive (future Balboa Avenue Mid-Coast Trolley Station to Green Line Stadium Station)



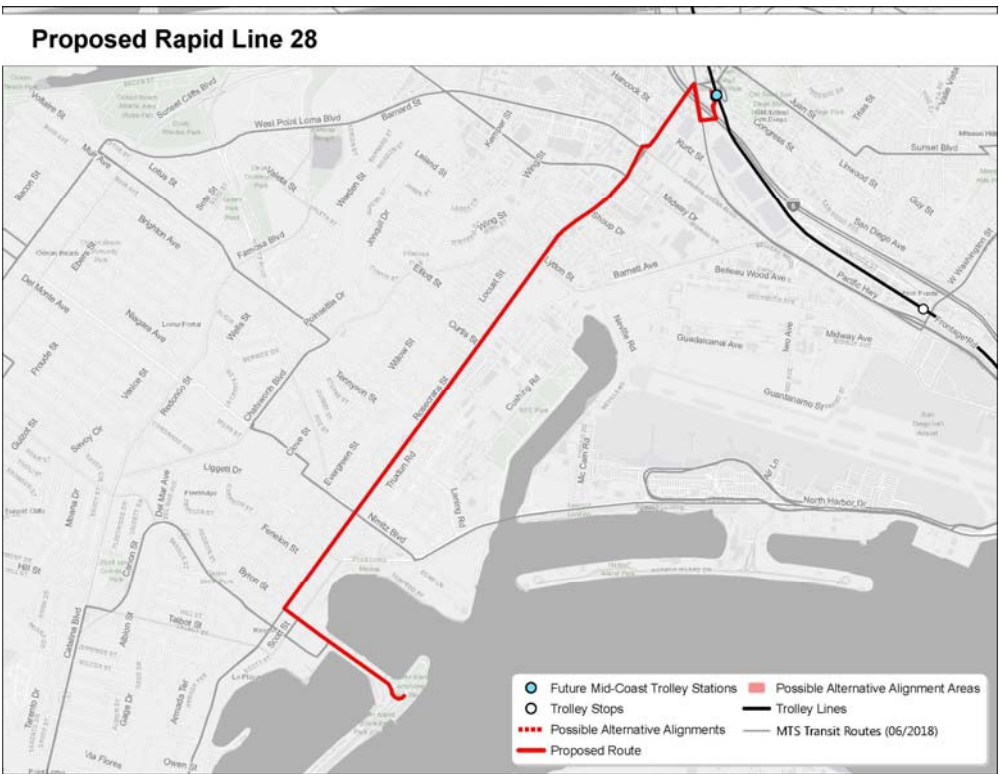
Linda Vista Road and Convoy Street (from Old Town Transit Center to Kearny Mesa Transit Center)



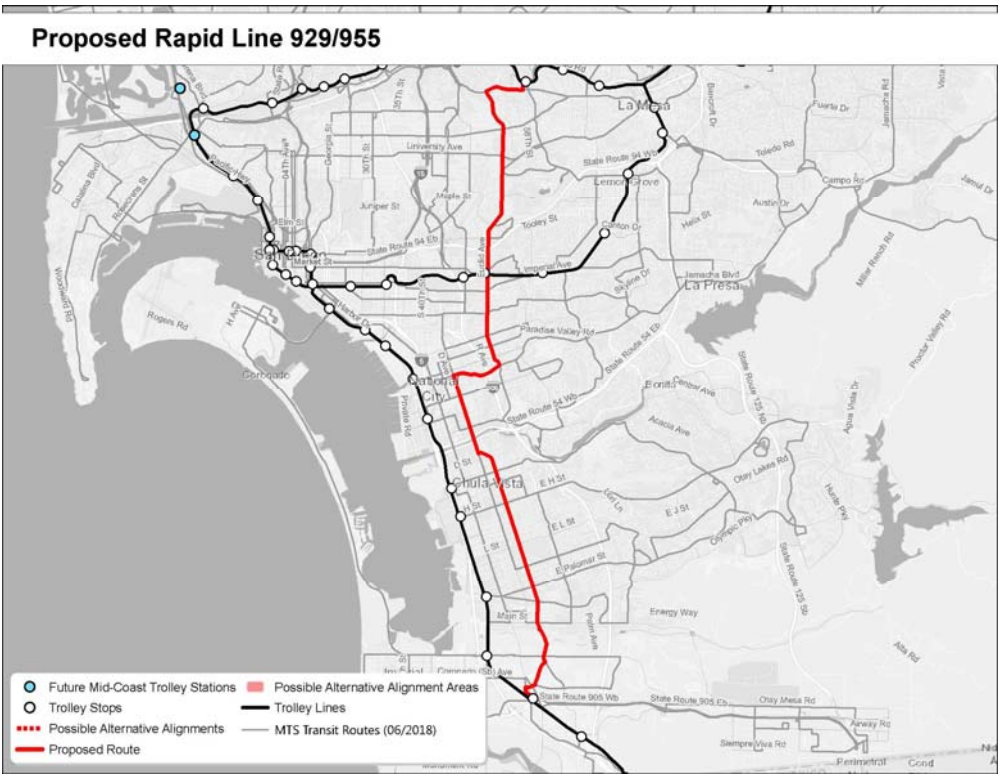
Genesee Avenue (from UCSD to Fashion Valley Transit Center)



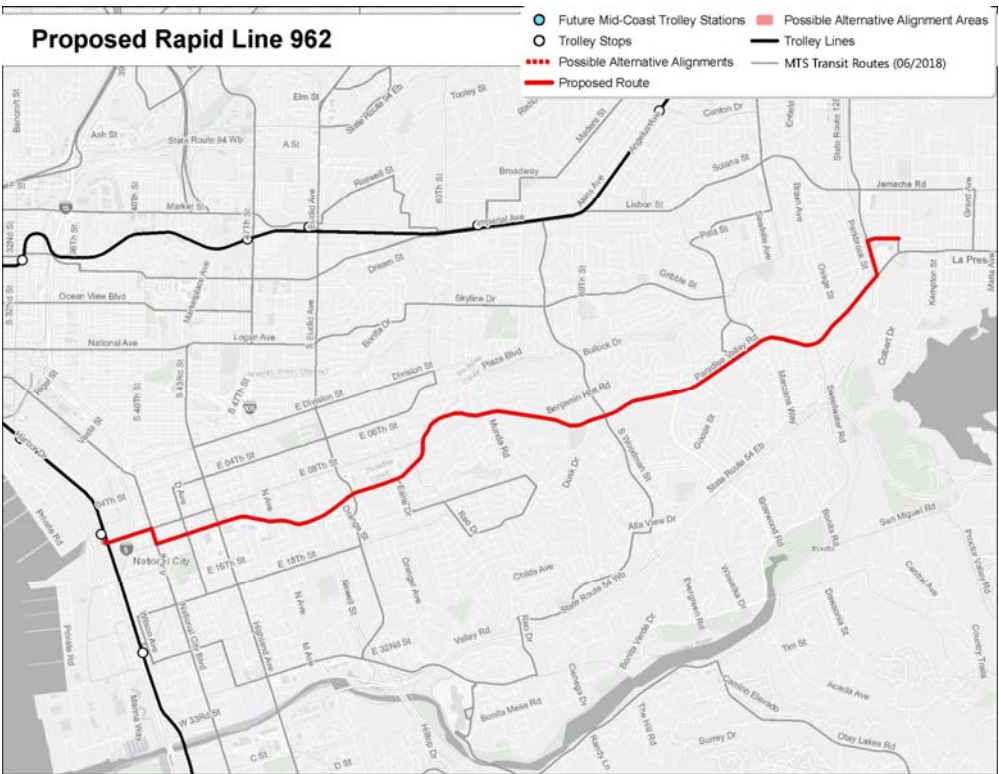
Rosecrans Street (from Shelter Island to Old Town Transit Center)



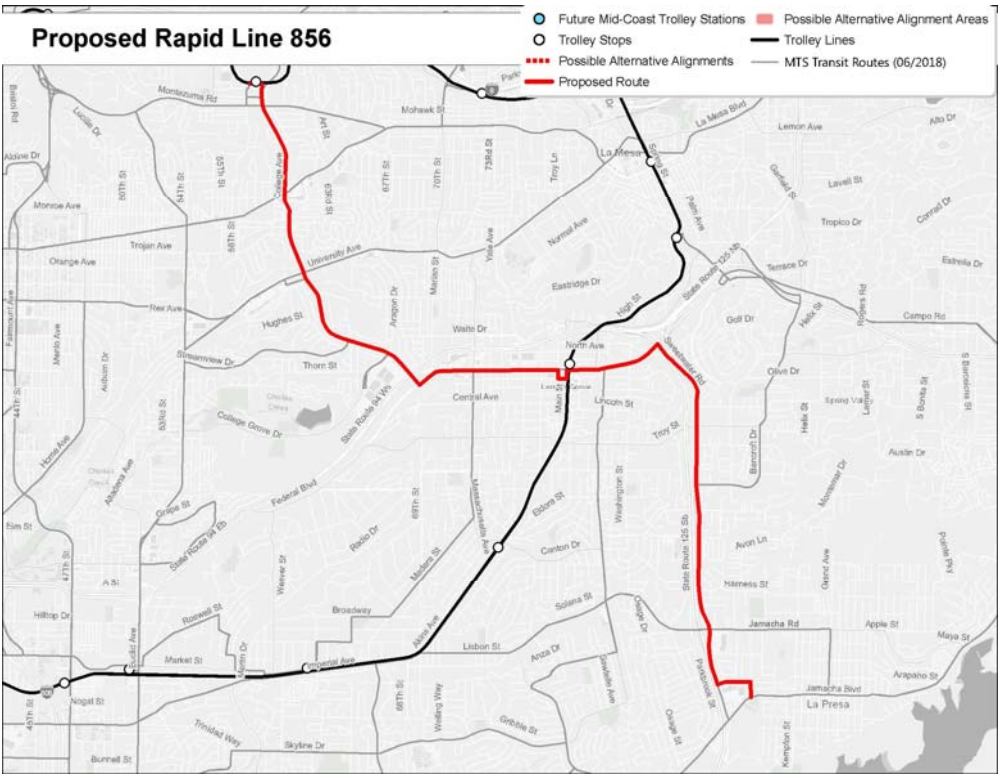
Montezuma Road, 54th Street, Euclid Avenue, East Plaza Blvd, Third Avenue, and Beyer Way (from
SDSU Transit Center to Iris Avenue Transit Center)



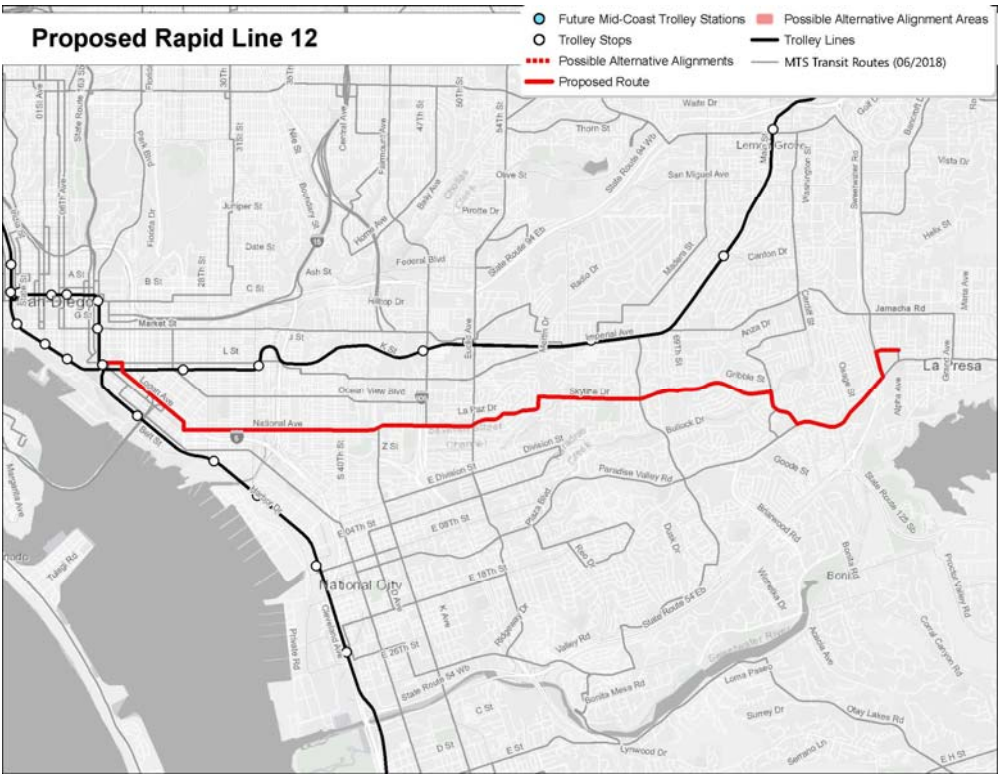
East Plaza Blvd and Paradise Valley Road (from 8th Street Transit Center to Spring Valley Center)



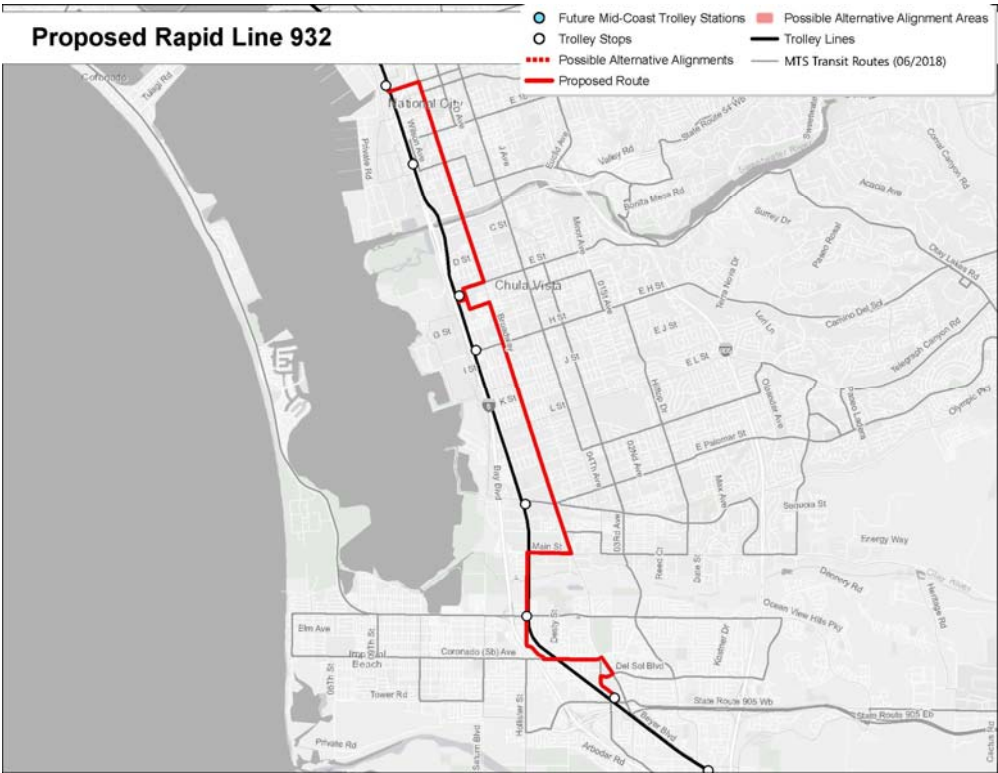
College Avenue, Broadway, and Sweetwater Road (from SDSU to Spring Valley Center)



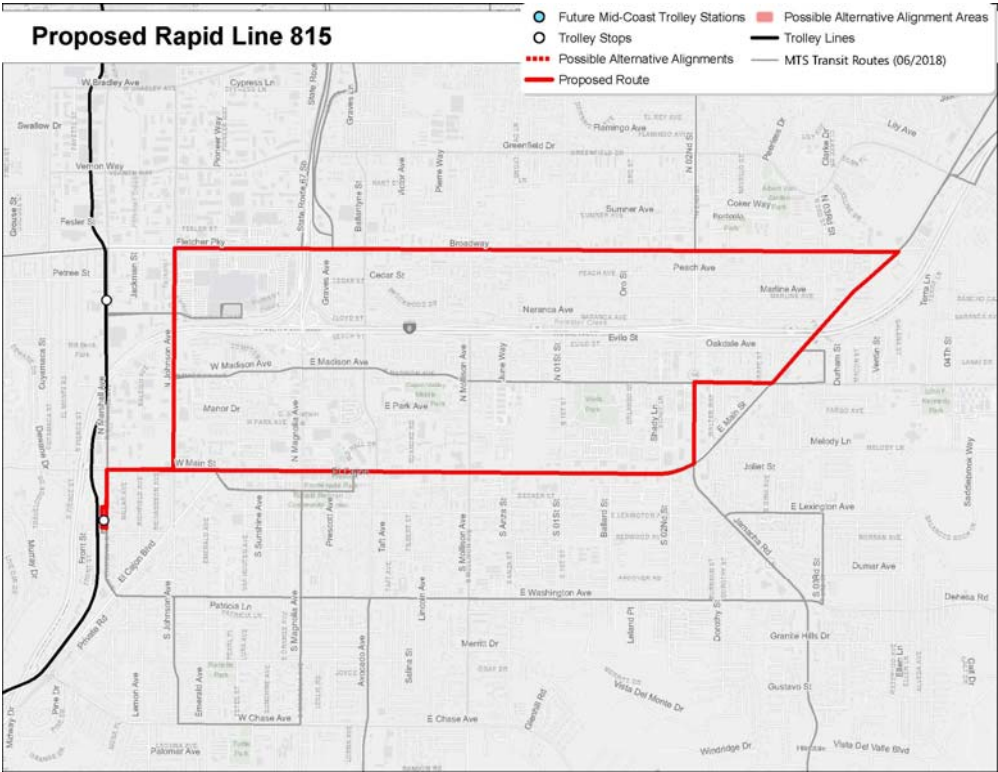
National Avenue, Logan Avenue, Olvera Avenue, Skyline Drive, and Paradise Valley Road (from 12th and Imperial Transit Center to Spring Valley Center)



National City Blvd, Broadway, Hollister Street, and Beyer Way (from 8th Street Transit Center to Iris Avenue Transit Center)

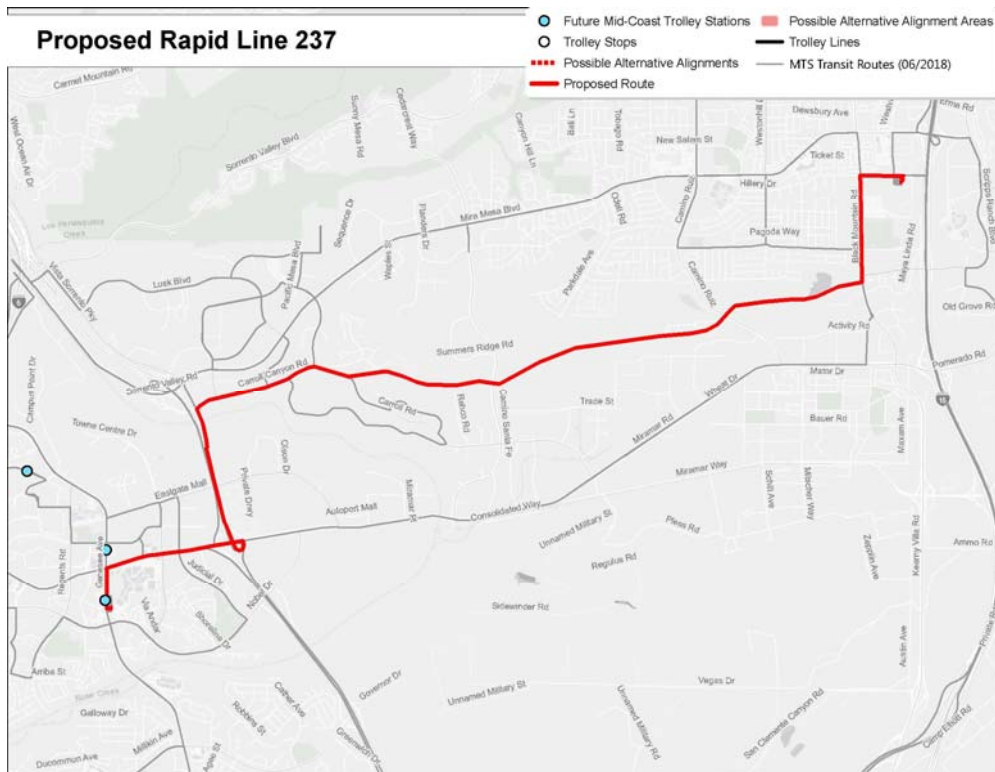


New alignment providing bi-directional circulation in El Cajon via E. Broadway and E. Main Street

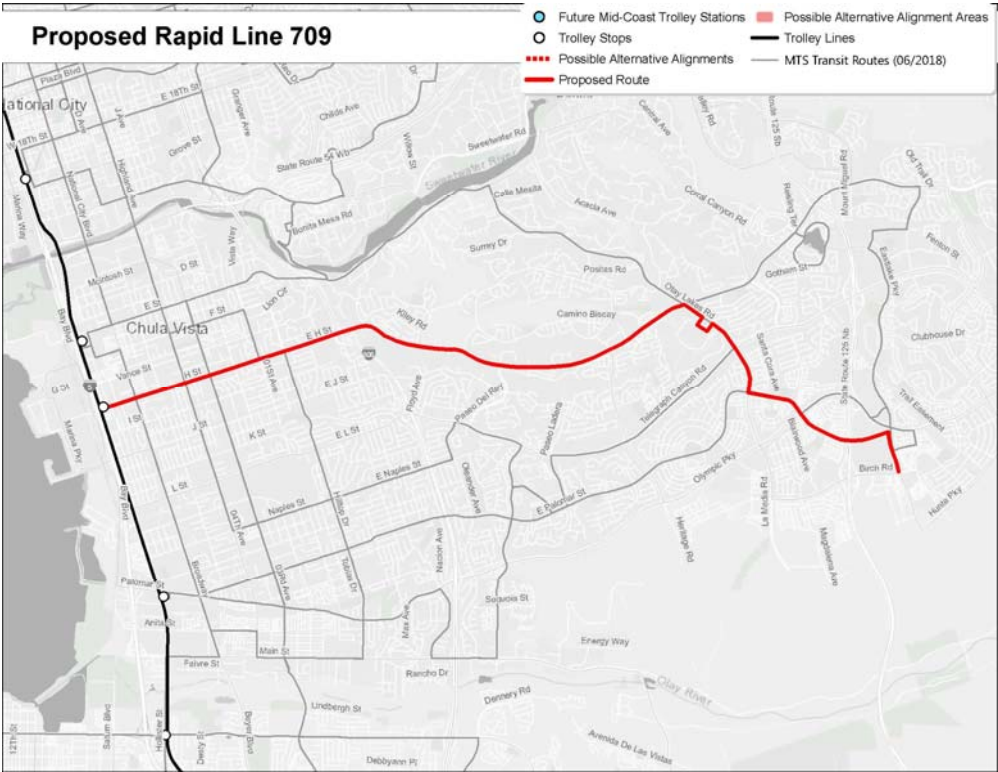


**Future Carroll Canyon Road (from UTC Transit Center to Miramar College Transit Station), replaces
Rapid 237 on Mira Mesa Blvd**

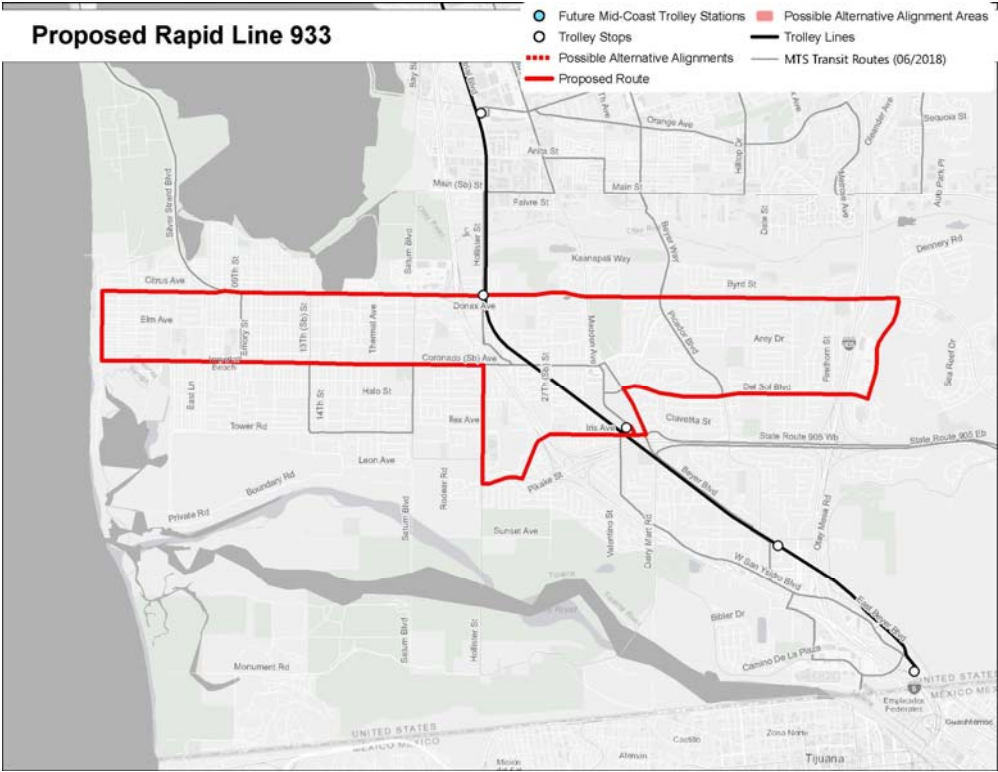
Implementation of this route is dependent upon completion of the Carroll Canyon Road extension between Carroll Road and Black Mountain Road. MTS would not bear the capital costs for the road construction, but the high cost and possible need to relocate the El Camino Memorial cemetery make the project timeline uncertain.



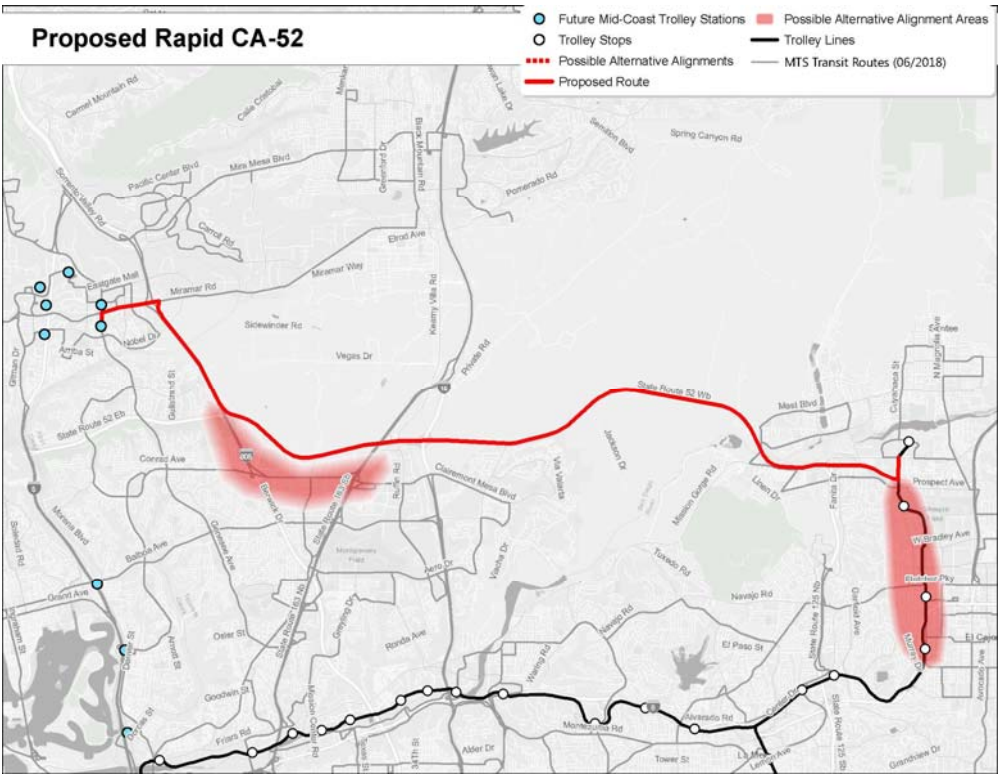
H Street and SR-125 (from H Street Transit Center to Otay Ranch/Millenia)



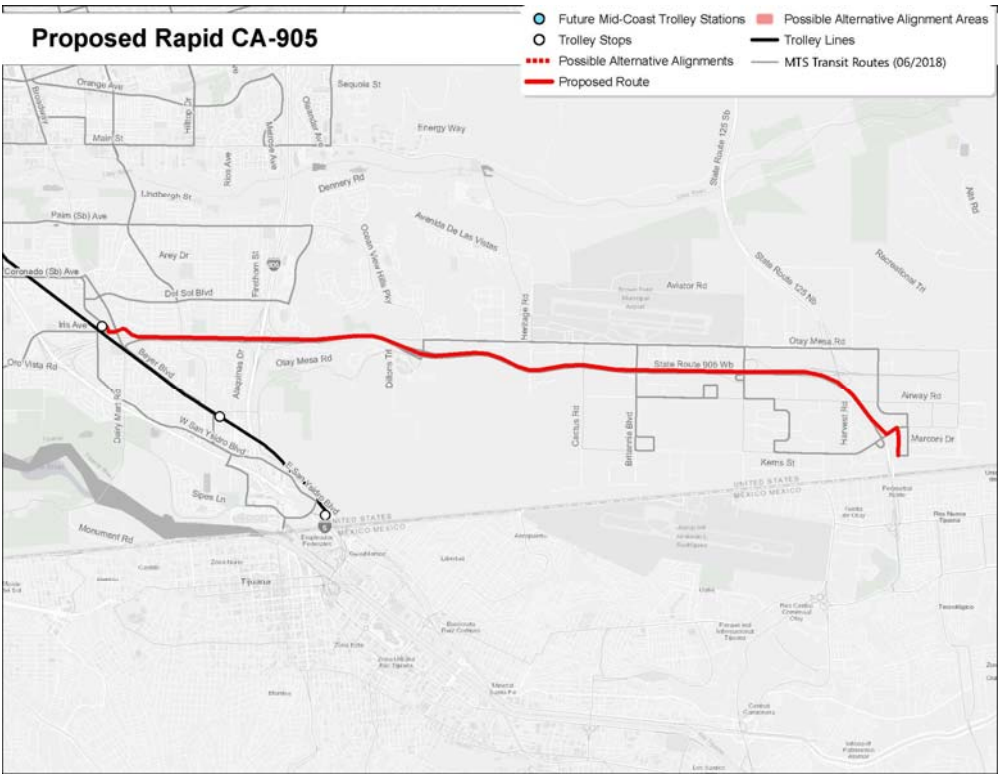
Palm Avenue and Coronado Avenue Loop (connecting Imperial Beach and Iris Avenue Transit Center)



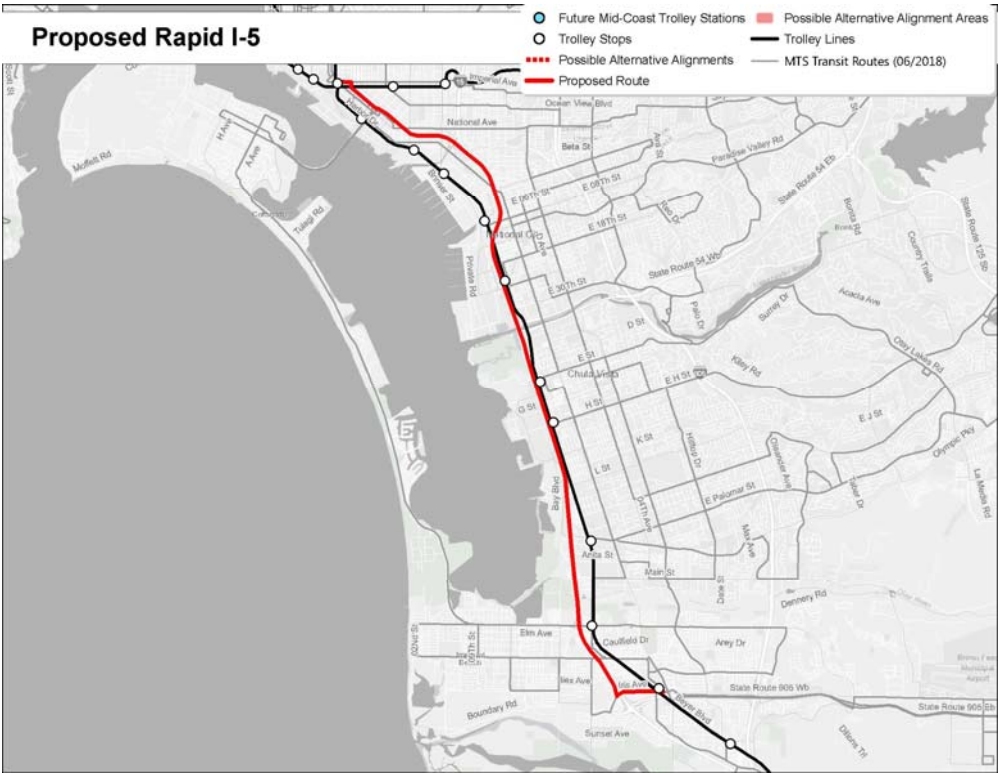
CA-52 Santee Town Center and UTC, connects Green Line and future Mid-Coast Blue Line



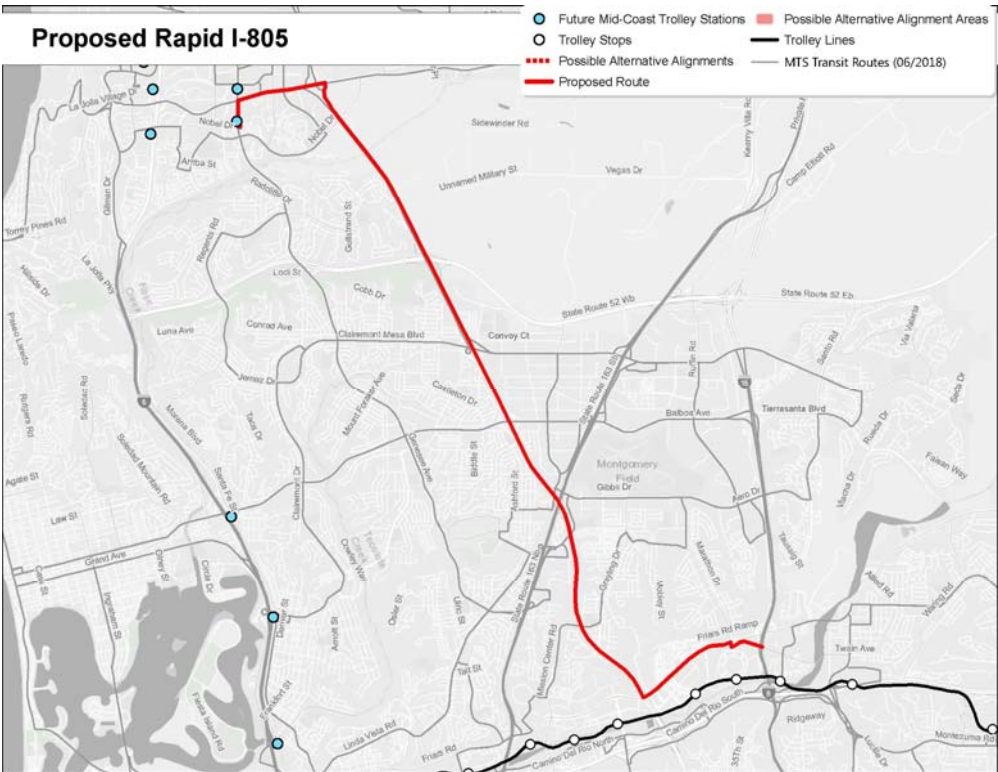
CA-905 from future Otay Mesa Transit Center to Iris Avenue Transit Center, enhances operation of current Route 950

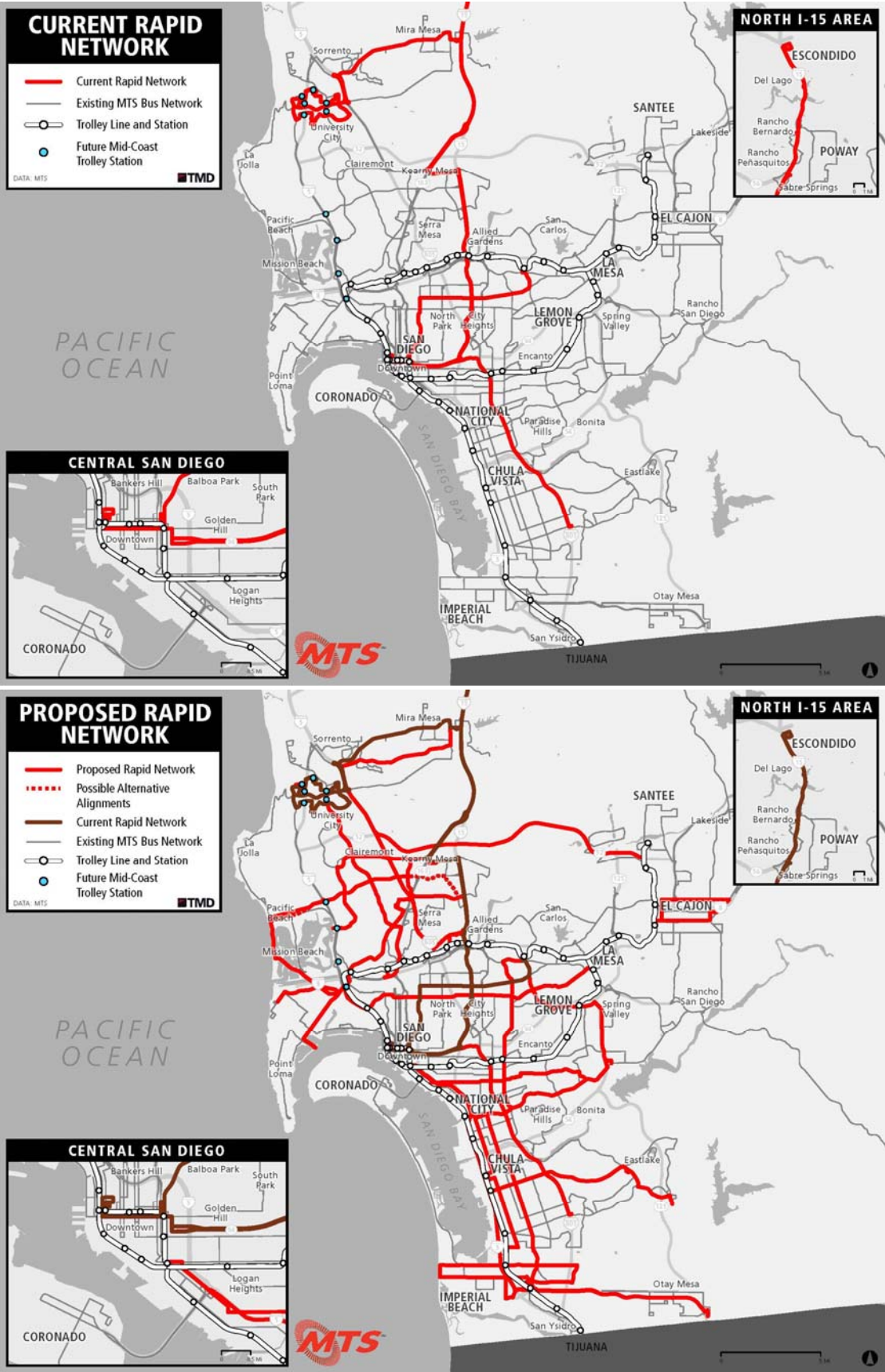


I-5 Rapid from Downtown San Diego to Iris Avenue Transit Center; intended to relieve capacity constraints on Blue Line only if MTS does not implement four-car trains



I-805 Rapid extending future Purple Line service from Green Line Stadium Station to UTC





First/Last Mile

Generally, commute travel represents only around one-fifth of total daily trip making, but it is consistently the primary trip purpose for people riding transit. Commute trips are the most regular trips people make, and they are often the longest. For long, repetitive trips, many riders are looking for convenient alternatives to driving that will save them both cost and time. MTS operates a number of services aimed at commuters, a group that will also grow with the expansion of the *Rapid* network.

One of the most common obstacles commuting transit riders face is getting from a transit station to their final destination. Employment centers such as University City and Sorrento Valley are served by rail lines, but these job centers are so dispersed that many jobs lie farther than a mile away from the rail stations. First/last mile solutions address this problem by providing a way for riders to access their final destination. These connecting services can range from fixed-route transit (much like the Coaster Connection operated by MTS and partially funded by NCTD), to an employer-agency vanpool program, to third-party mobility options (*e.g.*, Uber/Lyft, dockless bikes, dockless scooters, etc.). Fixed-route first/last mile transit solutions are generally unsuccessful due to limited and varied demand. With vanpool programs, companies can place several vans in designated parking spaces at rail hubs, and employees can coordinate trips to and from the station to work. In the afternoon, the employees drive the vans back to the rail station where they will wait until the following morning. These flexible programs are able to provide first/last mile solutions to riders at a low cost to MTS. Finally, a partnership with a third-party operator would integrate additional modes with the travel experience, providing seamless connections for riders. The operating cost of any of these services will depend on whether partnerships are formed with third parties or whether MTS operates such services itself.

Transit centers in Kearny Mesa, University City, Sorrento Mesa, Rancho Bernardo, Sabre Springs, and Mira Mesa all warrant additional investment in first/last mile connections to increase transit access and use.

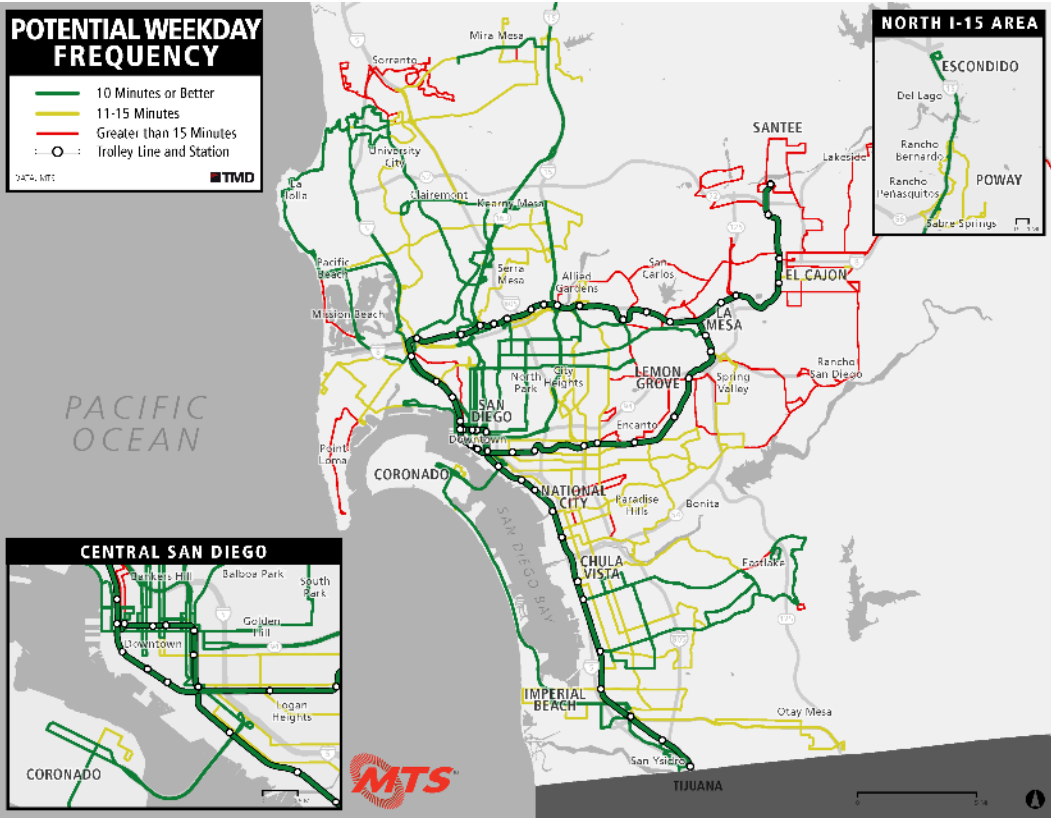
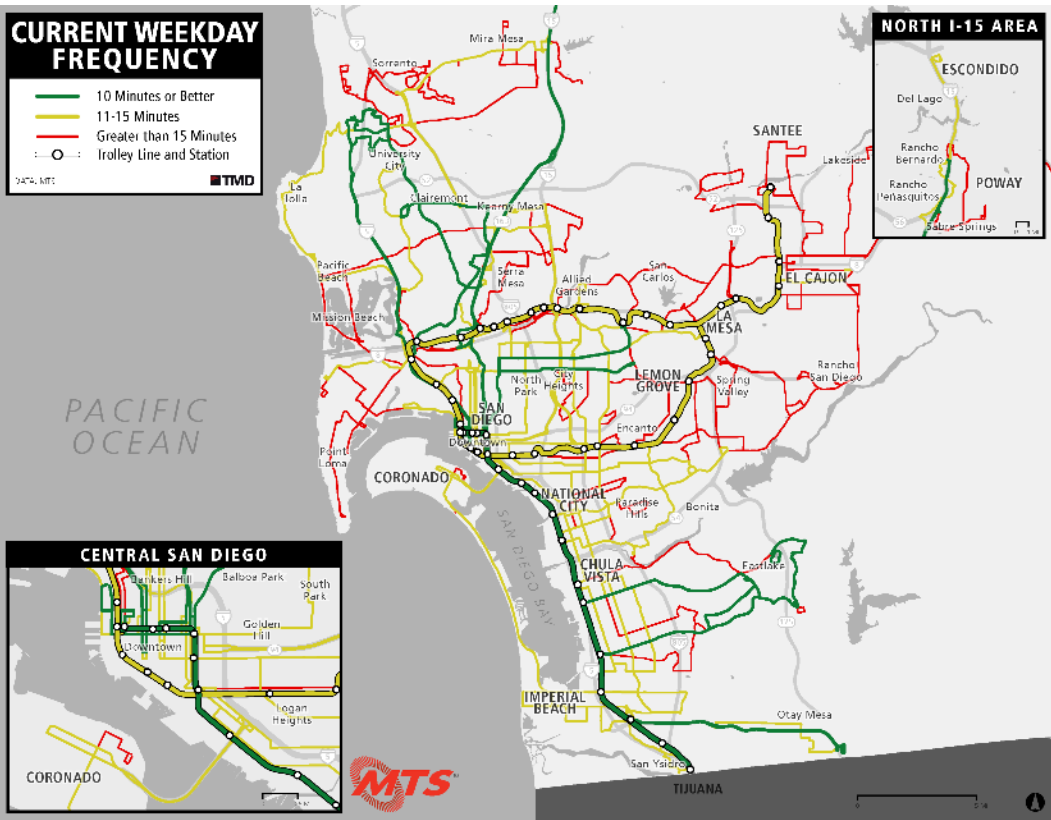
Local Route Frequency and Span Improvements

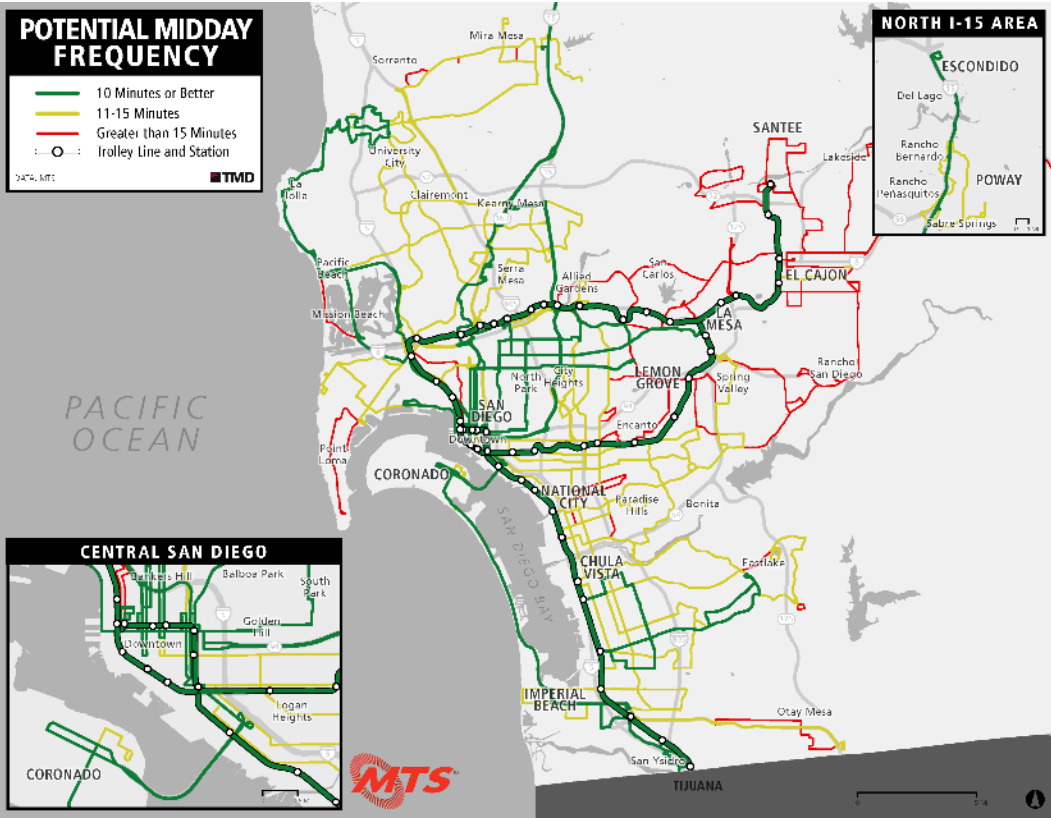
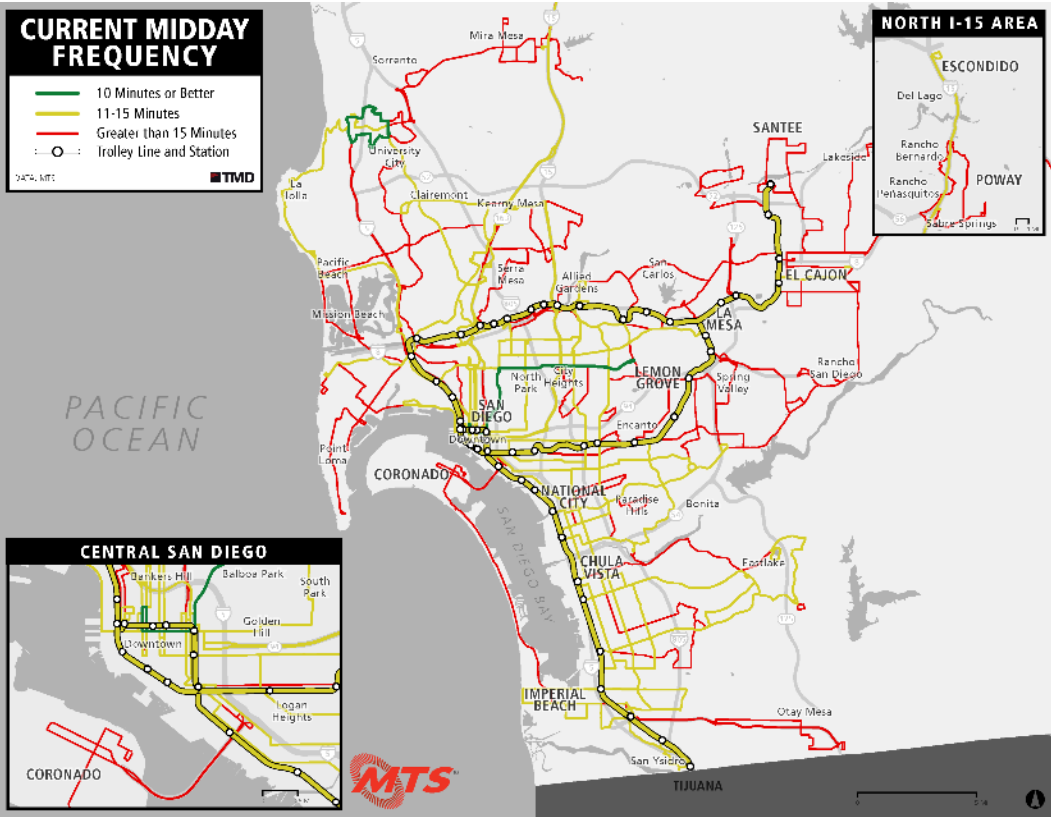
A significant proposed network improvement is increasing frequency and span on the majority of Local routes. As mentioned earlier, frequency is key to attracting and retaining riders, creating more flexibility of travel, and providing easier trip planning. In addition to expanding the frequent network by increasing the number of routes in the *Rapid* network, Local routes are also proposed to have increased frequency and span, allowing the overall network to offer transit consumers more flexibility and easier trip planning. The current MTS network is very peak-focused, but demand for service remains high during the midday. Increasing midday frequency will make it easier for people to use transit for a wider variety of trip purposes, not just to/from work for a traditional 9-5 work shift.

Most routes will see a significant increase in frequency levels, as shown in the table below. Service investment will be applied based on performance; routes with low-performance will not receive additional investment due to low overall demand for the service. As shown in the maps on the following pages, many more riders will have access to frequent service both during peak periods and during the midday, increasing the convenience of transit as a travel mode.

Current Frequency	Proposed Frequency
10 minutes	7.5 minutes
12 minutes	10 minutes
15 minutes	10 minutes
30 minutes	15 minutes
60 minutes	30 minutes

Span, which is the hours of service provided, is an important customer experience attribute because it determines when customers can travel. Operating into the evening and late night allows transit to competitively maintain a larger share of transit mode split in the face of increased alternative mobility options. The 2017 Customer Satisfaction Survey found that bus riders were least satisfied with the hours of service in MTS buses, indicating that span improvements could greatly increase customer satisfaction. The draft program of projects will introduce 24-hour service on key routes to create a network that riders can use at any of time of day. On other routes, service will operate until at least 11:00 PM on urban routes and 9:00 PM on suburban routes. Travel patterns on Sundays are not that different from travel patterns on Saturdays, so the draft program of projects proposes to introduce Sunday service on the following routes: 27, 88, 705, 916, 917, 944, 945, and 965. It will also increase frequencies and spans on Sundays to match Saturday service levels on most other routes.





Mobility on Demand (MOD)

Transit agencies have often struggled to find cost-effective ways to provide public mobility in low-demand areas that do not generate ridership volumes sufficient to support fixed-route transit. The emergence of shared mobility platforms and Transportation Network Companies (*e.g.*, Uber and Lyft) over the last decade has introduced new technology that can address these unmet mobility needs that are difficult to serve with fixed-route transit. Riders, through the use of a mobile application, request a ride when they want to travel and are paired with a driver who will take them to their destination. Unlike fixed-route transit, these trips are generated “on-demand” – they do not follow a fixed schedule or a fixed route.

“Mobility on Demand” is an all-encompassing term that refers to on-demand use of any shared vehicle - electric scooter, bicycle, private car, or transit van. The greatest application for a transit agency is to replace a low-performing fixed-route service with a Mobility on Demand program. Riders benefit from shorter wait times and service that is point-to-point and takes them all the way to their final destination. Transit agencies benefit by saving operating costs; they only pay for drivers when there is demand for a trip rather than paying drivers to drive around neighborhoods in empty buses. These programs could operate as two kinds of service models:

1. **Agency-Operated:** In this scenario, the transit agency operates the Mobility on Demand program. The agency uses its own drivers and own vehicles and manages the software/technology required to request and deliver trips. This is a more expensive model for the agency because it incurs labor, vehicle, and overhead costs.
2. **Agency-Subsidized:** In this scenario, the transit agency partners with a Transportation Network Company (TNC) or taxi company to subsidize trips that meet certain criteria. For example, an agency may give riders \$5.00 off an Uber or Lyft ride that connects a rider to a major transit station so they can connect into the transit network. This is a more cost-effective model for the agency because its only costs are reimbursing the TNC for the trips provided.

The type of trip that receives a subsidy and the amount of subsidy is completely at the discretion of the transit agency. Pilot programs across the country differ greatly in their approach. For the type of trip that is subsidized, some agencies allow any trip starting and ending anywhere within a specified zone while others only allow trips that start or end at a designated transit station. Some subsidies pay a certain portion of the ride, by dollar amount or percent, while others cover the full cost of the ride.

There are some challenges to implementation of Mobility on Demand programs that require the attention of an agency before moving forward:

- MOD programs must meet Title VI requirements. Most TNCs work through mobile applications that require access to a smartphone and a credit card. Transit agencies must provide alternative payment and reservation options to riders who do not have a smartphone or credit card.

- MOD programs must meet Americans with Disabilities Act (ADA) requirements. Most TNC vehicles are not equipped to carry wheelchairs and most drivers are not trained to assist riders requiring special accommodations. Compliance with ADA regulations requires that persons needing a wheelchair-equipped vehicle receive comparable service to those who do not. This means that if someone can request an Uber trip and receive a ride in 10 minutes, someone requiring a wheelchair-accessible vehicle cannot be required to make a reservation 24 hours in advance. Agencies must therefore also partner with a third-party that can guarantee a wheelchair-accessible trip within a specified amount of time.
- Transit agencies are often required to satisfy certain criteria in order to use federal funds for specific projects. This includes subjecting drivers to drug and alcohol screening, providing liability and occupational safety training, and thoroughly inspecting vehicles. There is an on-going push to heighten the restrictions around vehicles and drivers participating in TNC programs, but it is unlikely a transit agency would be able to use federal funds to cover the cost of subsidizing trips provided by TNCs.
- TNCs, as private companies, do not have an obligation to guarantee everyone a ride. While unlikely, drivers could discriminate against riders or against specific geographic areas, limiting access to quality service.

Capital Improvements

Safety and Security

The draft program of projects allocates a pot of funding for improving safety and security for passengers. Safety improvements could include enhanced surveillance and response technology, better lighting, and increased presence of transit ambassadors or customer service representatives. It is important to note that added security should be implemented with consideration of public perception - increased security could impart the impression of excessive security issues on transit and deter ridership.

Electrify Fleet

The California Air Resources Board has proposed a new Initiative Clean Transit (ICT) standard requiring all California transit systems transition to zero-emission battery or fuel cell technology by 2040. MTS has not submitted an official target date for its transition, but it has started with its Zero Emissions Bus (ZEB) Pilot Program. With many California transit agencies already on track to reach a target date for electrification, additional funding could speed up an otherwise lengthy timeline toward a ZEB fleet for MTS and avoid any delayed compliance with the proposed Initiative Clean Transit (ICT) regulation, should it be adopted. Fleet electrification will require some additional infrastructure for charging and maintenance at bus depots and potentially charging stations along the routes, but the initial capital



investments support a more sustainable fleet with lower fuel costs in the long-term. Fleet electrification is also popular among environmental advocates and people who prefer quieter vehicles. In May, MTS approved the purchase of six 40-foot New Flyer electric vehicles at a cost of nearly \$900,000 per vehicle. With around 800 buses in its fleet, 100% fleet conversion could cost around \$720 million, not accounting for additional charging infrastructure.

Passenger Facilities

Passenger facilities are an important factor in customer satisfaction because they improve the waiting experience. They are also often someone's first point of contact (first impression) with a transit agency. The draft program of projects proposes allocating a percentage of funds to create mobility hubs and improve transit center and station amenities

Mobility Hubs: There is an increasing emphasis on integrating transportation modes other than walking with bus/Trolley travel. With dockless bikes, dockless scooters, Uber, Lyft, carshare, etc., riders are making use of a full range of multi-modal options to complete their trips. It is therefore critical that riders can seamlessly transition from one mode to another at major transit centers. Mobility hubs are most simply locations that dedicate space to the integration of multiple transportation modes. They may include parking space for bikes, scooters, carshare; curbspace for Ubers and Lyfts; real-time transit information, and enhanced pedestrian amenities. Mobility hubs also contribute to placemaking in communities and support transit-oriented development. Investing in mobility hubs at key points throughout the network is an important component of bridging the first/last mile gap and integrating transit within community public space.

Passenger Amenities: Passenger facilities at major network access and transfer points can play a substantial role in improving the customer experience. Improved seating and well-lit waiting areas make the waiting process more comfortable for customers. Amenities like Wi-Fi and device charging are becoming more popular among transit agencies. Real-time information displays provide reassurance of bus arrivals and expected wait times. In many places public restrooms would be a welcome amenity to bus drivers and passengers, though maintenance costs could be significant. Increasing passenger amenities may also include pedestrian access and other accessibility improvements where the street and sidewalk are under MTS jurisdiction.

Operating & Maintenance Facilities

Expanding the capacity of MTS facilities and infrastructure can provide more operational flexibility and accommodate proposed service expansion.

Bus: With all divisions operating at or near capacity, MTS will require a new operating division in order to house all the vehicles associated with the systemwide service expansion proposed in this program of projects. Through past studies, MTS has identified two areas for potential new facility locations to relocate the current Imperial Avenue Division (IAD) operations and maintenance facility. The current location of the IAD facility has been eyed for redevelopment and experiences intermittent traffic congestion due to

nearby Petco Park. Relocating the IAD facility to either the Old Town or East San Diego areas would provide strategic freeway access without adding excessive deadhead (non-revenue) travel.

Trolley: If the Purple Line is built, or other new Trolley service is introduced, MTS will require a new Trolley Yard and possibly a second Trolley maintenance facility. A site near Plaza Bonita was identified in earlier Purple Line proposals, but this may no longer be feasible based on the currently identified alignment alternatives.

Market Analysis

San Diego MTS Transit Optimization Plan



Prepared by:



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Introduction

San Diego Metropolitan Transit System (MTS) is currently undertaking the Transit Optimization Plan (TOP) to evaluate the performance of existing transit service and to identify opportunities for network improvement. The *Market Analysis* examines regional development and demographic trends to identify areas in the region where transit is likely to be most successful.

The *Market Analysis* includes the following sections:

- **Service Area Profile:** This section provides an overview of current population and employment distribution within the service area. The profile identifies employment hubs and areas with high concentrations of residents to identify areas of high potential demand. The profile also discusses current commuting trends for San Diego residents.
- **Population Demographic Characteristics:** This segment of the *Market Analysis* provides an overview of where specific demographic groups are concentrated in the region. These demographic groups are more likely to use public transit than the overall population, so identifying where they are concentrated in the region provides insight into where transit service is likely to be most successful. This section also provides plan direction regarding Title VI considerations.
- **Travel Demand:** Based upon SANDAG travel patterns, this section discusses popular trip patterns between cities and community planning areas. The overview provides a summary of common peak hour and all-day internal and external trips within the service area. Travel demand can help provide insight into where transit service may be a competitive alternative.
- **Rider Profile:** Using the MTS Customer Satisfaction Survey and SANDAG's On-Board Survey, this section provides a profile of customers who use MTS bus and Trolley services. MTS's Customer Satisfaction Survey provides further insight on passenger perception of MTS service.
- **Population and Employment Projections:** Using SANDAG projections for regional growth, this section discusses future population and employment expansion out to the year 2050. This section includes an overview of where future growth will likely be concentrated, with specific reference to community plans and planned developments. A segment is also dedicated to discussing the future growth of San Diego's senior population and how this impacts special transit service strategies.
- **Future Development:** This section discusses several major developments that will impact transit demand in the next several years. Specific public and private projects are covered, with reference to adjacent routes that may be affected or where new transit will need to be considered.

Data Sources

The *Market Analysis* draws from three main data sources to analyze market demand for transit within MTS service area. Current population and employment data was gathered from San Diego Association of Governments (SANDAG) and the 2014 American Community Survey (ACS, US Census Bureau). ACS data also provided information on the density and distribution of certain demographic groups, including subpopulations based on age, income level, ethnicity, and vehicle availability. SANDAG also provided population and employment projections out to year 2050 based upon its Series 13 estimates, the same forecasts used in *San Diego Forward: The Regional Plan*. SANDAG's travel demand data for the years 2014, 2020, and 2025 provided information on personal vehicle and transit trips within San Diego County to show popular trip patterns within the service area.

MTS Service Area

MTS provides bus and trolley services to residents within a 570-square mile area of San Diego County (Figure 1). This includes ten cities and parts of unincorporated areas of the county with a total population of roughly 2.3 million. The service area includes the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, and San Diego. The City of San Diego itself has over fifty different communities and is approximately 372 square miles in size.

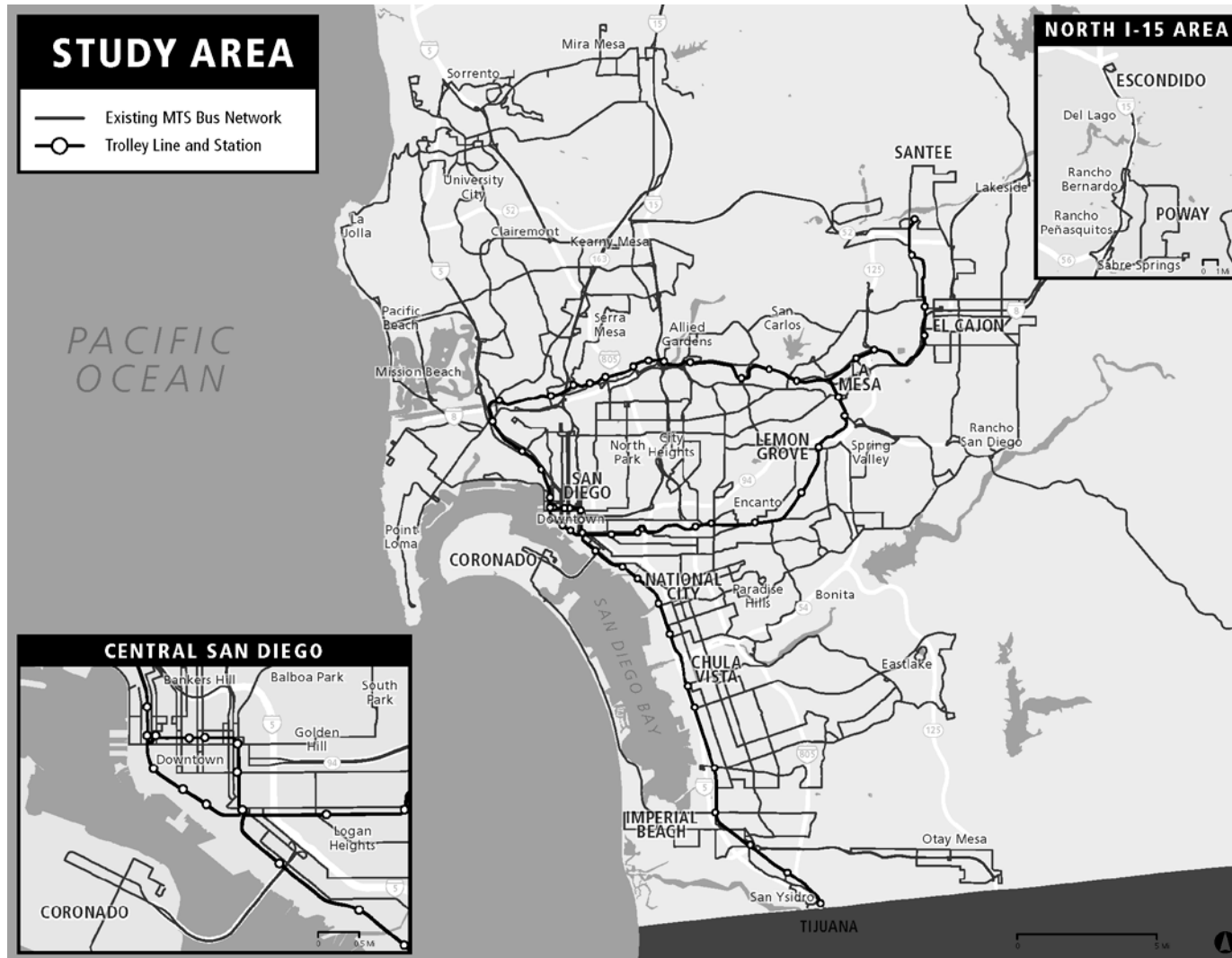
Project Context

MTS conducted a Comprehensive Operational Analysis (COA) between 2004 and 2006, which led to the implementation of major network improvements including a new frequent service network and limited stop routes for faster transit travel times. Since then, MTS has implemented new Rapid corridor services, reorganized local and express bus services along the I-15 corridor, replaced and reconstructed Trolley infrastructure, and restructured all three Trolley lines. These changes resulted in significant ridership growth. Between FY07 and FY15, annual ridership grew from 86 million to 97 million, a 13 percent increase.

In the past decade, the principles from the last COA have led to steady ridership growth, productivity improvements, and local and regional support for transit services and projects. At the same time, external forces continue to develop, including the suburbanization of job growth, infill residential development, TransNet transit project development, and major structural adjustments at the border Ports of Entry. These factors all impact MTS market capture at the local and regional level.

The *Market Analysis* focuses on how the market for transit in the region has changed based on new distribution of population and employment opportunities. The following sections provide an overview of current market trends to establish a framework and local context for the development of the Transit Optimization Plan's service recommendations.

Figure 1: TOP Study Area



Service Area Profile

The Service Area Profile analyzes the population and employment distribution within the MTS service area. This section identifies which areas may have the highest demand for transit service based upon densities of subpopulations most likely to use transit. Higher population and employment densities are often positive market indicators for generating transit ridership as higher concentrations allow transit to attract more customers for a variety of trip purposes. Additionally, the examination of regional population and employment projections will allow MTS to realign its services and resources to ensure it meets the mobility needs of current and future residents.

Current Population and Employment Density

POPULATION

The MTS service area includes over 2.3 million residents (Figure 2)¹. The vast City of San Diego is home to 1.3 million residents, followed by Chula Vista with a population of nearly 250,000, and El Cajon with roughly 100,000 people.

Within the City of San Diego, high population densities are located in central San Diego and communities near Downtown, such as City Heights, Logan Heights, and Uptown. The communities in central San Diego feature denser development, with a greater number of multifamily complexes relative to the surrounding areas. Coastal communities such as Pacific Beach, Mission Beach, and Ocean Beach each contain small pockets of high population density and tend to serve college-aged residents. A significant number of residents are also clustered in communities surrounding the region's major universities, such as in University City (UCSD) and Mid-City (SDSU).

Southern I-5 communities such as National City and Chula Vista have large populations, with higher density development concentrated in western parts of their jurisdictions.

While there are pockets of relatively dense development within the service area, much of the region is characterized by low-density, suburban development. Population and employment clusters are largely separated, with light employment interspersed in large residential regions rather than an equal balance.

¹ A population and employment map for the Carmel Valley area is included in Appendix A: Carmel Valley Population and Employment Map.

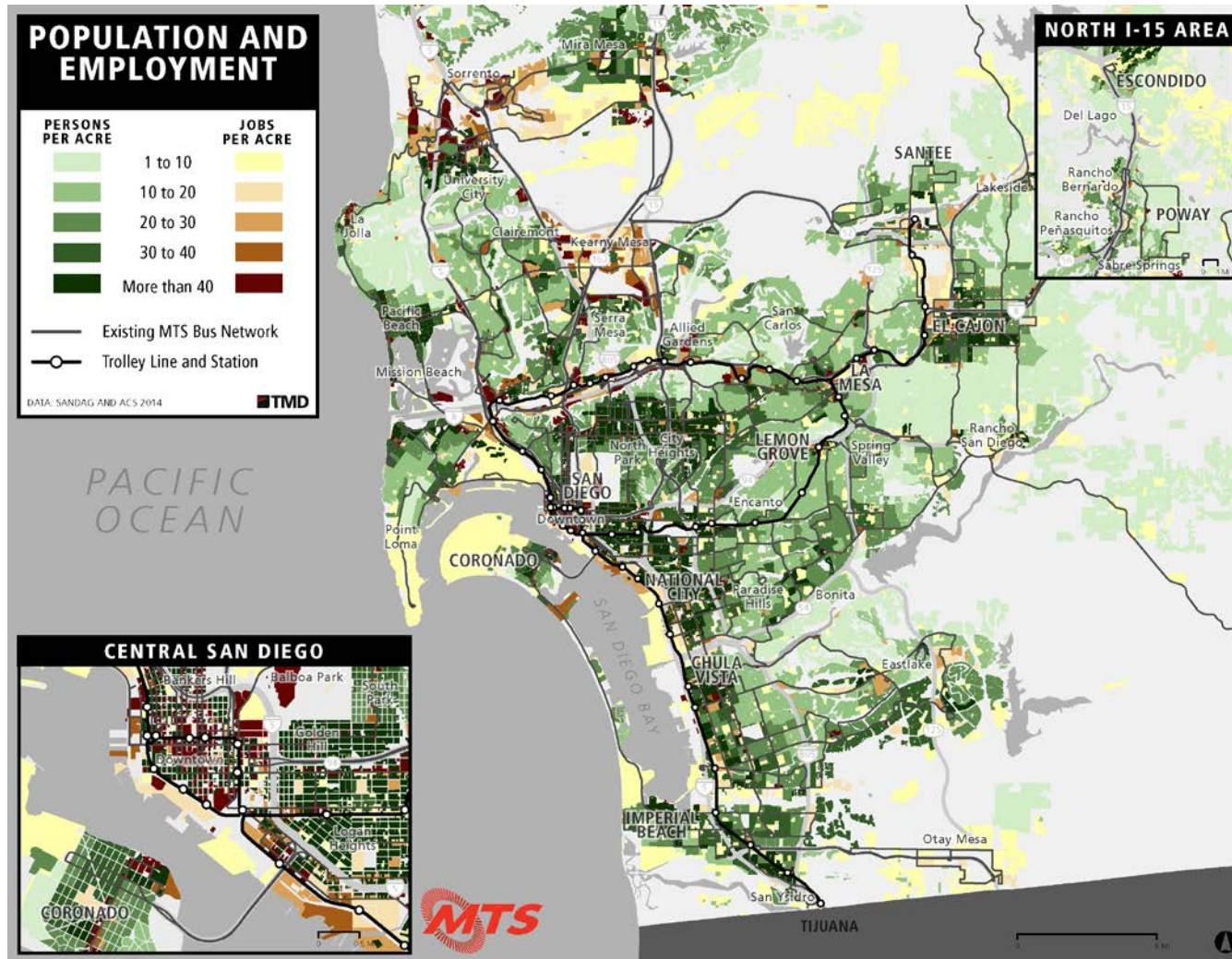
EMPLOYMENT

There are about 1.1 million jobs within the service area. The following table shows some of the top employers in the region that have main offices or a cluster of offices within the MTS service area. Major concentrations of employment span across University City, Sorrento Valley, Mira Mesa, and Kearny Mesa. The largest employer in San Diego County is the University of California, San Diego (UCSD) and its associated medical and research facilities. UCSD facilities are primarily located in areas with high population densities which make it an area that can support high levels of transit investment. Downtown and surrounding communities also form an area with both high employment and population concentrations. Table 1 below lists a number of major San Diego employers and an approximate number of employees using data from State of California Employment Development Department and SANDAG Data Surfer. Additional major employers include the County of San Diego with major concentrations of employees in Kearny Mesa and Downtown, and the US Navy with a combined total of over 20,000 personnel in various locations across the county. Some of the larger naval bases are listed below.

Table 1: Major San Diego Employers

MAJOR SAN DIEGO EMPLOYERS		
EMPLOYER	LOCATION	EMPLOYEES
UCSD	La Jolla	30,000
Sharp Healthcare	Linda Vista; South County	17,000
MCAS Miramar	Miramar	15,000
32 nd Street Naval Base	Barrio Logan	10,000
Qualcomm	Sorrento Valley	9,400
Kaiser Foundation Hospital	Grantville	8,900
San Diego State University	Mid-City	6,900
Naval Medical Center	Downtown	6,500
Naval Air Station North Island	Coronado	5,500
Space and Naval Warfare Systems Center Pacific	Point Loma	5,000
General Dynamics NASSCO	Barrio Logan	2,550
Marine Corps Recruit Depot	Point Loma	2,500

Figure 2: Current Population and Employment



Population Demographic Characteristics

Certain demographic groups typically use transit service more often than the general population due to age, financial constraints, or limited access to personal vehicles. Understanding the distribution of these markets throughout the MTS service area can inform service changes to better address unmet mobility needs. An analysis of San Diego's demographic characteristics will identify specific areas with high concentrations of individuals who are likely to rely on transit the most.

This section includes analyses of the following subpopulations based on 2014 American Community Survey data:

- Youth (Ages 10-17)
- College-aged (Ages 18-24)
- Seniors (Ages 65+)
- Minority Populations
- Low-Income Households
- Zero-Vehicle Households
- Persons with Disabilities

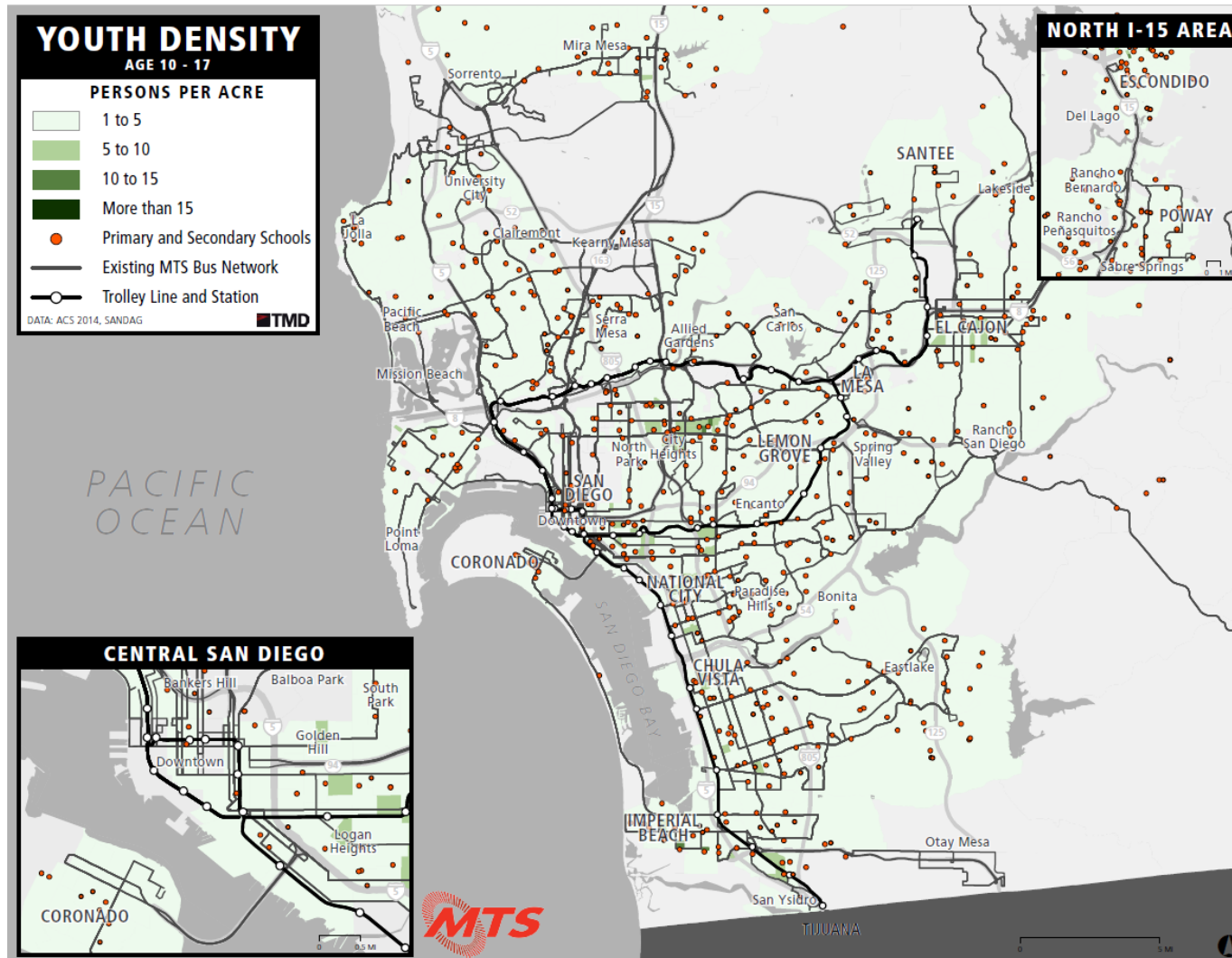
Youth (Ages 10-17)

Youth is defined as persons 10-17 years of age. Youth are typically middle school and high school students who cannot yet drive but can use public transit as a means of independent travel. There are approximately 237,000 youth in the service area, accounting for 10 percent of the total population. Introducing transit to youth allows them to familiarize themselves with transit at a young age, potentially creating long-term transit users. Encouraging transit usage amongst this age group fosters independent mobility that does not rely on the availability of a car for personal travel.

San Diego's youth population is relatively uniformly dispersed throughout the service area (Figure 3). There are some small pockets containing slightly higher concentrations of youth, such as in Imperial Beach and Mid-City. Certain areas of El Cajon, City Heights, San Ysidro, and southeastern parts of downtown San Diego feature a slight increase in youth concentration. Overall, however, there are no significant densities of youth in the region. This makes targeting transit service for this subpopulation difficult, as they are scattered with relatively equal density throughout the service area.

In accordance with federal requirements, MTS charter and school bus service requirements state that the agency may not compete with private school bus operators by providing service exclusively for students and school employees (49 C.F.R. Part 605). "School trippers" are extra trips operated to protect against overcrowding on services with schools along the route. These trips are open to all passengers. School tripper service may be operated if there is sufficient demand and resources, and if it is operated as part of the regularly scheduled transportation service with limited delay for regular customers.

Figure 3: Youth Density



College-Aged (Ages 18-24)

College-age is defined as persons 18-24 years of age. This age range largely consists of students and younger working-class individuals who temporarily have lower income levels and may be less likely to own vehicles. This subpopulation may also be more likely to seek alternative transportation modes to personal vehicle travel. There are approximately 274,000 college-aged persons in the service area, comprising 12 percent of the total population (Figure 4).

College-aged populations are highly concentrated around major San Diego universities such as University of California, San Diego (UCSD), San Diego State University (SDSU), and University of San Diego (USD). UCSD and SDSU both have total student populations of over 32,000, while USD has a total student population of over 8,000. Other significant institutions of higher learning include Cuyamaca College, Grossmont College, Mesa College, Miramar College, Southwestern College, and Point Loma Nazarene University.

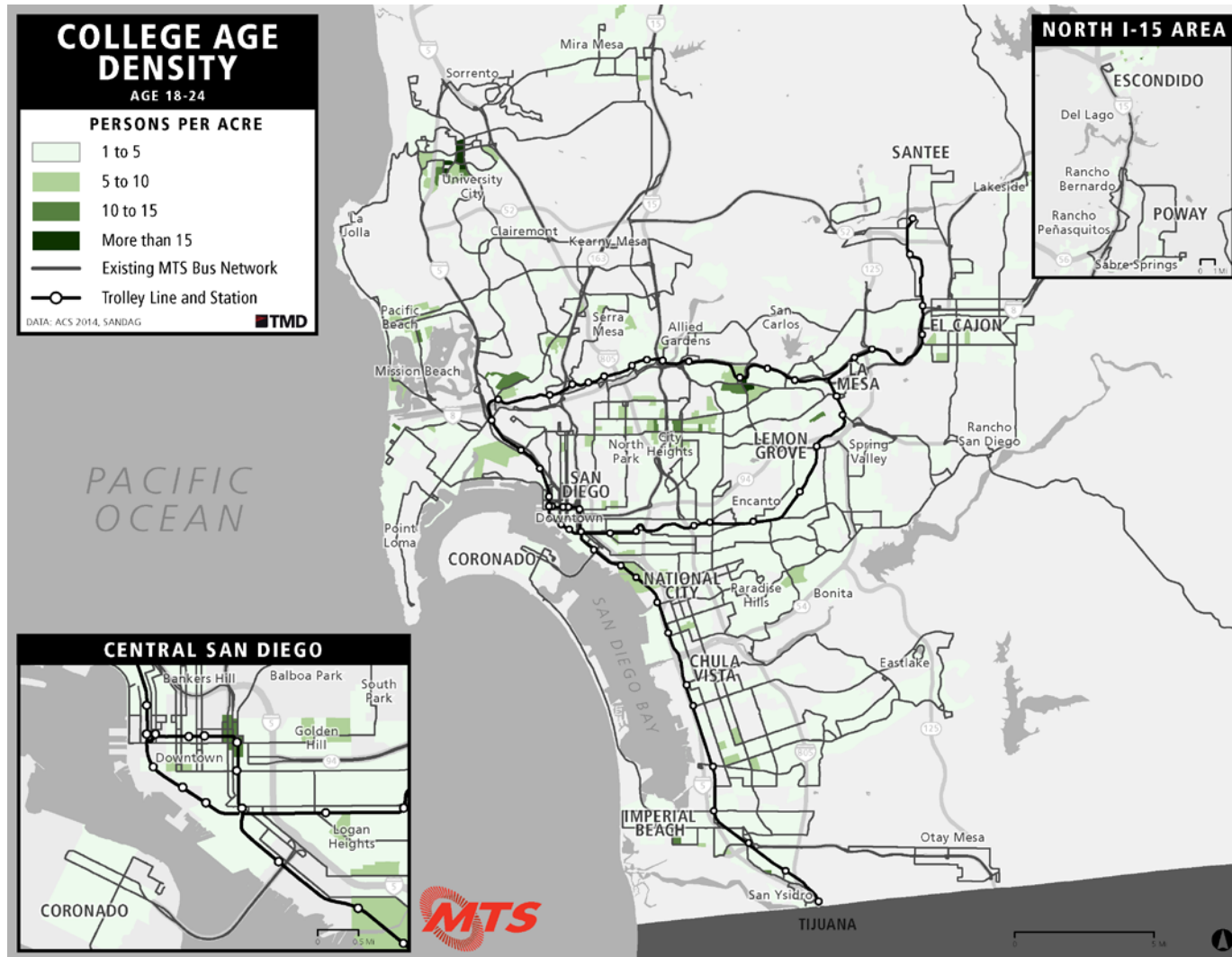
University City, La Jolla, Mission Valley, and Mid-City all feature dense college-aged populations due to the presence of major area universities. Mission Beach and Pacific Beach are not adjacent to universities but are popular housing areas for students. Other institutions in the area have significantly smaller student populations than the major universities. These smaller schools and community college districts tend to have a greater percentage of student commuters who are dispersed throughout the region.

MTS currently has a partnership program with UCSD which facilitates the U-Pass to all students. The U-Pass is a universal transit pass program that provides unlimited ridership on most regional mass transit routes provided by MTS and NCTD. The U-Pass is included in student fees and is valid during the school year.

SDSU and fifteen area educational sites also have a partnership that promotes discounted monthly passes to students. These institutions sell a total of 1,165 passes per average month. MTS offers a semester pass program to a limited number of colleges and universities, which include SDSU, USD, and four community colleges. In Spring 2016, these colleges sold over 6,000 semester passes. Appendices B and C provide an overview of bus pass sales by institution.

The semester pass is priced for students at \$1.51 per class day and is calculated based upon the number of active session days within the academic calendar and rounded to the nearest dollar amount. USD and SDSU both buy down student passes by \$15 and \$20, respectively, giving students an additional discount off the regular pass price. The community colleges do not offer pass subsidies, but provide other benefits to students.

Figure 4: College Age Density



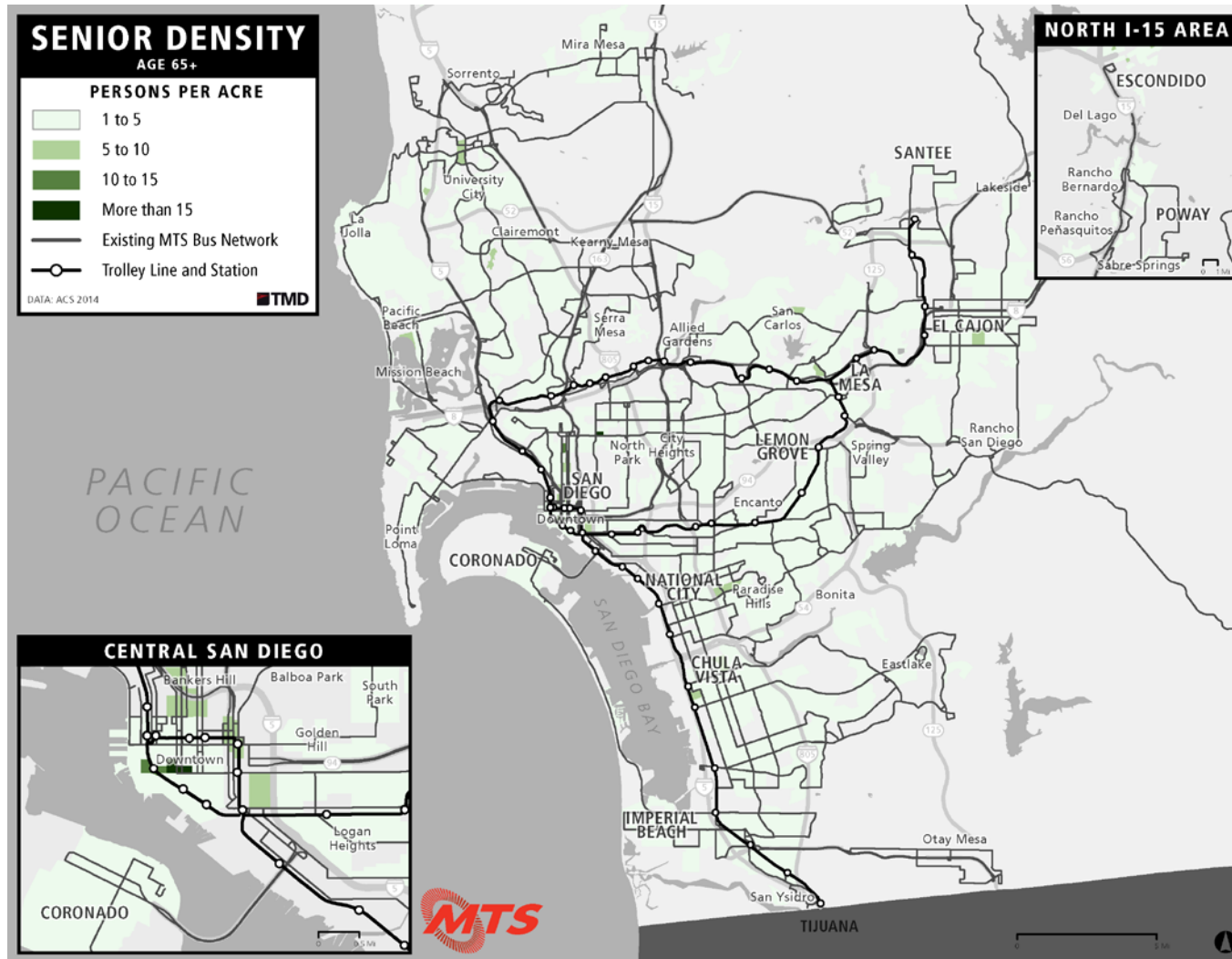
Seniors (Ages 65+)

Senior citizens are defined as persons that are 65 years or older. The senior population poses significant implications for transit service, as they tend to be more reliant on transit or paratransit services than other populations for their mobility needs. There are approximately 277,000 seniors in the service area, forming 12 percent of the total population.

The senior population in San Diego is significantly dispersed throughout the region (Figure 5). There are no major concentrations of seniors within the service area. Figure 5 shows a few small pockets of slightly increased density, which tend to be senior and assisted living homes. Many of these complexes provide their own transportation for seniors. The stretch of denser concentrations within downtown San Diego is along Market Street, where there is a greater concentration of high and mid-rise apartment buildings relative to the rest of the San Diego region.

San Diego's population is aging. In the last 10 years, the senior population increased from 8 percent to 12 percent of the total population. SANDAG predicts that by 2050, seniors will account for 20 percent of the population. This growing, dispersed senior population is aging in place, creating a challenge for senior mobility. This dispersed density limits the cost-efficiency of separate senior-based mobility to destinations such as medical facilities and grocery stores. Therefore, a key TOP mobility strategy is to make the regular fixed route network simple and easy to use, a strategy which benefits all consumers, such that it is friendly to seniors without incurring significant operating delays.

Figure 5: Senior Density



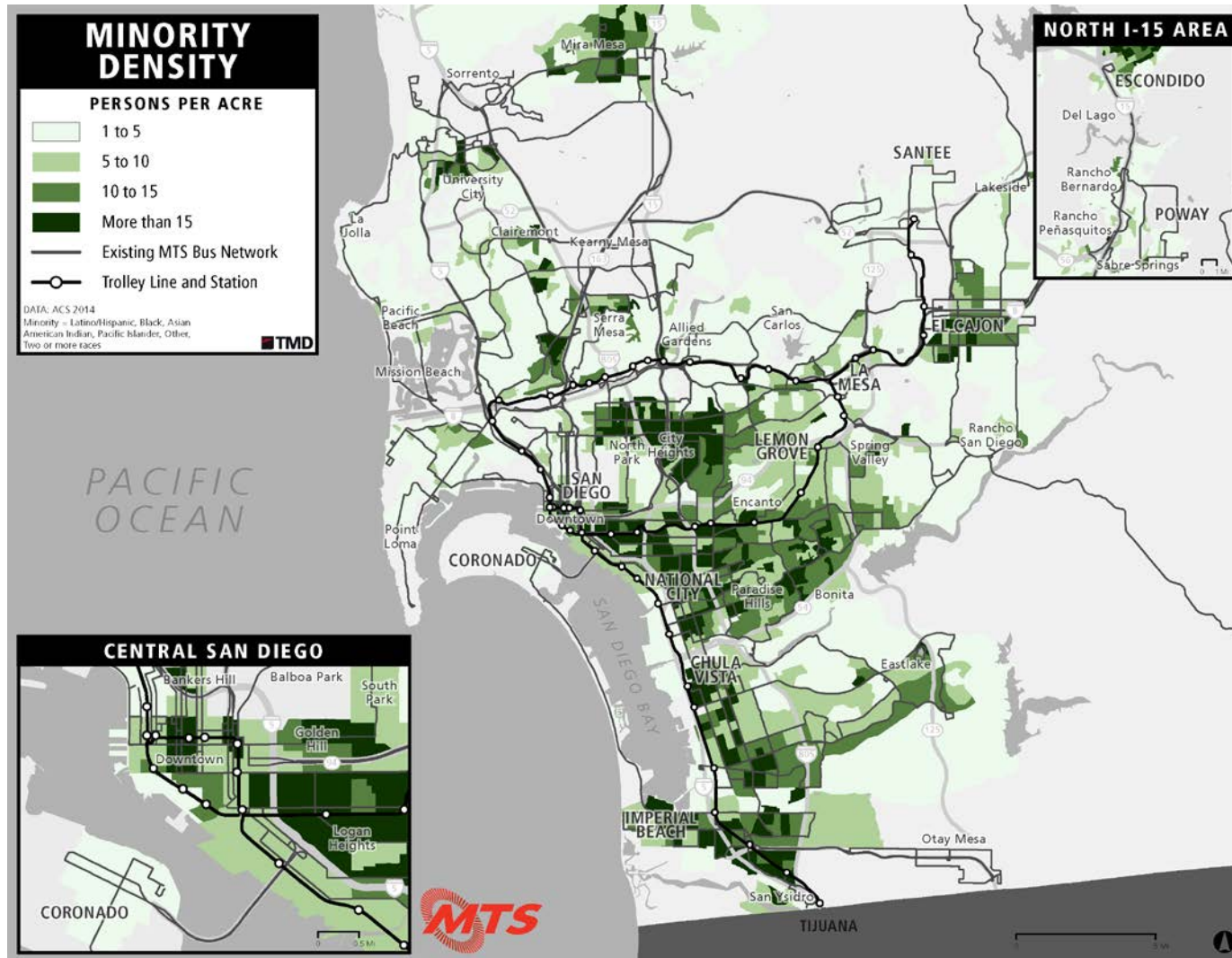
Minority Populations

Minority populations consist of all groups that identify as non-White. There are over 1.3 million minorities in the service area, forming 55 percent of the total population. Of total regional residents, 33 percent identify as Hispanic, 13 percent as Asian, 6 percent as African-American, and 3 percent as multiracial. Approximately 45 percent of residents identify as white.

San Diego is a “majority-minority” city, in which slightly more than half of the total population identifies as a minority. Significant concentrations of minority populations are located in City Heights, National City, Chula Vista, San Ysidro, El Cajon, and Mira Mesa.

Title VI civil rights regulations require that MTS identify and mitigate potential disparate impacts to minority populations as part of any major services changes, including any that might be implemented as part of the TOP. Understanding the distribution of both minority populations is especially important when considering Title VI implications.

Figure 6: Minority Density



Low-Income Households

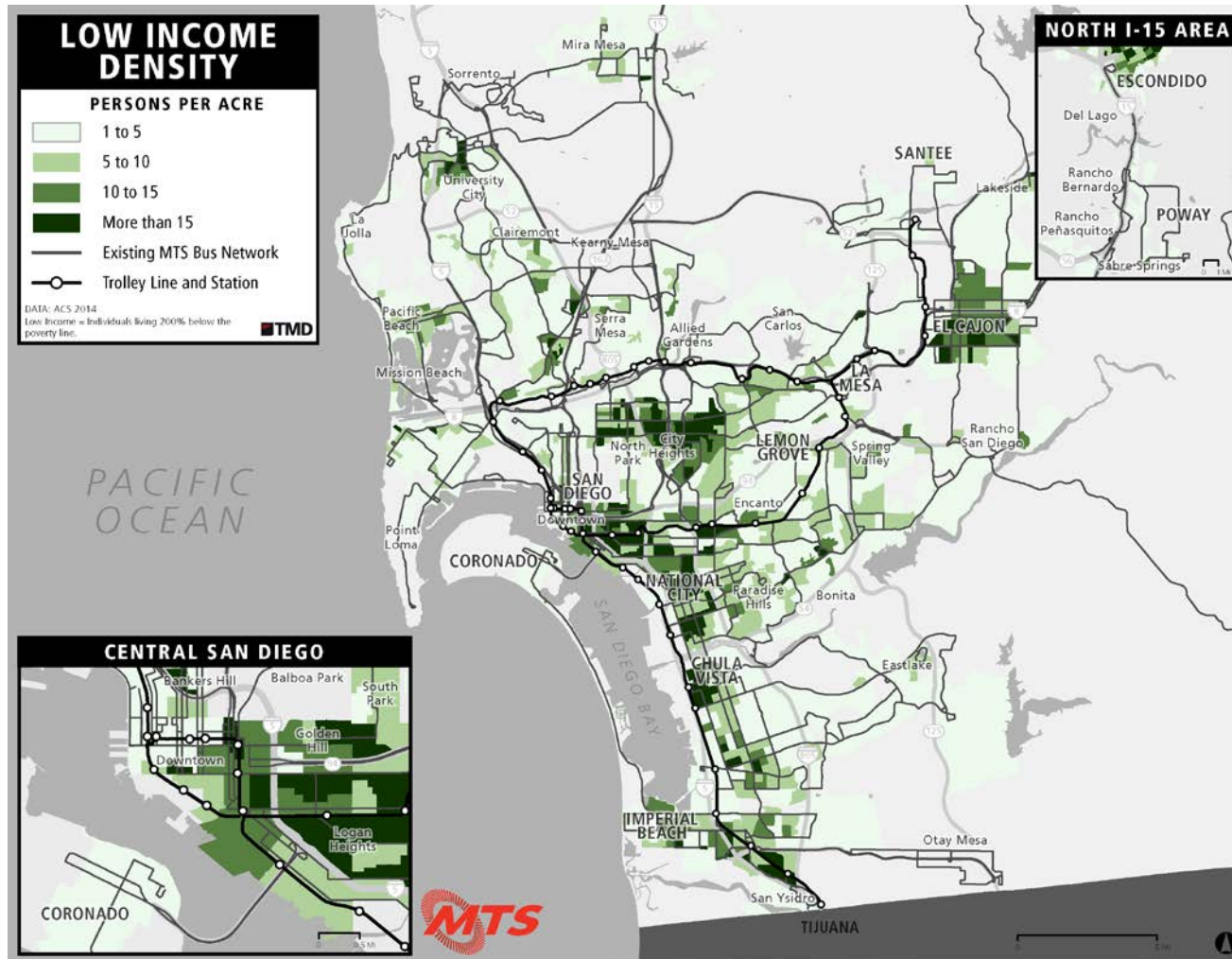
Low-income households consist of individuals living below 200 percent of the poverty line. In San Diego, roughly 32 percent, or 740,000 people, are low-income. Low-income households tend to rely on transit as an affordable mobility option for all or some members of the household. A 2015 joint study conducted by Harvard University and NYU identified length of commute as the single strongest factor in escaping poverty². Access to transportation contributes to upward mobility by providing access to both school and job opportunities and basic needs such as grocery shopping, medical facilities, and social services.

In the MTS service area, low-income populations are concentrated in areas such as City Heights, El Cajon, downtown San Diego, Barrio Logan, and the western areas of National City, Chula Vista, and San Ysidro (Figure 7). There are some concentrations of low-income populations near the major universities, such as in University City, where many full-time students reside.

Title VI civil rights regulations require that MTS identify and mitigate potential disproportionate burden to low income households as part of any major service changes, including any that might be implemented as part of the TOP. Therefore, the distribution of low income households has critical Title VI implications.

² Chetty, Raj and Nathaniel Hendren, *The Impacts of Neighborhoods on Intergenerational Mobility: Childhood Exposure Effects and County-Level Estimates*. Harvard University, 2015.

Figure 7: Low-Income Density

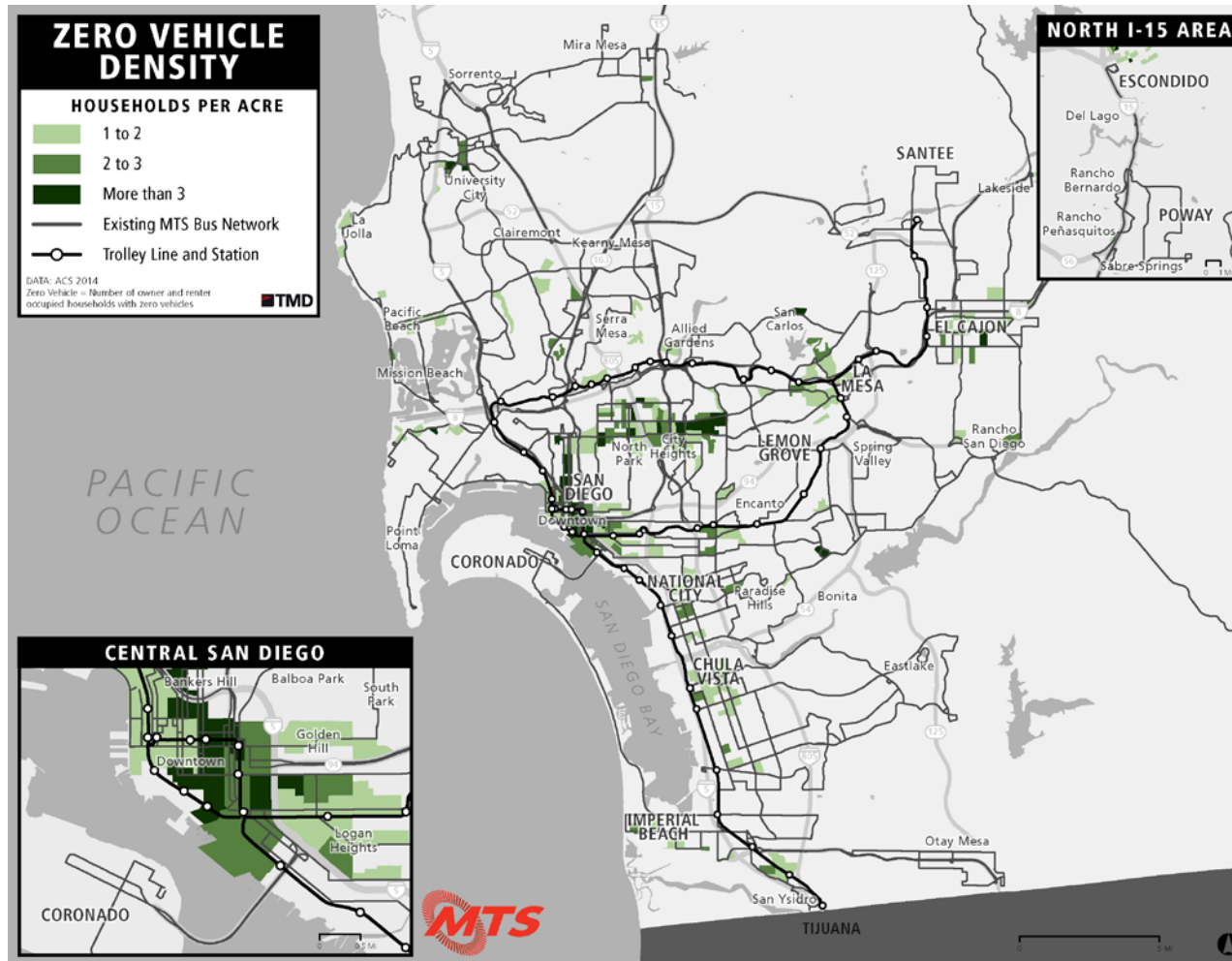


Zero-Vehicle Households

Two percent of regional households do not have access to a personal vehicle. This subpopulation of approximately 55,000 is more likely to use transit as a method of daily transportation (Figure 8).

Major concentrations of zero-vehicle households in City Heights and El Cajon reflect the high density of low-income households in those communities who may rely on more affordable modes of travel. Areas within downtown San Diego and North Park are denser, mixed-use communities that make it easy and convenient to travel without a car. Higher densities of zero-vehicle households in University City likely reflects the student population surrounding UCSD. A high concentration of zero-vehicle households in Mid-City may also reflect the SDSU student and working-class population in the area.

Figure 8: Zero Vehicle Household Density

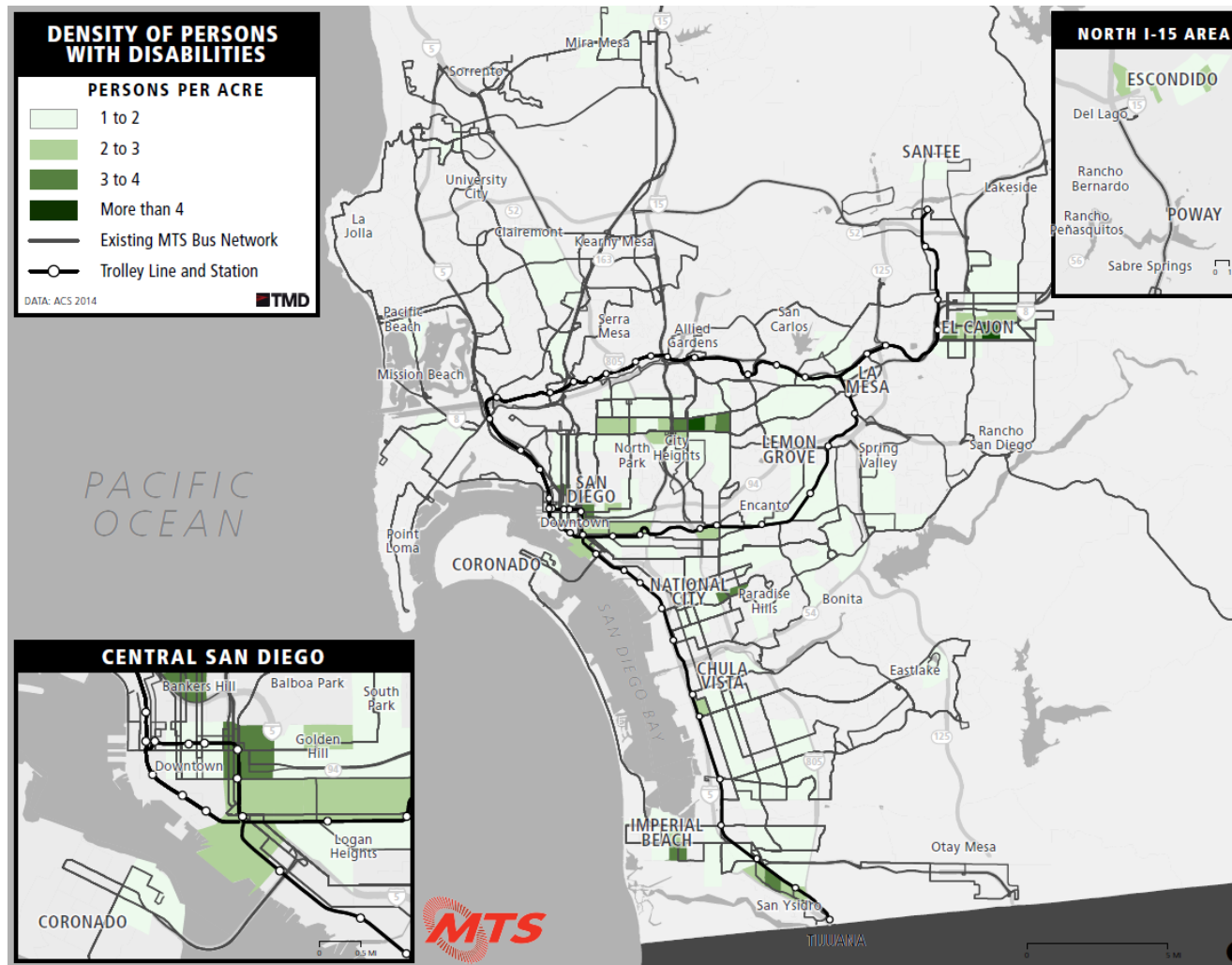


Persons with Disabilities

Persons with disabilities account for roughly 9 percent of the regional population, or 210,000 individuals. The disabled population is relatively dispersed throughout the service area, with some concentrations in City Heights, Downtown, El Cajon, Imperial Beach, and San Ysidro.

According to SANDAG's Coordinated Plan, a majority of individuals with disabilities live within a half-mile of a transit stop. MTS Access provides complementary ADA paratransit service within three-quarters of a mile from any transit stop, extending transit coverage beyond fixed-route service. While the transportation needs of persons with disabilities vary by individual, access to appropriate transportation options is a basic necessity for daily needs.

Figure 9: Density of Persons with Disabilities



Population and Employment Projections

SANDAG produces population, housing, employment, income, and land use growth forecasts to map out future regional growth. Series 13 is the MPO's latest forecast and serves as the foundation for *San Diego Forward: The Regional Plan*. Overall forecasted growth for the region includes 500,000 new jobs (+33%), 330,000 more housing units (+27%), and a population increase of 1,000,000 people (+32%) by 2050.

Population Projections

With an estimated increase of 1,000,000 people by 2050, San Diego will likely see a significant shift in its population distribution. Table 2 shows the ten cities and community planning areas with the largest expected growth in population by total number of people. Appendix B includes population projections for major communities within the service area through year 2050.

Table 2: Top 10 Areas of Projected Population Growth

TOP 10 AREAS OF SIGNIFICANT POPULATION GROWTH		
COMMUNITY	TOTAL POPULATION GROWTH 2012-2050	PERCENT CHANGE 2012-2050
Chula Vista	96,204	39%
Otay Mesa	46,088	301%
Mira Mesa	30,455	42%
Downtown	29,285	91%
College Area	28,354	137%
National City	26,154	44%
City Heights	24,985	33%
Navajo	22,021	45%
La Mesa	19,585	34%
Uptown	19,217	51%
Region	1,000,000	32%

The southern San Diego neighborhoods of Chula Vista, Otay Mesa, and National City will see a population growth of almost 170,000 people. This accounts for approximately 17 percent of total projected regional growth. In terms of total population growth, Chula Vista will see the largest population increase, as almost 10 percent of the projected regional growth will occur in Chula Vista alone. The city itself will see an increase of 39 percent between 2012 and 2050.

Otay Mesa is projected to triple in size between 2012 and 2050, adding around 46,000 people. The eastern part of the border community features large industrial parks surrounding the Otay Mesa Port of Entry, which will be served by the South Bay BRT in late 2017. Otay Mesa West consists of mostly single-family homes with some apartment complexes and will likely densify with the projected population growth.

Many of the top ten communities feature relatively high-density development that can continue to support transit with increased populations. Communities such as Downtown San Diego and Mira Mesa also feature major employment centers, fostering a greater balance of jobs and housing.

Employment Projections

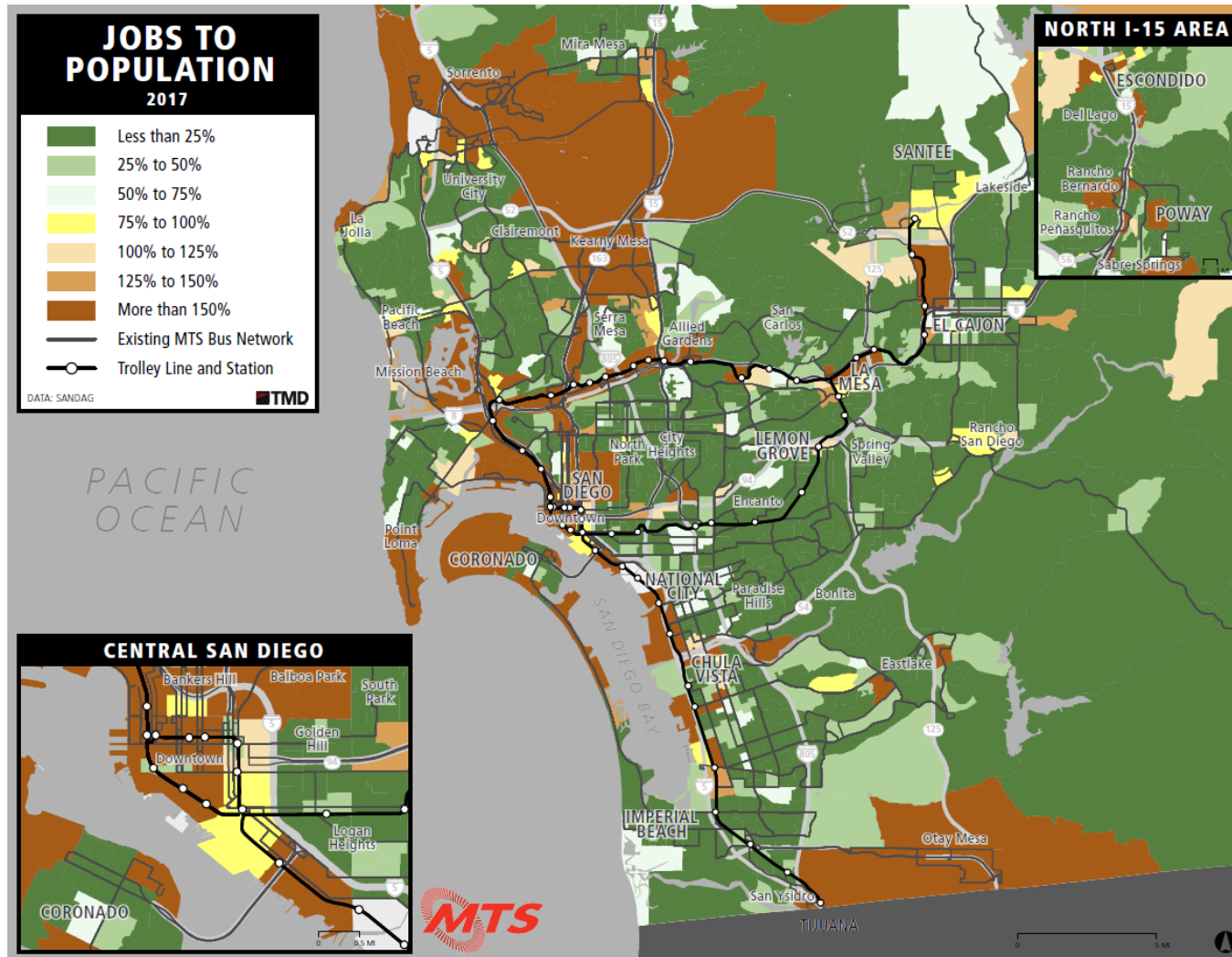
San Diego is largely characterized by relatively low-density, suburban development with major employment centers interspersed throughout the region. Areas that are expected to significantly increase in employment include Otay Mesa, Chula Vista, Downtown, National City, and La Mesa. These neighborhoods will add over 125,000 jobs by 2050, approximately 25 percent of overall regional growth.

EMPLOYMENT TO POPULATION RATIOS

Specific neighborhoods have a high concentration of jobs to residents, including communities such as Kearny Mesa, Sorrento Valley, downtown San Diego, and Otay Mesa. These areas serve as significant employment destinations for the region. Neighborhoods with an equal distribution of jobs and housing are more likely to support shorter-distance commutes that are suitable for transit.

The following map shows the degree of employment concentration relative to population size in 2017. Appendix C shows employment growth by jurisdiction through 2050, and Appendix D includes the employment to population ratios over time.

Figure 10: Jobs to Population Ratio by Community Planning Area



Senior Population Projections

Seniors currently account for approximately 12 percent of the population within MTS's service area, a 4 percent point increase from the COA. SANDAG's *San Diego Forward: The Regional Plan* projects that seniors will comprise about 20 percent of San Diego County's total population in 2050.

One in five residents will be a senior in 2050, making senior mobility a critical issue.

In an effort to facilitate transit use by riders with limited mobility, MTS currently provides a 75 percent discount for monthly transit passes for qualifying seniors (60+), the disabled, and Medicare recipients. According to MTS's *2016 Community Impact and Performance Report*, about 20 percent of daily MTS ridership uses S/D/M passes. This means that passengers who pay regular, adult fares are subsidizing S/D/M Pass holders due to lower revenue generated from the S/D/M program. SANDAG's *2015 On-Board Survey* estimated that individuals aged 60 and over account for approximately 10 percent of total bus ridership and 7 percent of Trolley ridership. With the growing senior population, this number could expand significantly. Improvements to the MTS network to make transit services more senior-friendly will slow the diversion of these riders to the more costly MTS Access service, which MTS is federally mandated to provide.

Appendix E shows the projected growth of individuals aged 60 and older. The table includes the percentage change in senior population between 2012 and 2025 as well as the overall growth of the jurisdiction. This comparison shows how much the senior population is growing relative to the area's overall growth. The table also includes the proportion of the senior population relative to the total population in 2025. Given the size of the City of San Diego, Appendix G provides an overview of senior population growth by major Community Planning Area (CPA). Appendix F shows the CPAs with projected senior populations greater than ten thousand.

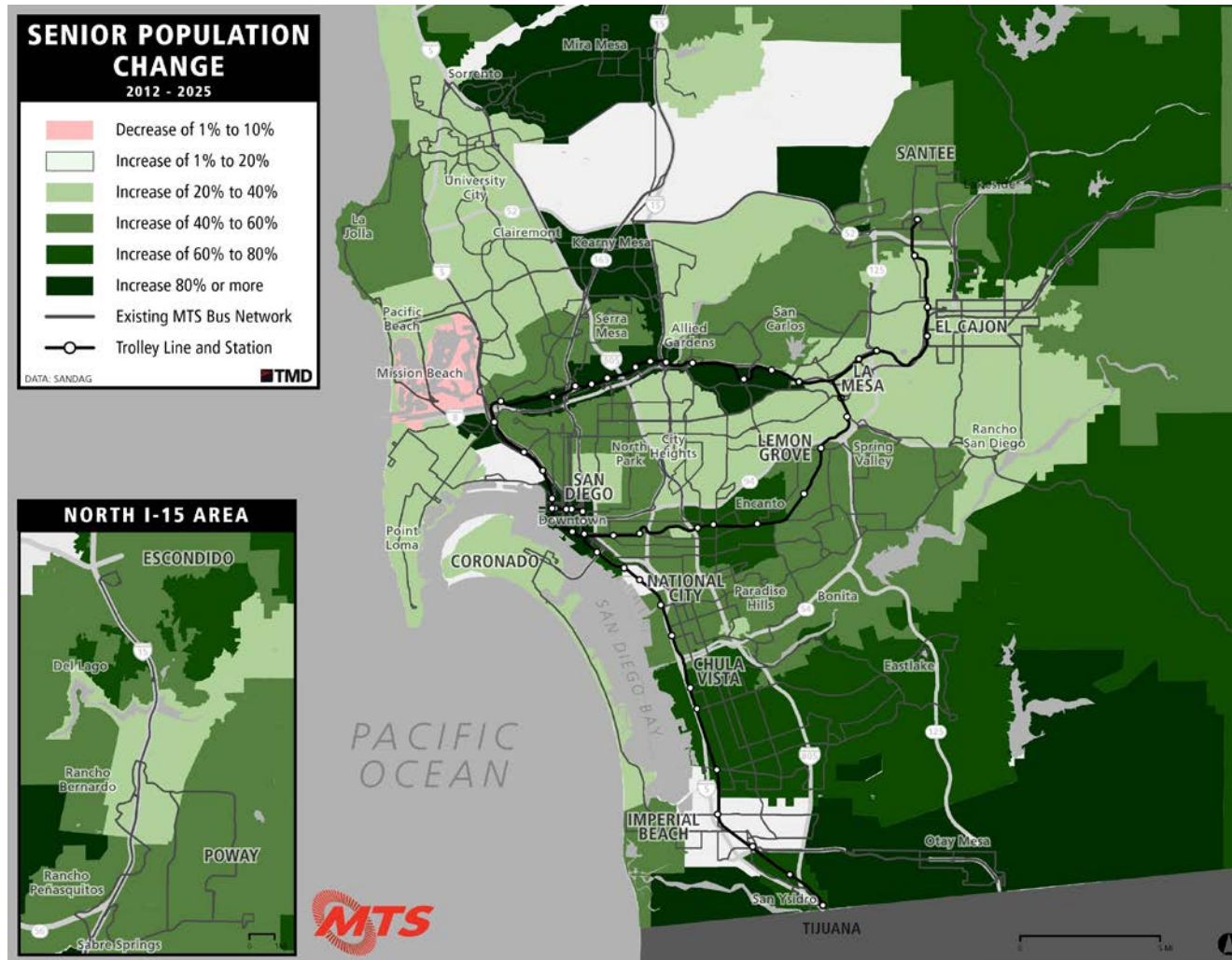
GROWTH BY JURISDICTION

Each major city within the MTS service area is projected to experience growth in senior population by at least 30 percent by 2025. This will add about 180,000 seniors to the service area. The majority of this growth will occur within the City of San Diego, which is further explored in Appendix G. A significant portion of this growth will also occur in Chula Vista, which can expect to see an additional 27,000 seniors by 2025. Escondido's senior population will grow by approximately 9,000 individuals, while both El Cajon and Santee will gain over 5,000 seniors.

The following map shows the growth in senior population between 2012 and 2025. Appendix F shows the sixteen CPAs with anticipated senior populations greater than ten thousand. In total, projected senior population growth in the City of San Diego by 2025 is nearly 115,000. The larger CPAs will see an increase of at least 3,000 seniors by 2025. Of this group, Lakeside and

Mira Mesa will experience the largest increase in senior population, both with almost 10,000 additional seniors. These areas are relatively dispersed, and challenging to serve with transit.

Figure 11: Senior Population Change 2012-2025



Travel Demand

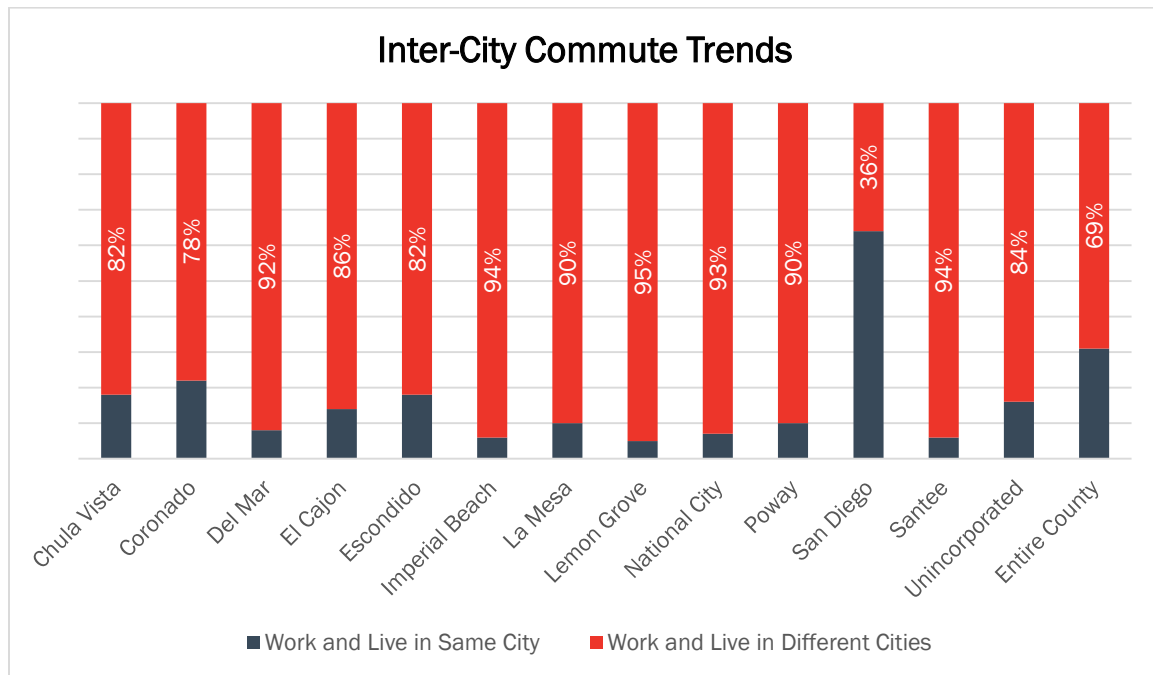
Understanding regional private vehicle travel patterns can provide insight into where transit service is needed and may be competitive. SANDAG provided general public travel pattern data for 2014, 2020, and 2025.

COMMUTING TRENDS

The majority of San Diego residents travel between cities during their commute to work. According to SANDAG, 69 percent of residents in San Diego County work and live in different cities (Figure 11).³ The one exception to this trend is the City of San Diego, most likely due to the abundance of employment opportunities as well as the vast nature of the city itself. Overall, this trend speaks to a mismatch between housing locations and job opportunities. It reemphasizes the fact that many cities have primarily residential or retail development and that jobs are primarily clustered in a small number of concentrated areas. This disconnect between jobs and housing impacts journeys to work and commute travel which has significant implications for where and how transit service should be delivered.

³ SANDAG Info: *Commuting Patterns in the San Diego Region* provides an overview of traffic flow patterns for each city in San Diego County. The full report can be found here:
http://sandag.org/uploads/publicationid/publicationid_2068_21065.pdf

Figure 12: Regional Commute Trends



Source: SANDAG Info: Commuting Patterns in the San Diego Region

EXTERNAL TRIPS BY COMMUNITY

The following table shows the projected top ten origin CPAs and cities in 2020. These areas will have a significant number of trips originating within their community boundaries. This table reflects San Diego's concentrations of housing and employment. Communities such as Kearny Mesa and Sorrento Valley are significant employment centers. Sorrento Valley alone spans across three CPAs—Torrey Pines, University City, and Mira Mesa.

Table 3: Top 10 External Trips by Community 2020

TOP 10 EXTERNAL TRIPS BY COMMUNITY 2020	
COMMUNITY	Number of Trips
Carmel Valley	239,494
Kearny Mesa	236,142
University City	234,019
Mira Mesa	224,496
Mission Valley	220,455

TOP 10 EXTERNAL TRIPS BY COMMUNITY 2020	
COMMUNITY	Number of Trips
West Chula Vista	207,153
El Cajon	200,936
East Chula Vista	196,160
Escondido	194,339
Torrey Pines	183,554

ALL DAY TRAVEL

The following figures show the top daily travel patterns within the service area. This includes travel patterns for the years 2014, 2020, and 2025. These figures show the total daily trips between CPAs and cities, thus focusing on movements of relatively longer distance than travel internal to a CPA.

Figure 13: Vehicle Travel Patterns 2014

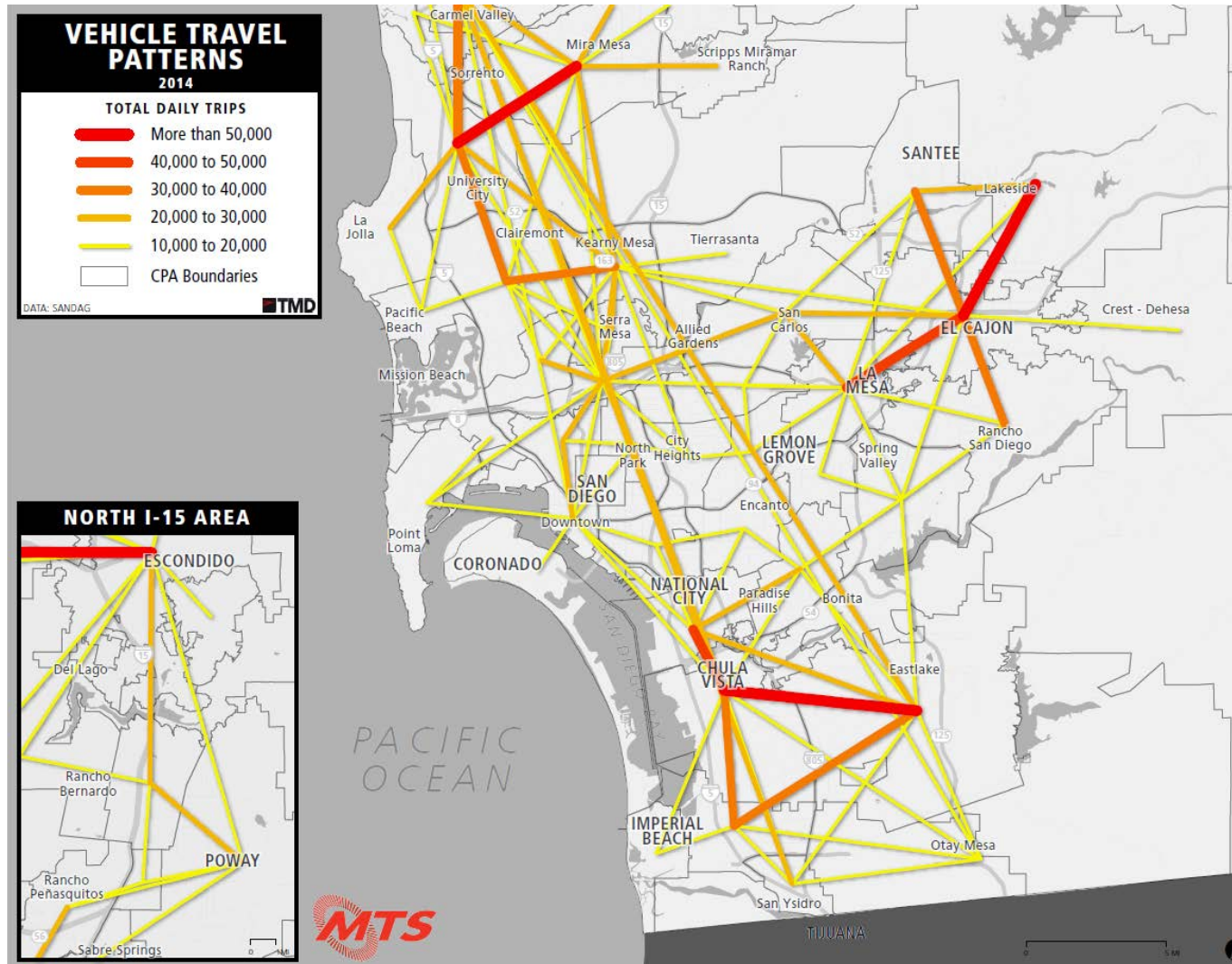


Figure 14: Vehicle Travel Patterns 2020

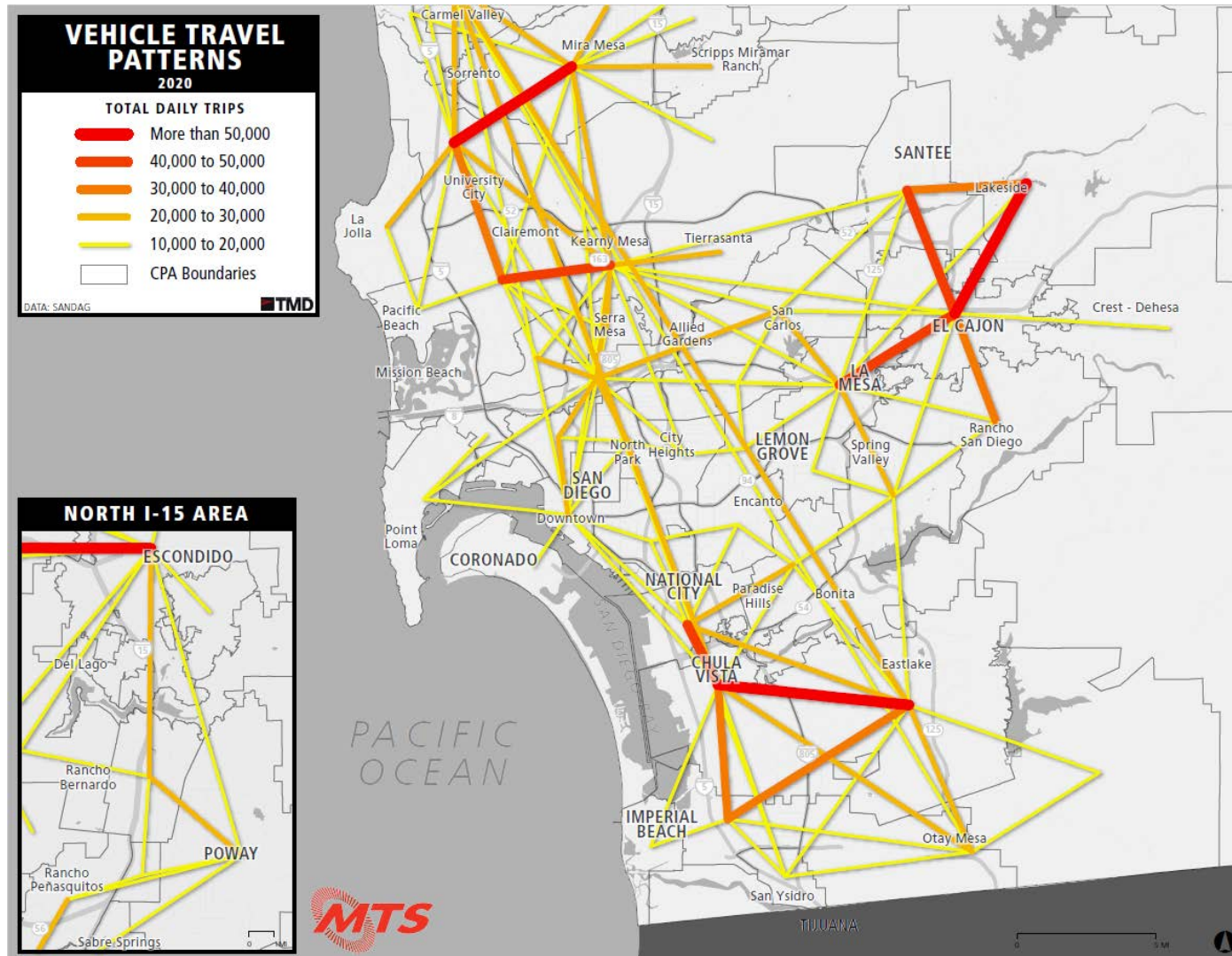
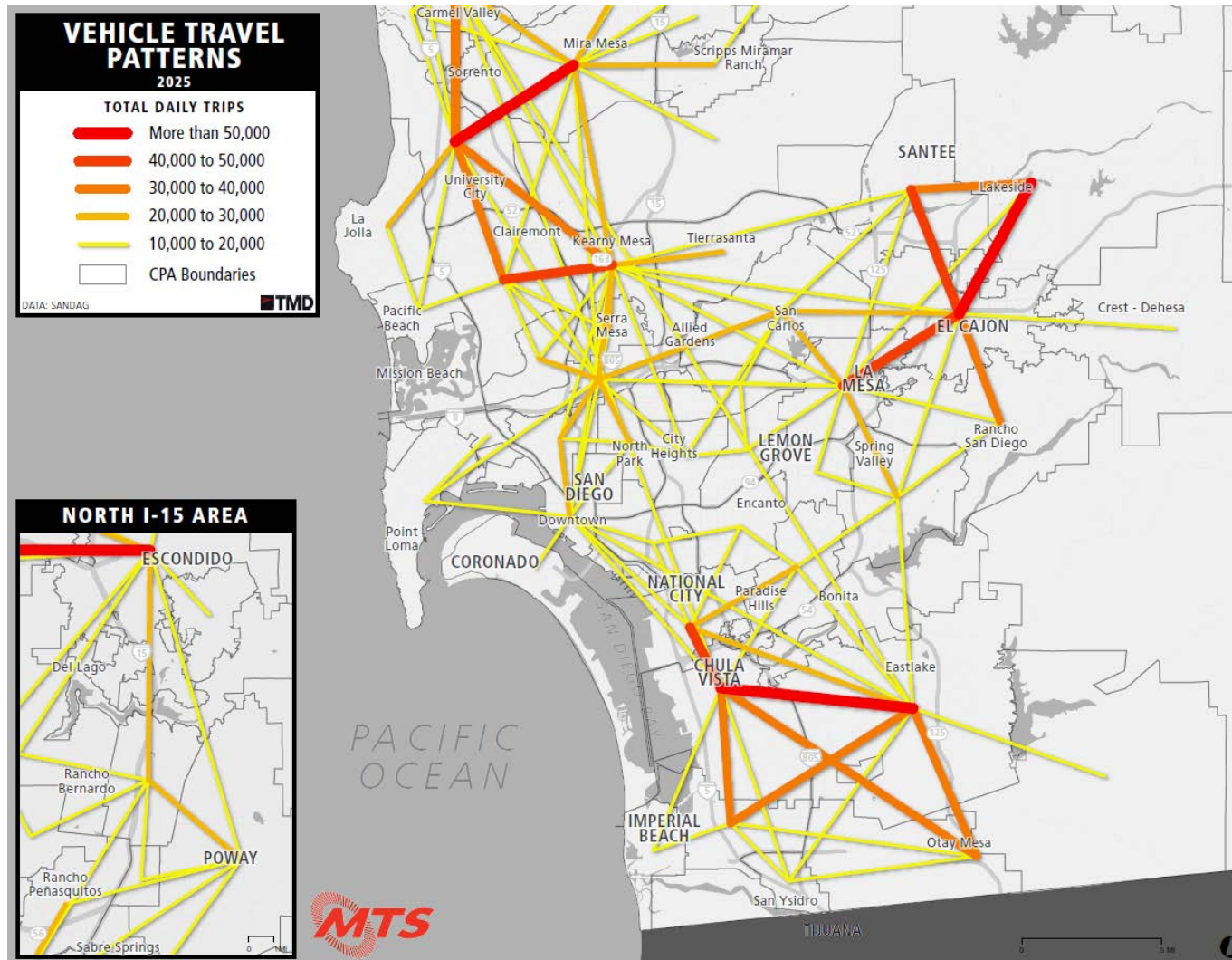


Figure 15: Vehicle Travel Patterns 2025



INTERNAL COMMUNITY TRAVEL PATTERNS

Travel within a community's boundary represents several trip purposes. This may include everyday travel for errands, shopping, dining, and more. These trips are local in nature and could lend themselves to spontaneous transit usage given their shorter distance especially if destination parking is challenging. The following table shows the top cities and CPAs with a high ratio of internal trips to population.

Table 4: Internal Trip to Population Ratio by City

INTERNAL TRIP TO POPULATION RATIO BY COMMUNITY			
JURISDICTION	TRIPS	2020 POPULATION	TRIPS PER PERSON
Kearny Mesa	53,822	7,781	6.9
Mission Valley	47,078	24,894	1.9
National City	62,342	48,483	1.3
Santee	59,497	48,450	1.2
La Mesa	61,102	54,866	1.1
Chula Vista	287,173	341,178	0.8
Poway	50,026	59,458	0.8
El Cajon	102,761	125,295	0.8
Escondido	165,214	246,897	0.7
Lakeside	51,665	81,087	0.6

At the top of the list are two significant CPAs within the city of San Diego. Kearny Mesa is a large employment hub with a low population relative to the number of trips daily. Vehicle trips within this community are likely employees using their vehicle for midday trips and after work errands. Kearny Mesa is home to Convoy Street, a popular dining destination with several strip malls. The Kearny Mesa Transit Center serves this area, but the community as a whole lacks the distinct walkability of other neighborhoods such as North Park or Downtown.

Mission Valley is another community that will likely see significant growth in the coming years. The community is home to the University of San Diego, several large retail locations, and plans for additional multifamily developments.

The following figures show internal vehicle travel patterns by community planning area for years 2014, 2020, and 2025. The figures show a slight increase in internal trips between 2014 and 2025 in communities throughout the region. East and west Chula Vista, University City, and Mira Mesa are among the CPAs with the largest internal trip patterns. These areas are significant employment centers for the region.

Figure 16: Internal Travel Patterns 2014

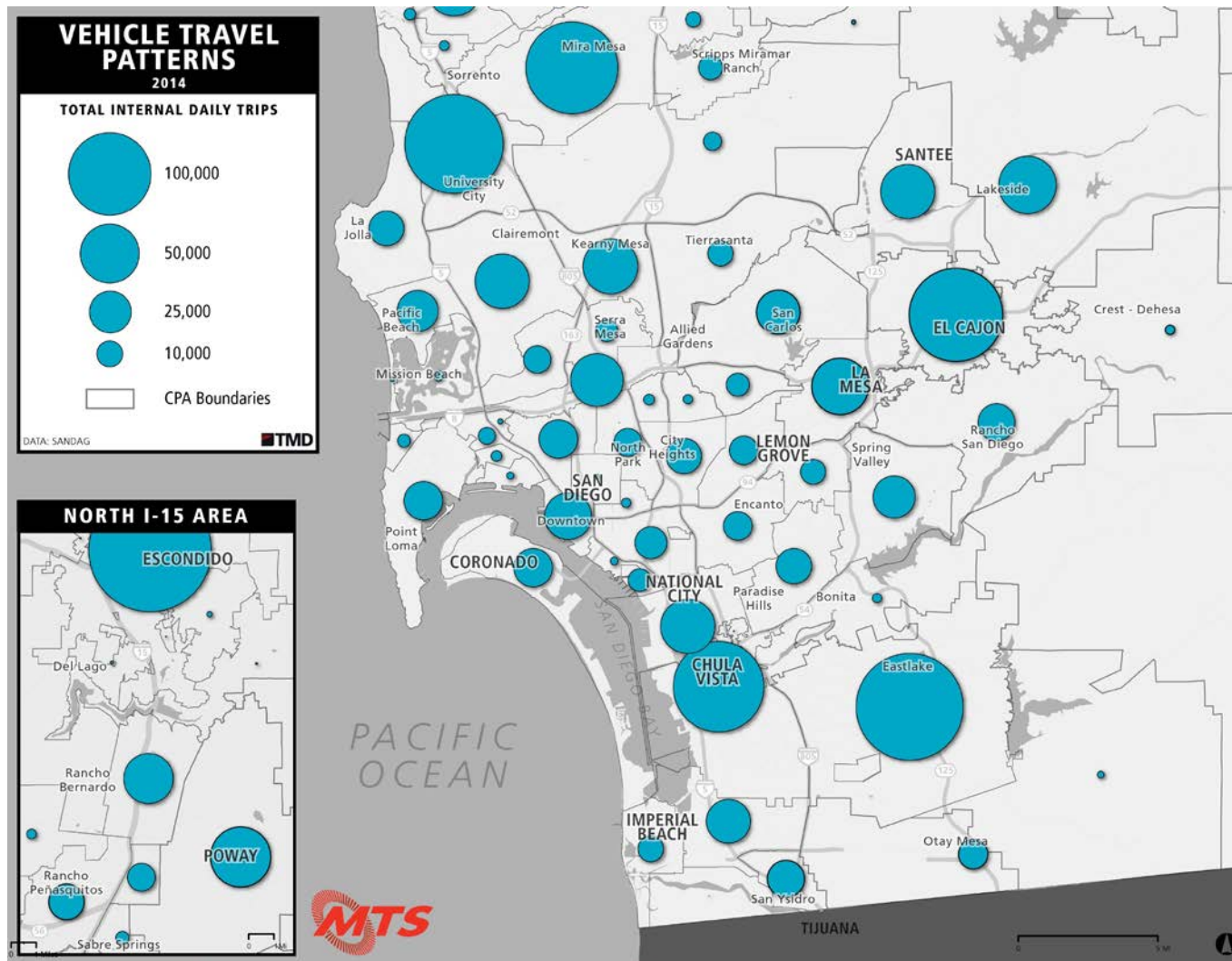


Figure 17: Internal Travel Patterns 2020

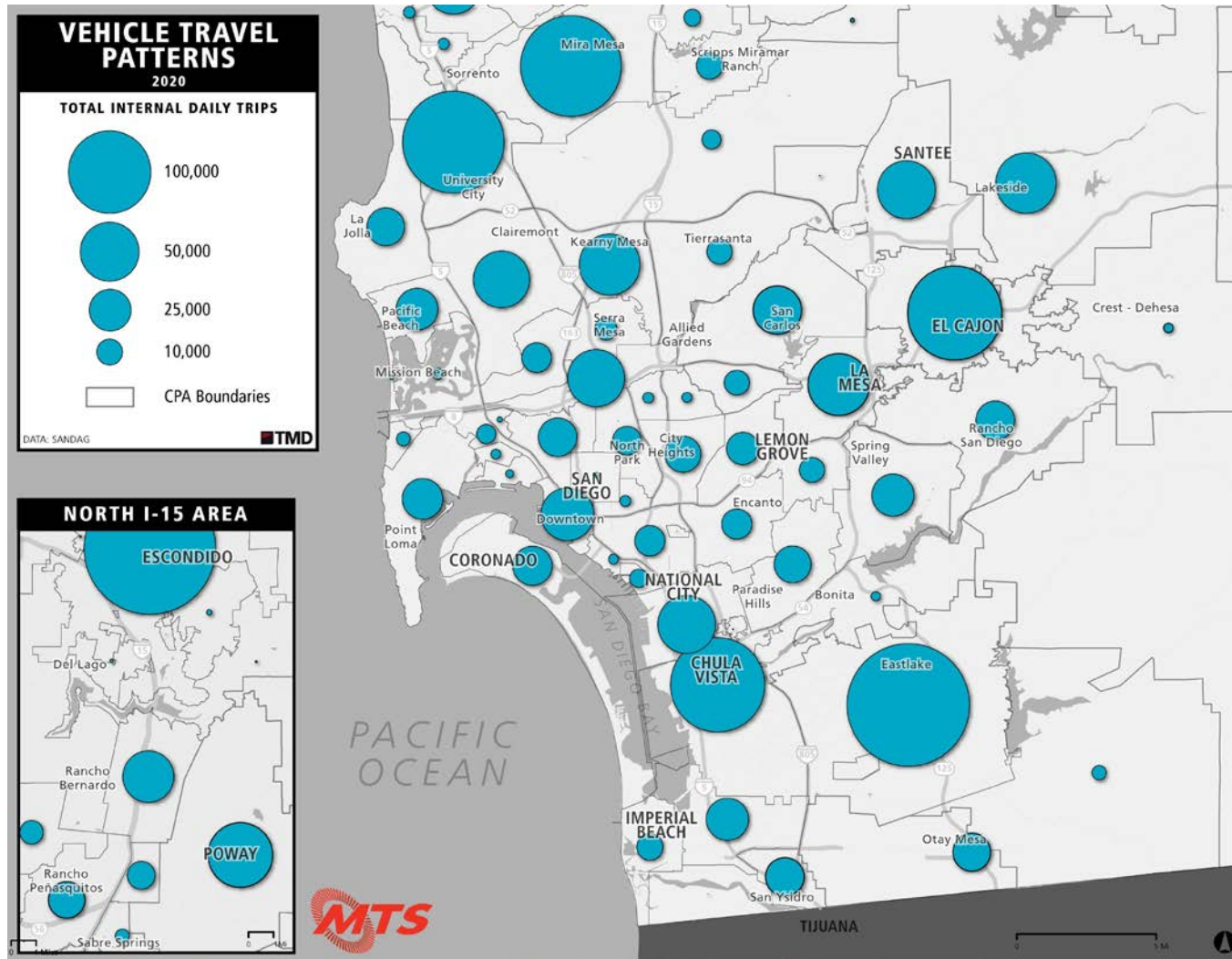
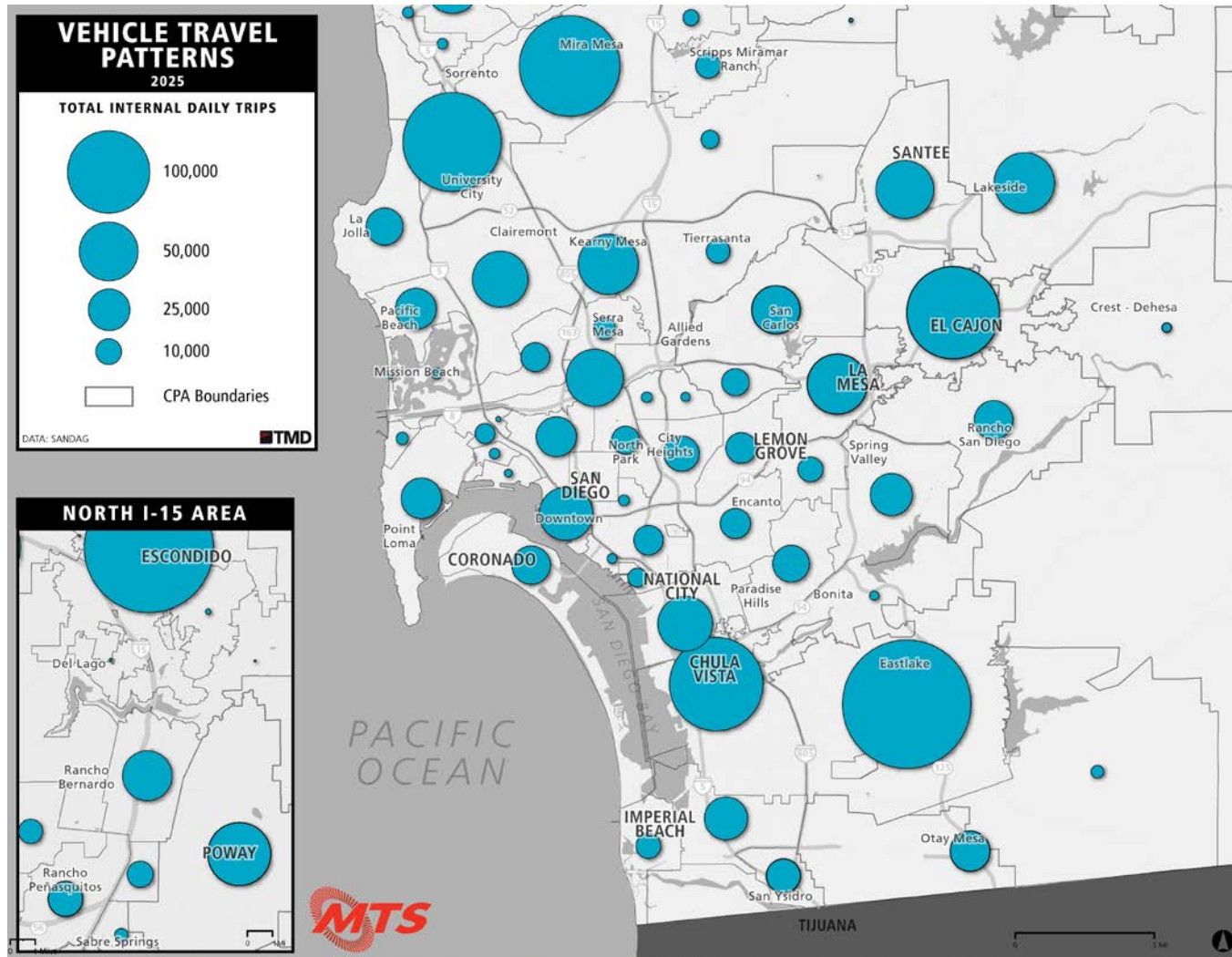


Figure 18: Internal Travel Patterns 2025



Rider Profile

MTS Customer Satisfaction Survey 2015

In March and April of 2015, MTS conducted an on-board survey of bus and Trolley riders collecting a total of 2,950 surveys. MTS has conducted similar studies in 2011 and 2013. Results from the survey provide an understanding of changing perceptions of MTS service and characteristics of MTS riders.

FACTORS AFFECTING TRANSIT USE

The top three reasons respondents use MTS are “no car to use” (69 percent), “save money” (34 percent), and “no driver’s license” (31 percent).⁴ This differs greatly from 2013 where the top three reasons were “save money” (73 percent), “no car to use” (66 percent), and “price of fuel” (38 percent). Price of fuel is almost a dollar lower than it was in 2013 which likely explains why it does not appear as a major ridership factor in 2015.

On average, bus riders are more likely to cite transit dependency as a reason for transit use than trolley riders. Approximately 72 percent of bus riders stated not having a car as one of the top three reasons for transit use compared to 65 percent of Trolley riders. These transit dependent populations are likely to use transit on a regular basis.

CUSTOMER SATISFACTION

Service frequency experienced the steepest decline in rider satisfaction, with 27 percent of riders indicating they were not satisfied with bus and trolley frequency compared to 10 percent in 2013. MTS’s survey territory is split into four areas, including East County, South Bay, Central Urban Zone, and I-15 Corridor. More than 20 percent of passengers in each of the four zones cited dissatisfaction with service frequency, representing a system-wide concern rather than isolated issue.

From 2013 to 2015, the percent of riders who are “satisfied” or “very satisfied” with MTS service dropped seven points. The survey attributes this drop in satisfaction with the decline in gasoline prices and an increase in rider expectations due to changing travel needs.

⁴ Respondents were asked to list their top three reasons so percentages can total over 100 percent.

SANDAG On-Board Survey 2015

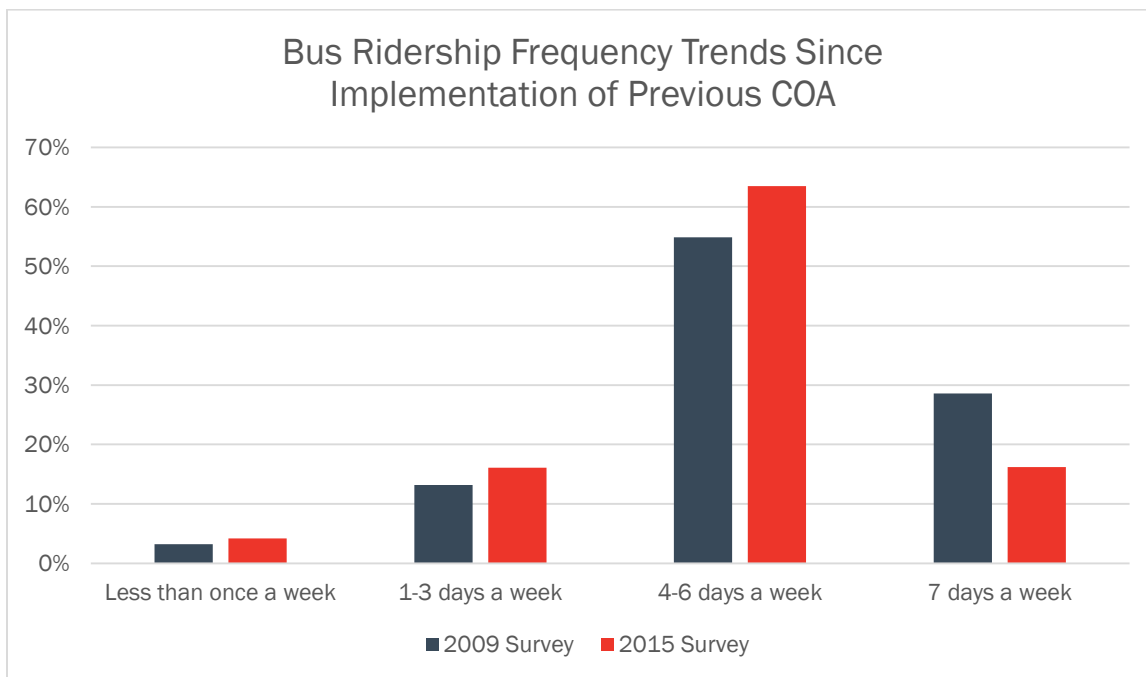
Between February and December of 2015, SANDAG carried out an on-board survey of transit passengers in San Diego County. While MTS's Customer Satisfaction Survey measured customer needs and feedback on improvements, SANDAG's On-Board Survey aimed to better understand transit customers' profile and travel patterns. In total, SANDAG conducted 33,900 origin-destination surveys and 88,000 on-to-off count surveys throughout the region. The on-to-off count surveys identified individuals' boarding and alighting patterns as a supplement to the origin-destination surveys. SANDAG previously conducted this survey in 2009, shortly after the last COA's service changes were implemented.

RIDERSHIP FREQUENCY

According to the 2015 on-board survey, approximately 80 percent of MTS bus passengers use transit four days a week or more. About 16 percent of bus riders use transit seven days a week, down from 29 percent in 2009.⁵ Similarly, about 74 percent of Trolley riders use transit four days a week or more. Approximately 15 percent of Trolley passengers use transit seven days a week, down from 23 percent in 2009.

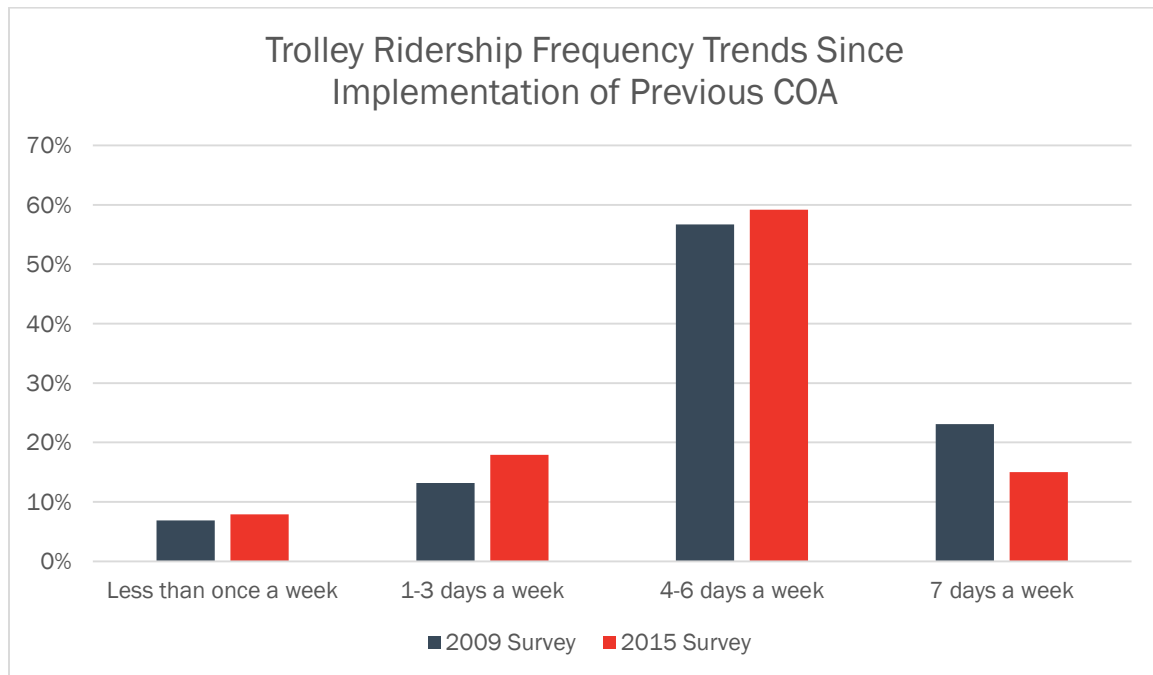
⁵ MTS implemented Sunday service cutbacks in June 2009 which was while the on-board survey was being conducted (April-December 2009), and this may have influenced how often riders used MTS services.

Figure 19: Bus Ridership Frequency Trends since Implementation of the COA



Source: SANDAG On-Board Survey 2015

Figure 20: Trolley Ridership Frequency Trends since Implementation of the COA



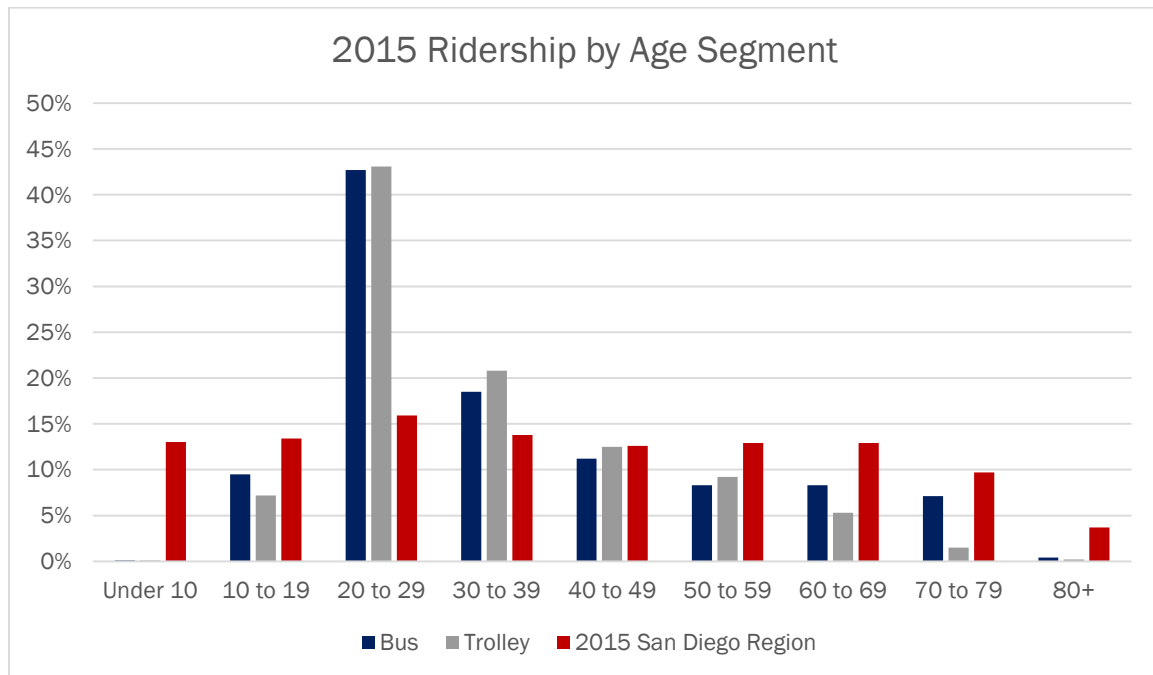
Source: SANDAG On-Board Survey 2015

RIDERSHIP BY AGE SEGMENT

SANDAG compared ages of bus and trolley riders with the ages of the general San Diego regional population, as shown in Figure 20. SANDAG's survey found that younger individuals under the age of 19 represent approximately 26 percent of the region, and account for 10 percent of bus ridership and 7 percent of Trolley ridership. Young adults aged 20-29 form a significant segment of both bus and Trolley ridership segments (43 percent) when compared to their regionwide population of 16 percent. Approximately 31 percent of bus riders and 27 percent of Trolley riders are college-aged individuals (18-24 years old). Individuals aged 30-59 account for 39 percent of the population, and represent 38 percent of bus ridership and 43 percent of Trolley ridership.

Senior age groups tend to be underrepresented in ridership relative to their proportion of the population. The senior population, aged 60 years or older, represent 10 percent of bus ridership and 7 percent of Trolley ridership, but account for 26 percent of the San Diego region.

Figure 21: Ridership by Age Segment and Section



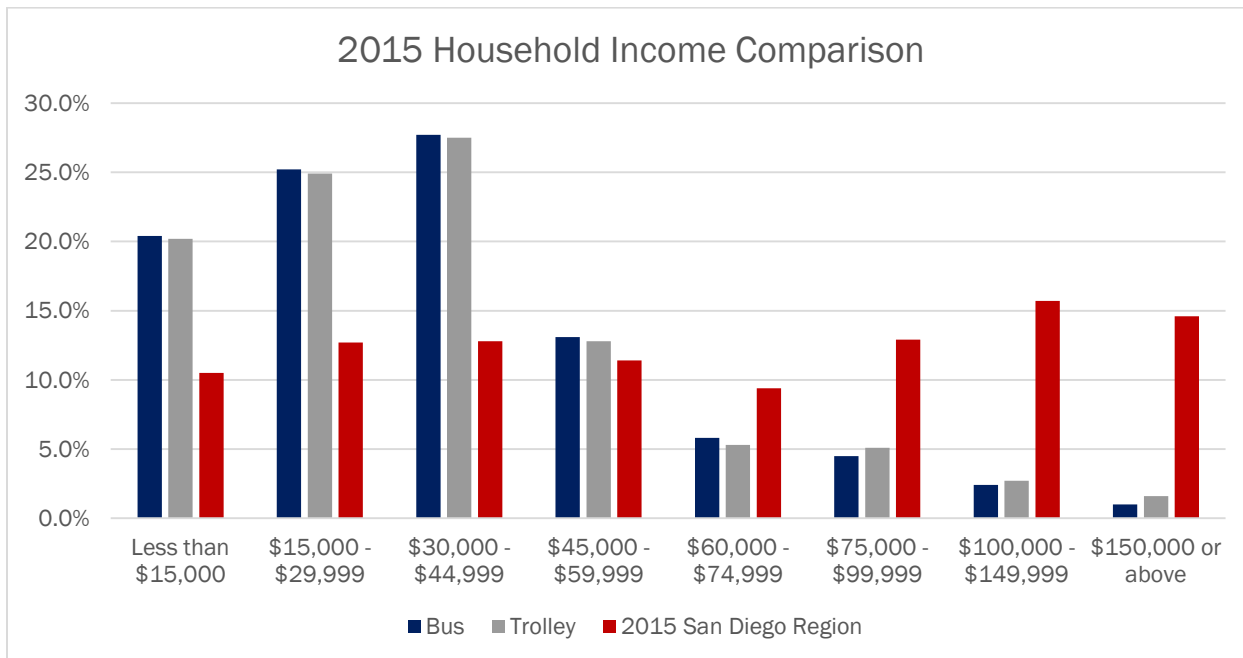
Source: SANDAG On-Board Survey 2015

HOUSEHOLD INCOME

SANDAG's survey provided insight on bus and Trolley ridership by income bracket. In 2015, twenty percent of both bus and trolley passengers had household incomes of less than \$15,000 a year. Riders earning less than \$45,000 are represented in MTS ridership in proportions twice as large as their percentage of the overall population.

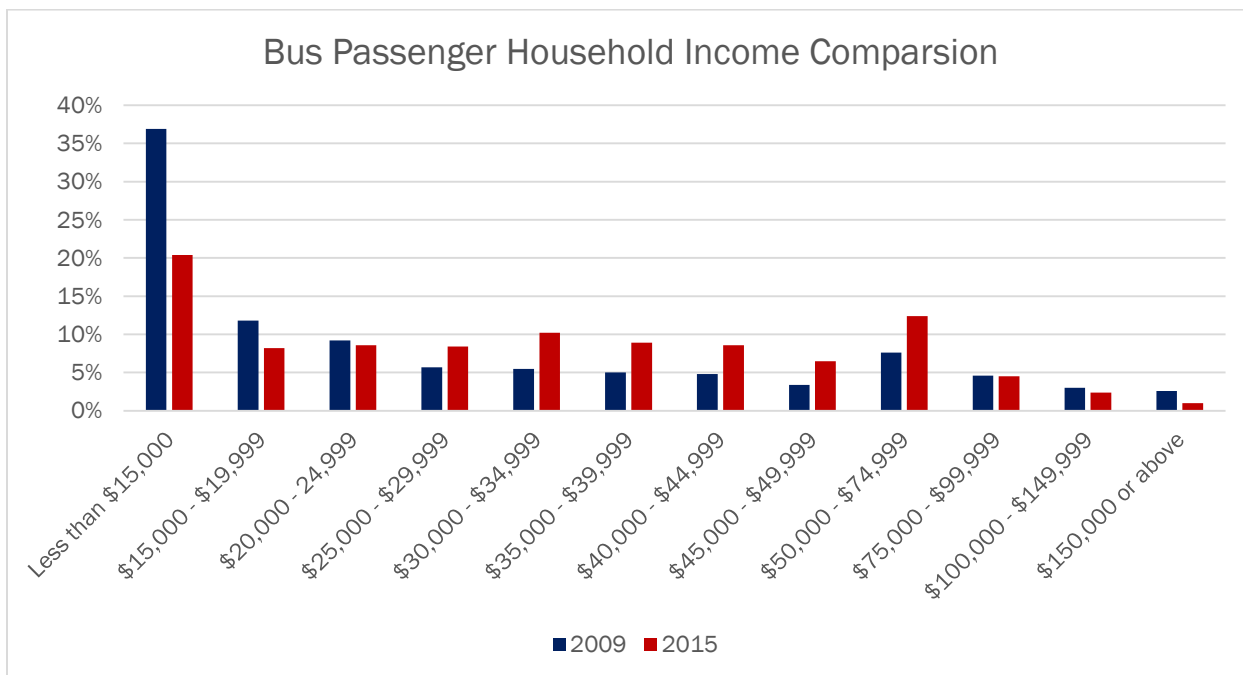
In 2009, approximately 26 percent of bus passengers and 29 percent of Trolley passengers had household incomes greater than \$40,000. In 2015, approximately 35 percent of bus passengers and 37 percent of Trolley passengers had household incomes greater than \$40,000. There is a significant increase in passengers who are likely able to afford alternative modes of travel and choose to make transit part of their daily lifestyle. There is little difference in income distribution between bus and Trolley riders.

Figure 22: 2015 Household Income Comparison



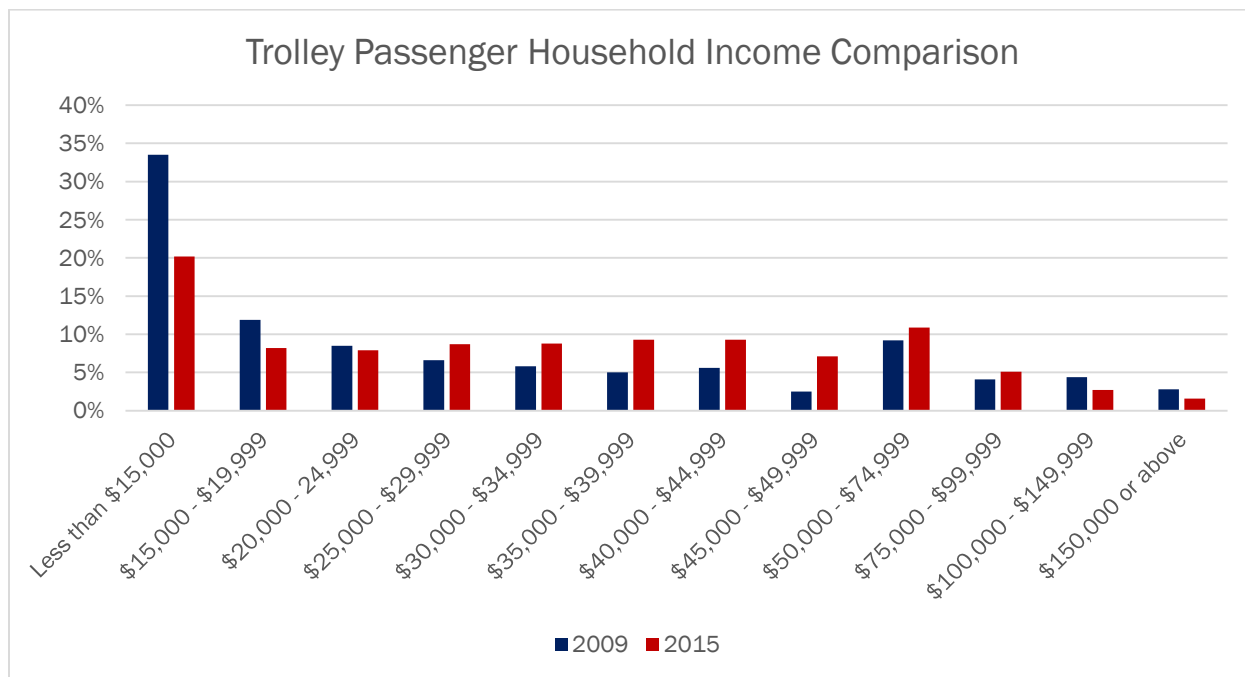
Source: SANDAG On-Board Survey 2015

Figure 23: 2009-2015 Bus Passenger Household Income Comparison



Source: SANDAG On-Board Survey 2015

Figure 24: 2009-2015 Bus Passenger Household Income Comparison



Source: SANDAG On-Board Survey 2015

Future “Urban Centers”

SANDAG’s Smart Growth Concept Map locates existing, planned, and potential smart growth areas within San Diego County. SANDAG identified ten areas as “urban centers” which reflect the projections in Series 13. SANDAG defines urban centers as subregional business, civic, commercial, and cultural centers that draw people from throughout the region. These areas include medium to high levels of employment and mid- and high-rise residential, office, and commercial buildings.⁶ SANDAG’s “urban center” designation includes minimum residential and employment targets of 40 dwelling units per acre and 50 employees per acre, and minimum transit service characteristics that include Trolley, SPRINTER, or Rapid service. Appendix J includes additional designations of smart growth place types. The ten identified urban centers include locations in Chula Vista, El Cajon, La Mesa, National City, Barrio Logan, Navajo/Grantville, University City, and Uptown.

For these urban centers to realize sustainable mobility greenhouse gas goals, spontaneous lifestyle transit will be needed for both local and regional travel.

CHULA VISTA

Chula Vista is the second largest city within MTS’s service area. Through 2050, Chula Vista’s population is expected to increase by nearly 40 percent. By 2020, the city will expand by 15 percent, adding over 37,000 people. Employment in Chula Vista is projected to increase by 27 percent through 2020 and up to 75 percent by 2050. SANDAG identified two significant urban centers within Chula Vista, the northwest urban core and eastern urban center. The northwest urban core is bounded by two existing Trolley stations, while the eastern urban center will soon be served by the South Bay BRT. The City of Chula Vista’s updated General Plan has identified these locations as transit focus areas for intensive, mixed-use development.

EL CAJON

Through 2050, El Cajon’s population is expected to increase by 15 percent, adding a total of 15,000 people. El Cajon is currently the third largest city in the area and is projected to maintain

⁶ Spontaneous-use lifestyle transit service is required for these urban centers to be truly successful as smart growth centers with sustainable development. In areas with spontaneous-use transit service, riders do not need to plan their trip, they can simply walk out and catch the next bus. This begins to happen at frequency levels of 15 minutes, and is more successful at frequencies of 12 minutes or better. With high frequency service, residents are able to make transit use part of their daily lifestyle, using it for live-work-play mobility.

this ranking behind the City of San Diego and Chula Vista. El Cajon's employment is projected to increase by 30 percent by 2050, adding over 10,000 jobs. The City of El Cajon has identified the area surrounding the El Cajon Transit Center as a target for development and higher density housing, making downtown El Cajon a significant urban center for smart growth. Much of the area is currently undergoing redevelopment, and San Diego Forward includes plans for increased rapid service and high-frequency local bus routes.

LA MESA

Population growth in La Mesa is anticipated to expand at a rate of 34 percent through 2050. Employment in the area is expected to grow by 45 percent. This growth will add nearly 20,000 people and 11,000 jobs by 2050. SANDAG's designated urban center within La Mesa is centered around the Grossmont Trolley Station, a transit-oriented development with commercial space and 527 residential units.

NATIONAL CITY

National City's population is expected to expand by 44 percent by 2050, while employment is projected to grow by 46 percent. Downtown National City has been identified as a smart growth area, with an anticipated 4,000 new dwelling units. This area is within walking distance of the 8th Street Trolley Station and has several routes that operate with 12-15 or 30-minute frequency along National City Boulevard and 8th Street.

BARRIO LOGAN

Barrio Logan currently has a small population and is expected to grow by 170 percent by 2050, adding approximately 9,000 people. SANDAG forecasts employment will grow by 41 percent, adding 4,000 jobs. This area is particularly significant due to its proximity to downtown San Diego. The Barrio Logan Community Plan has designated this area for mixed-use development and is currently served by the Blue Line and high-frequency local bus routes.

NAVAJO/GRANTVILLE

The Navajo area is expected to grow by 45 percent, adding nearly 20,000 people. Employment in Navajo will increase by 23 percent, adding 4,000 jobs. Much of the growth in this community is expected to occur in Grantville, which encompasses part of the Navajo, Tierrasanta, and College Area communities. The Navajo Community Plan designates this area for industrial, commercial, mixed-use, and multi-family uses. The area is currently served by the Grantville Trolley Station and frequent local bus. San Diego Forward cites high frequency local bus and potential Purple Line Trolley extensions to be phased in by 2050.

UNIVERSITY CITY

University City is currently a major employment hub and has a large student population surrounding UCSD. The community population is expected to grow by 12 percent, with an

anticipated 30 percent increase in employment. This will add approximately 7,000 residents and 26,000 jobs. Among the projected employment increases, University City ranks the highest in terms of number of jobs, followed by Chula Vista and Kearny Mesa. SANDAG designates the area just east of UCSD's campus as an urban center due to high development pressure and the location of the future Mid-Coast Trolley. The University City Community Plan designates this area for regional and neighborhood commercial, institutional, scientific research, and high- and medium-high density residential. Two recently approved projects include an additional 750,000 square feet of commercial and 800 residential units. Developments on the horizon include 340,000 square feet of office use and a proposed 472 residential units near UTC.

UPTOWN

Uptown is expected to increase in population by 51 percent, adding approximately 20,000 residents. Employment will grow by 25 percent, adding nearly 8,000 jobs. The Uptown CPA includes the Hillcrest, Mission Hills, and University Heights neighborhoods. SANDAG designates a central part of the Uptown community as an urban center, with two mixed-use transit corridors feeding into the area. The Uptown Community Plan designates this area for mixed-use, multi-family residential, commercial, and medium- to high-density residential. The area is currently served by existing high-frequency local bus and rapid services.

Future Development

Planned developments are relevant not only for identifying future population concentrations and trip generators, but also indicate where construction detours and delays may occur and opportunities to improve transit infrastructure may be possible. According to MTS's *2015 Customer Satisfaction Survey*, fixed route bus ridership decreased slightly, in part due to construction delays on major routes. Table 4 provides an overview of San Diego developments that may impact MTS service in the near future.

STREET DESIGN

Vision Zero and the University Avenue Mobility Project (UAMP) are two street design efforts within MTS territory. San Diego's City Council voted to adopt Vision Zero in October 2015, which aims to reduce traffic deaths in San Diego to zero by 2025. The Vision Zero strategy will implement techniques to slow vehicle speeds and prioritize bike and pedestrian safety. Vision Zero has identified eight major corridors within the city that include Fifth Avenue, Broadway, El Cajon Boulevard, Euclid Avenue, Garnet Avenue, Imperial Avenue, Market Street, and University Avenue. According to Circulate San Diego's analysis of SANDAG's Series 13 forecast, the half-mile areas surrounding these eight corridors will see a 51 percent growth in overall population by 2030. These corridors will also contain 61 percent of expected growth in the City of San Diego and 25 percent of all growth in the county.

The UAMP proposes several multi-modal improvements along approximately 16 blocks of University Avenue between Florida Street and Boundary Street. The project cites improvements such as enhanced pedestrian crossings, curb extensions and pop outs, turn pockets, transit-only lanes, and transit stop consolidation. These improvements will greatly improve bus operations, increasing speed and reliability while reducing dwell time; making transit a more competitive choice for community and regional travel.

These complete streets strategies ultimately aim to provide a more pedestrian and transit-friendly environment. There are a significant number of MTS bus routes that operate along these designated corridors and may be impacted by this redesign. With the implementation of these traffic calming strategies, overall vehicle speed will be decreased. This will allow pedestrians to access transit facilities without having to contend with speeding vehicles or streets that are dangerous or difficult to cross. Through the UAMP, MTS buses will be allocated

Complete Streets need to make transit a more competitive choice for community and regional travel by improving the customer access, wait, and travel experience through reduced delay and increased reliability.

space to be shared with bicycles outside general traffic lanes along a significant portion of University Avenue. While decreased vehicle speeds may positively influence the pedestrian experience, it also has the potential to slow bus service through shared lanes with cyclists. Slower speeds will increase agency operating costs and add travel time, negatively impacting the passenger experience. Having to share lanes with buses will also reduce bicyclist comfort.

AREA PLANS

The East Village IDEA District, El Cajon Transit District, and Chula Vista Bayfront are larger plans for significant hotspots around San Diego. These projects encompass larger tracts of land and feature several long-term plans for increasing mixed-use development in the area. The IDEA District is an urban initiative aimed at establishing a design and technology innovation hub with over 13,000 jobs spanning 35 blocks in San Diego's Upper East Village. This initiative's first phase includes a mixed-use city block with 292 housing units, office space, retail, and restaurants. The IDEA district is located adjacent to the Blue and Orange Trolley lines running along Park Blvd.

Other area plans such as the El Cajon Transit District Specific Plan and Chula Vista Bayfront Master Plan are also located adjacent to MTS Trolley service. The El Cajon Transit District Specific Plan project will result in a General Plan amendment and thus does not currently have any specific planned developments. The amendment aims to facilitate smart growth development and mobility improvements. The proposed Chula Vista Bayfront master plan

includes an eighteen-acre park, commercial recreation development, 1,000 hotel units, 1,500 residential units, retail, and mixed-use commercial and office space.

In addition to the redevelopment of the Chula Vista Bayfront, the Port of San Diego has chosen a dual developer team to undertake the redevelopment of Harbor Island. The area plan is pending approval from the California Coastal Commission. If approved, the previous rental car parking lot would be redeveloped to include several hotels totaling approximately 1,500 rooms, marinas, shops, restaurants, office space, and recreational facilities and open space.

INTERNATIONAL TRAVEL FACILITIES

Other major developments on the horizon include Otay Mesa East and the redevelopment of San Diego International Airport's Terminal 1 and parking facilities. The Airport Development Plan identifies improvements to meet demand through 2035, when projected air operations levels are expected to reach capacity on the airport's single runway.

The Port of Entry (POE) at Otay Mesa East is currently under development, and the first phase of the project is open to vehicle traffic on State Route 11. The project will establish toll roads that lead directly to the new POE. The construction of the new POE itself is the third segment of the project and the extent of its pedestrian crossing facilities is unknown. Otay Mesa East will likely divert commercial and personal vehicle traffic from Otay Mesa, rather than pedestrian traffic.

Table 5: Public Development and Area Plans

PUBLIC DEVELOPMENTS AND AREA PLANS			
PROJECT	LOCATION	PHASING	AFFECTED ROUTES
Vision Zero	8 main corridors within the City of San Diego	Includes a series of projects through 2025	1, 2, 3, 4, 5, 7, 9, 10, 11, 13, 27, 30, 50, 110, 120, 150, 215, 235, 280, 290, 901, 923, 955, 992
University Ave Mobility	North Park along University Avenue between Florida and I-805	Completion expected late 2018	7, 10
East Village IDEA District	35 city blocks in San Diego's Upper East Village Neighborhood	Multiple developments over 12 years	2, 3, 4, 5, 235
El Cajon Transit District	Downtown El Cajon bounded by I-8, Main, and El Cajon Blvd	No currently planned projects	815, 816, 833, 848, 871/872, 874/875
Chula Vista Bayfront	Chula Vista	Four-phase plan over 24 years	-

Harbor Island	East Harbor Island off Harbor Drive	Project in development	923, 992
Otay Mesa East	5 miles east of Otay Mesa Port of Entry	Second phase to be completed late 2016	-
SD Int'l Airport Parking Structure	Harbor Drive	Completion expected summer 2018	923, 992
SD Int'l Airport Terminal 1 Redevelopment	Harbor Drive	Review and planning process to be complete in spring 2017	923, 992

Source: MTS List of Planned Developments, MTS System Map

PRIVATE DEVELOPMENT

Several large mixed-use developments are currently in the planning process or under construction. They are located throughout the service area, including downtown San Diego, Mission Valley, Carmel Valley, and Chula Vista. These mixed-use projects vary from hotels and business centers to apartment complexes and parks.

Liberty Station, while mostly built-out in the last ten years, will add three hotels to the existing area for a total of 650 units. Downtown's Pacific Gateway will add offices, retail space, a museum, park, and 1,390 hotel rooms.

Chula Vista's Millenia and Mission Valley's Riverwalk will be built out over the next twenty years. Millenia is a mixed-use development that spans 210 acres and will ultimately include 3,000 homes and apartment units. Millenia's first apartment building is open for occupants, which will be accompanied by business, retail, and civic districts. Millenia, and Chula Vista in general, could prove a significant epicenter for the San Diego-Tijuana mega region.

Riverwalk (aka Levi-Cushman Master Plan) will ultimately replace Mission Valley's Riverwalk Golf Club with up to 4,000 residential units, offices, and hotels. Riverwalk, plus five other significant projects in the area will add a total of 10,600 new units to Mission Valley in the coming years. These projects include Civita, Town and Country, Camino Del Rio, the Union-Tribune project, and Hazard Center.

One Paseo will add 608 apartment and condominiums to Carmel Valley, a largely suburban neighborhood. The project will also include space for offices and retail. The project is adjacent to Del Mar Highlands Town Center and is not currently served by transit.

AFFORDABLE HOUSING

In the recent November 2016 election, San Diego voters approved Measure M, which increased the maximum number of affordable housing units the City and public agencies such as the San Diego Housing Commission are allowed to help develop, construct, or acquire. The measure increased the maximum number of units by 38,680, from the previous limit of 3,247. While the measure does not guarantee these affordable units will be built, there are several affordable housing projects on the horizon. Given that mobility is the number one factor in persons escaping poverty,⁷ the need to locate affordable housing near not

It is critical that affordable housing developments be located not just near a transit stop, but a stop with convenient, frequent access into the overall transit network.

⁷ Chetty, Raj and Nathaniel Hendren, *The Impacts of Neighborhoods on Intergenerational Mobility: Childhood Exposure Effects and County-Level Estimates*. Harvard University, 2015.

just transit, but within a one-quarter mile (5-minute walk) of the frequent transit network cannot be overstated. The alternative of dragging transit to off-network locations is very expensive⁸ and ineffective in addition to resulting in long travel times for passengers. For the most part, service area cities and the county are doing a good job of locating affordable housing to take advantage of the MTS frequent transit network and in many cases locating adjacent to Trolley stations.

National City's Paradise Creek is an affordable housing development projected to open by the end of 2016. The 201-unit complex is located approximately one-quarter mile from the 24th Street Transit Center, served by the Blue Line Trolley. The recently approved Cornerstone Place development in El Cajon will provide 70 units of affordable housing. This complex has access to several bus routes within one-quarter mile that operate between 30 and 60 minute frequencies. The El Cajon Transit Center, which offers more frequent bus and Trolley service, is located less than a mile away.

The Jacobs Center for Neighborhood Innovation has long been involved in the "Diamond neighborhoods" in Southeastern San Diego, which include the communities of Chollas View, Emerald Hills, Lincoln Park, Mountain View, Mount Hope, North Encanto, Oak Park, South Encanto, Valencia Park, and Webster. Previous developments in the area include Market Creek Plaza, Chollas Creek Park, and most recently the Trolley Park Terrace, which includes 52 units of affordable housing directly adjacent to the Euclid Transit Center. Currently, the Jacobs Center is working on the Euclid Market + Complete Streets project, which will focus solely on the area surrounding the Euclid Transit Center. Nearby, Affirmed Housing's recently approved affordable housing development at Euclid and Hilltop will provide 84 units located one third of a mile from the Euclid Transit Center.

A new mixed-income development in North Park will include 118 market-rate units and 76 affordable senior apartments near El Cajon Boulevard. Downtown's Atmosphere development will open in 2017 and features 205 affordable housing units. Fifty-one of these units will provide supportive housing for homeless adults and seniors.

⁸ The net cost of operating one fixed route bus to serve the off-network location for one year is between \$250,000 and \$500,000 depending upon farebox revenue and other factors – this cost becomes even more daunting when factored over the 20-year (or more) life of an affordable housing development. The additional transit cost to locate on the existing frequent network is most likely \$0 or a net revenue generator by filling available seats.

Table 6: Private Development

PRIVATE DEVELOPMENT			
PROJECT	LOCATION(S)	PHASING	AFFECTED ROUTES
Pacific Gateway	Downtown bounded by Broadway, Pacific Highway, and Harbor	First phase completed by 2019	923, 992
Riverwalk	Mission Valley at Riverwalk Golf Club	Three-phase plan over 20 years	6, 20, 25, 41, 88, 120, 928
One Paseo	Carmel Valley at Del Mar Heights Road and El Camino Real	First phase completed by 2019	-
Liberty Station	Downtown bounded by Rosecrans, Nimitz and Barnett	Current phase completion by late 2018	28, 923
Millenia	Eastlake bounded by 125, Birch, Hunte, and Eastlake Parkway	First phase open for occupants	703, 709, South Bay Rapid
Kaiser Hospital	Kearny Mesa at Ruffin and Clairemont Mesa	Opening in 2017	20, 25, 235, 928
Jacobs Center Redevelopment	Southeastern San Diego at Euclid & Market	Affordable housing complex opened in Oct 2016, complete streets construction is ongoing	3, 4, 5, 13, 60, 916/917, 955
Euclid & Hilltop	Southeastern San Diego at Euclid & Market	Approved 2016	916, 917, 955
Cornerstone Place	El Cajon at Douglas & Sunshine	Approved 2015	815, 816, 872, 888, 894
Paradise Creek	National City at Hoover & W 21st	Opening late 2016	-
North Park Senior Apartments	North Park at Texas and Howard near El Cajon Blvd	Opening late 2017	1, 6, 215
Atmosphere	Downtown at Fourth and Beech	Opening 2017	3, 120

Source: MTS List of Planned Developments, MTS System Map

Key Findings

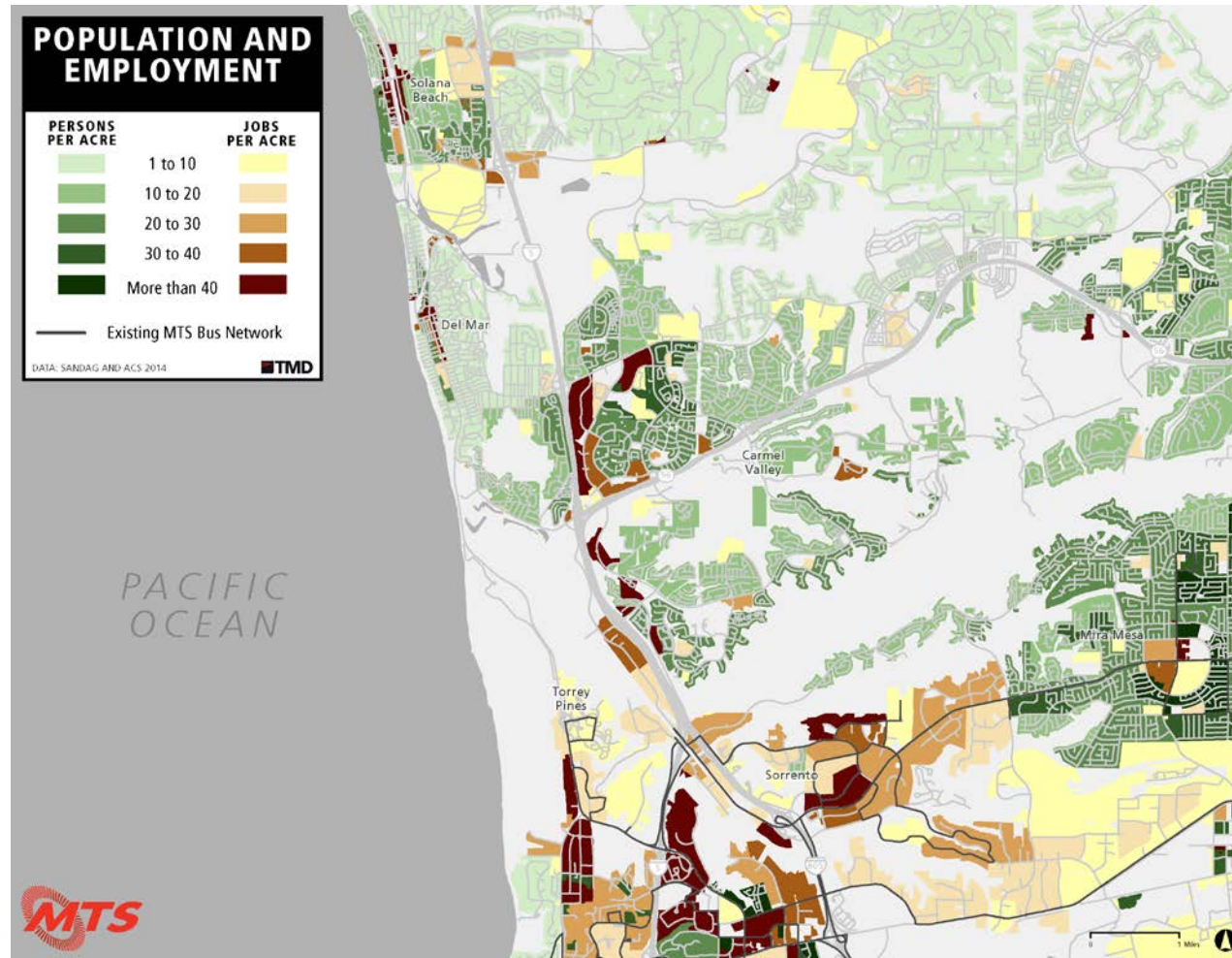
San Diego will experience significant growth in the coming years, specifically in the MTS service area. This growth will impact the type of rider who uses transit, as well as how potential riders are able to access it. MTS service will need to reflect and react to the changing development patterns. For the region to absorb this growth in population and jobs without deterioration in San Diego's quality of life and further congestion transit will need to play an increasing role in mobility as outlined in SANDAG's *San Diego Forward: The Regional Plan*. MTS should consider starting to implement these strategies within its limited current funding as part of the TOP.

San Diego's population is expected to age significantly in the next few decades, with the senior population accounting for 20 percent of total population in 2050. This segment of the population will likely age in place, a popular trend among the current senior population, leading to a dispersed senior population that is difficult to serve. The TOP refinement of the current transit network and service tiers should consider the senior customer experience in order to mainstream senior mobility where cost-effective.

A significant part of the MTS service area is characterized by largely suburban development outside of the urban core with pockets of denser development in key areas. Employment and population are largely segmented, with overlap only in certain communities such as downtown San Diego, University City, and Chula Vista. As a result, employees tend to commute out of the community where they live to a neighboring community in which they work.

SANDAG's projections show that future growth in the region will trend towards denser, compact development and away from further suburban sprawl. The encouragement of smart growth concepts will allow for denser communities and more opportunities for transit-oriented development. Specific areas that are expected to grow significantly include areas of Downtown, Chula Vista, Mission Valley, and University City. Transit's role in mobility will continue to grow with concentrated, mixed-use development.

Appendix A: Carmel Valley Population and Employment Map



Appendix B: Series 13 Population Growth Forecast

POPULATION GROWTH				
JURISDICTION	2012	2020	2035	2050
Barrio Logan	4,792	5,371	9,493	12,948
Carmel Valley	34,814	35,977	36,488	36,315
Chula Vista	249,382	287,173	326,625	345,586
City Heights	75,252	78,416	86,003	100,237
Clairemont Mesa	78,462	81,498	86,765	94,965
College Area	20,735	25,437	48,012	49,089
Coronado	23,187	23,634	24,165	24,219
Downtown	32,326	37,479	55,470	61,611
El Cajon	100,562	102,761	109,383	115,465
Encanto	47,706	52,961	59,488	63,881
Escondido	146,089	165,214	172,892	173,625
Golden Hill	15,954	16,980	20,095	21,492
Imperial Beach	26,609	27,506	30,369	31,691
Kearny Mesa	5,711	7,781	8,280	8,235
Kensington-Talmadge	13,971	14,905	18,307	18,574
La Jolla	30,000	31,356	35,965	37,053
La Mesa	58,296	61,102	70,252	77,881
Lemon Grove	25,603	26,884	28,673	30,903
Linda Vista	31,813	35,050	39,480	49,276
Midway	4,672	4,751	10,452	12,805
Mira Mesa	73,230	90,338	103,999	103,685
Mission Beach	4,574	4,939	5,709	5,621
Mission Valley	19,038	24,894	34,282	36,640

POPULATION GROWTH				
JURISDICTION	2012	2020	2035	2050
National City	58,967	62,342	73,329	85,121
Navajo	48,827	55,296	68,707	70,848
Normal Heights	15,926	16,675	18,519	19,251
North Park	46,106	48,114	52,072	61,015
Ocean Beach	13,651	14,054	15,431	16,405
Old Town	834	843	778	996
Otay Mesa	15,323	27,715	57,112	61,411
Pacific Beach	40,670	43,247	49,053	53,175
Poway	48,382	50,026	53,062	53,149
Tierrasanta	30,594	31,250	31,394	31,277
Torrey Highlands	7,402	10,157	10,255	10,339
Torrey Hills	7,179	8,459	8,497	8,430
Torrey Pines	6,647	6,800	7,081	7,457
University City	68,092	74,186	75,842	75,926
Uptown	37,855	39,810	49,807	57,072

Appendix C: Series 13 Employment Growth Projections

EMPLOYMENT GROWTH				
JURISDICTION	2012	2020	2035	2050
Barrio Logan	9,293	11,206	12,093	13,134
Carmel Valley	14,723	16,318	16,930	17,298
Chula Vista	65,340	82,953	99,599	114,550
City Heights	8,574	9,132	9,997	11,903

EMPLOYMENT GROWTH				
JURISDICTION	2012	2020	2035	2050
Clairemont Mesa	19,592	21,171	23,023	24,622
College Area	14,539	15,487	16,969	17,363
Coronado	12,377	12,377	12,515	12,536
Downtown	67,290	76,503	85,464	99,372
El Cajon	38,393	41,410	45,201	49,825
Encanto	4,158	4,726	4,857	4,890
Escondido	48,874	53,528	57,762	59,111
Golden Hill	1,806	1,973	2,122	2,183
Imperial Beach	3,665	4,555	4,839	4,857
Kearny Mesa	88,830	97,612	103,844	106,197
Kensington-Talmadge	1,615	1,764	1,922	1,952
La Jolla	14,775	15,673	15,912	16,207
La Mesa	25,233	28,673	33,309	36,552
Lemon Grove	6,774	7,320	8,033	8,656
Linda Vista	14,086	15,643	16,910	17,960
Midway	15,223	16,778	17,866	18,100
Mira Mesa	75,275	83,882	87,944	93,095
Mission Beach	2,108	2,113	2,135	2,135
Mission Valley	45,197	53,673	57,826	59,447
National City	27,373	30,287	32,817	39,839
Navajo	17,811	19,602	21,142	21,972
Normal Heights	1,663	1,746	1,898	2,034
North Park	7,108	8,069	9,047	11,444
Ocean Beach	2,525	2,774	3,020	3,348
Old Town	5,108	5,354	5,758	5,758

EMPLOYMENT GROWTH				
JURISDICTION	2012	2020	2035	2050
Otay Mesa	14,007	17,817	22,559	34,368
Pacific Beach	12,210	13,008	13,880	14,698
Poway	30,851	34,010	35,708	37,173
Tierrasanta	2,980	3,343	3,697	4,313
Torrey Highlands	2,388	2,989	4,235	4,238
Torrey Hills	3,883	4,100	4,269	4,269
Torrey Pines	11,437	11,724	12,891	13,730
University City	89,637	98,137	105,636	116,117
Uptown	29,695	32,607	34,974	37,147

Appendix D: Employment to Population Ratios by Jurisdiction

EMPLOYMENT TO POPULATION RATIOS				
JURISDICTION	2012	2020	2035	2050
Barrio Logan	194%	209%	127%	101%
Carmel Valley	42%	45%	46%	48%
Chula Vista	26%	29%	30%	33%
City Heights	11%	12%	12%	12%
Clairemont Mesa	25%	26%	27%	26%
College Area	70%	61%	35%	35%
Coronado	53%	52%	52%	52%
Downtown	208%	204%	154%	161%
El Cajon	38%	40%	41%	43%
Encanto	9%	9%	8%	8%
Escondido	33%	32%	33%	34%

EMPLOYMENT TO POPULATION RATIOS				
JURISDICTION	2012	2020	2035	2050
Golden Hill	11%	12%	11%	10%
Imperial Beach	14%	17%	16%	15%
Kearny Mesa	1555%	1254%	1254%	1290%
Kensington-Talmadge	12%	12%	10%	11%
La Jolla	49%	50%	44%	44%
La Mesa	43%	47%	47%	47%
Lemon Grove	26%	27%	28%	28%
Linda Vista	44%	45%	43%	36%
Midway	326%	353%	171%	141%
Mira Mesa	103%	93%	85%	90%
Mission Beach	46%	43%	37%	38%
Mission Valley	237%	216%	169%	162%
National City	46%	49%	45%	47%
Navajo	36%	35%	31%	31%
Normal Heights	10%	10%	10%	11%
North Park	15%	17%	17%	19%
Ocean Beach	18%	20%	20%	20%
Old Town	612%	635%	740%	578%
Otay Mesa	91%	64%	39%	56%
Pacific Beach	30%	30%	28%	28%
Poway	64%	68%	67%	70%
Tierrasanta	10%	11%	12%	14%
Torrey Highlands	32%	29%	41%	41%
Torrey Hills	54%	48%	50%	51%
Torrey Pines	172%	172%	182%	184%

EMPLOYMENT TO POPULATION RATIOS				
JURISDICTION	2012	2020	2035	2050
University City	132%	132%	139%	153%
Uptown	78%	82%	70%	65%

Appendix E: Growth in Senior Population 2012-2025 by Jurisdiction

SENIOR POPULATION GROWTH (AGE 60+)					
JURISDICTION	2012 SENIOR POPULATION	2025 SENIOR POPULATION	2012-2025 SENIOR GROWTH	2012-2025 JURISDICTION GROWTH	PERCENT OF 2025 POPULATION
Chula Vista	37,040	64,320	74%	27%	20%
Coronado	4,802	6,397	33%	3%	27%
El Cajon	16,915	22,816	35%	4%	22%
Escondido	22,738	32,194	42%	17%	19%
Imperial Beach	4,080	6,384	56%	8%	22%
La Mesa	11,577	15,976	38%	6%	26%
Lemon Grove	4,347	6,244	44%	7%	23%
National City	8,531	12,724	49%	9%	20%
Poway	9,618	13,958	45%	6%	27%
San Diego	209,756	322,814	54%	15%	21%
Santee	9,668	14,959	55%	13%	24%
Total	339,072	518,786	53%	15%	21%

Source: SANDAG Series 13 Forecast

Appendix F: Senior Population Growth 2012-2025 in Top 16 CPAs

TOP 16 COMMUNITIES IN SENIOR POPULATION GROWTH (AGES 60+)					
COMMUNITY PLANNING AREA	2012 SENIOR POPULATION	2025 SENIOR POPULATION	2012-2025 PERCENT CHANGE	2012-2025 CPA GROWTH ⁹	SEGMENT OF 2025 POPULATION ¹⁰
Clairemont Mesa	16,166	22,618	40%	6%	27%
Downtown	5,919	11,172	89%	41%	25%
Encanto	6,383	10,697	68%	15%	20%
La Jolla	10,368	14,603	41%	9%	45%
Lakeside	14,191	23,873	68%	21%	27%
Mira Mesa	11,737	21,474	83%	31%	22%
Navajo	13,389	20,871	56%	20%	36%
Nestor	10,200	16,037	57%	6%	25%
Peninsula	8,181	10,898	33%	7%	26%
Rancho Bernardo	11,302	14,436	28%	3%	35%
Rancho Peñasquitos	7,107	10,480	47%	3%	23%
Skyline-Paradise Hills	11,112	17,184	55%	8%	23%
Spring Valley	10,112	14,982	48%	10%	22%
University	8,479	11,628	37%	10%	16%
Uptown	8,099	12,400	53%	16%	28%
Valle De Oro	9,374	12,914	38%	5%	30%

⁹ Percentage change in total population for each community planning area.

¹⁰ Percentage of seniors aged 60+ out of the total 2025 projected population for each community planning area.

Appendix G: Growth in Senior Population 2012-2025 by CPA

SENIOR POPULATION GROWTH (AGES 60+)					
COMMUNITY	2012	2025	2012-2025 PERCENT CHANGE	2012-2025 CPA GROWTH ¹¹	PERCENTAGE OF 2025 POPULATION ¹²
Barrio Logan	486	829	71%	11%	16%
Carmel Mountain Ranch	1,923	2,813	46%	2%	21%
Carmel Valley	3,897	5,713	47%	4%	16%
City Heights	7,011	9,667	38%	5%	12%
Clairemont Mesa	16,166	22,618	40%	6%	27%
College Area	2,515	5,072	102%	61%	15%
Downtown	5,919	11,172	89%	41%	25%
Eastern Area	5,856	8,040	37%	8%	20%
Encanto	6,383	10,697	68%	15%	20%
Greater Golden Hill	1,762	2,797	59%	10%	16%
Greater North Park	6,312	9,319	48%	7%	19%
Kearny Mesa	848	1,573	85%	41%	19%
Kensington-Talmadge	2,492	3,245	30%	10%	21%
La Jolla	10,368	14,603	41%	9%	45%
Lakeside	14,191	23,873	68%	21%	27%
Linda Vista	4,568	7,192	57%	16%	20%
Midway-Pacific Highway	594	1,535	158%	51%	22%
Mira Mesa	11,737	21,474	83%	31%	22%
Miramar Ranch North	1,322	1,905	44%	2%	15%
Mission Beach	773	937	21%	19%	17%

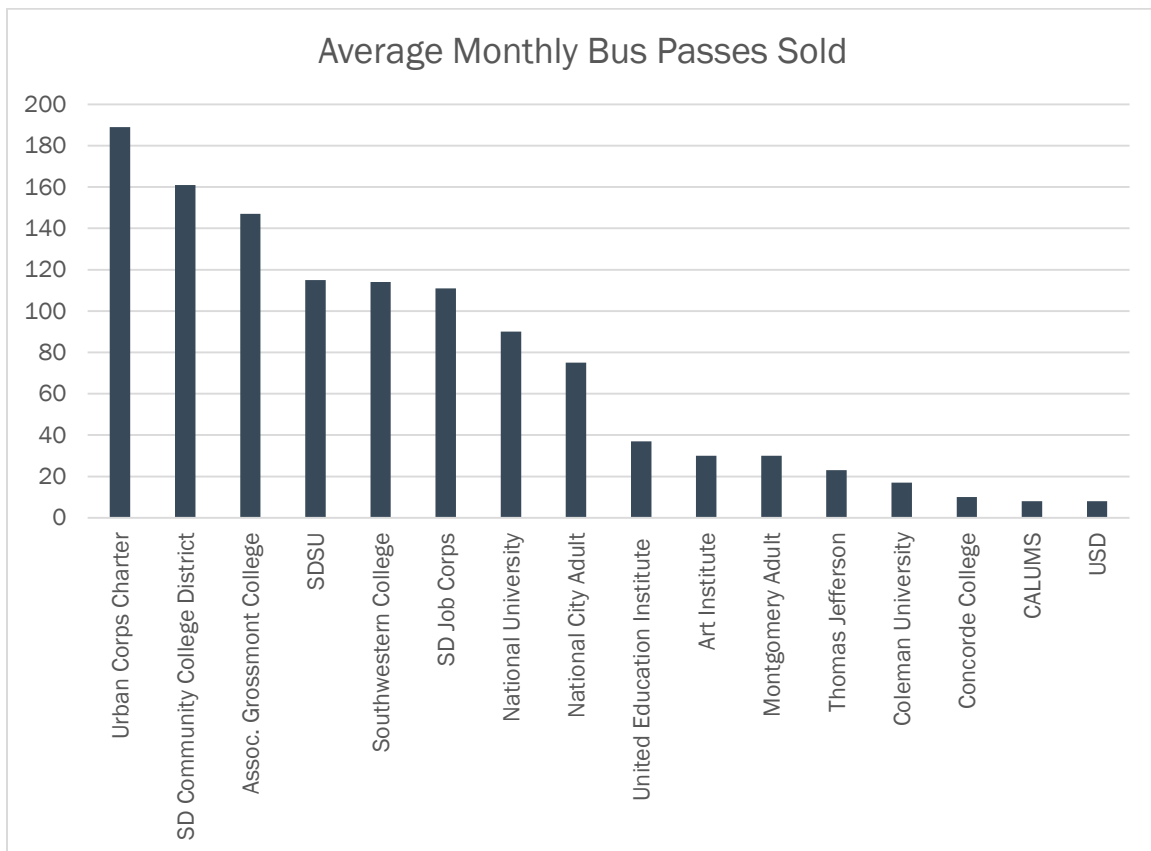
¹¹ Percentage change in total population for each community planning area.

¹² Percentage of seniors aged 60+ out of the total 2025 projected population for each jurisdiction.

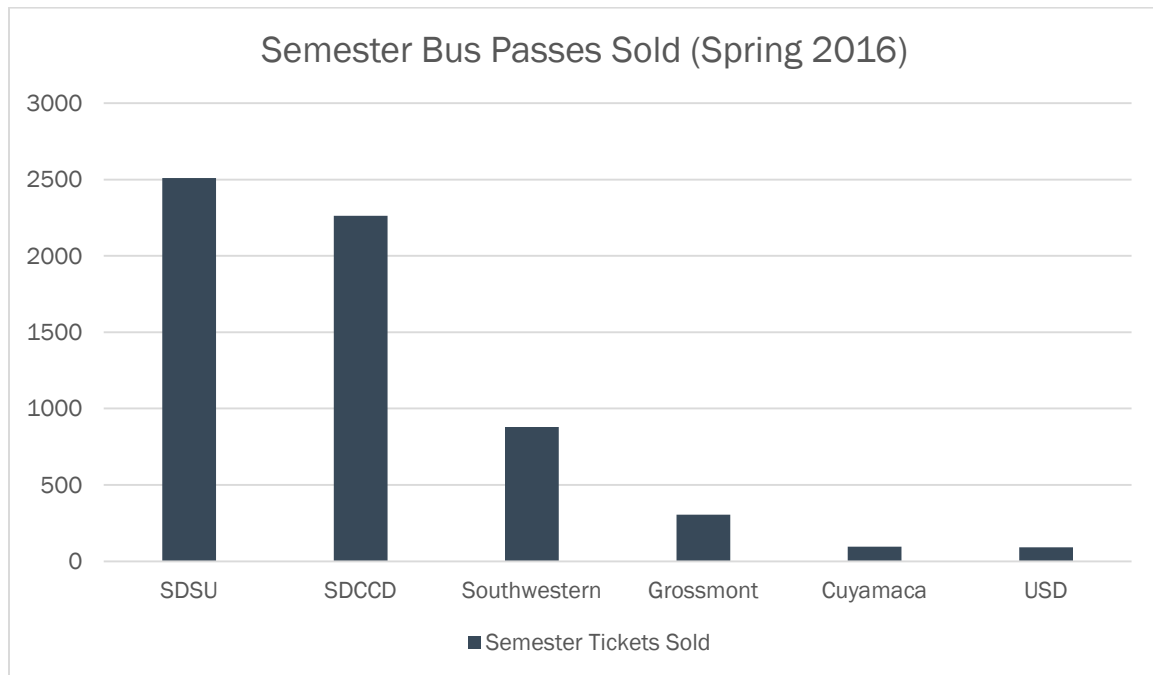
SENIOR POPULATION GROWTH (AGES 60+)					
COMMUNITY	2012	2025	2012-2025 PERCENT CHANGE	2012-2025 CPA GROWTH ¹¹	PERCENTAGE OF 2025 POPULATION ¹²
Mission Valley	2,727	5,771	112%	44%	21%
Mountain Empire	1,943	2,856	47%	11%	31%
Navajo	13,389	20,871	56%	20%	36%
Nestor	10,200	16,037	57%	6%	25%
Normal Heights	1,703	2,086	22%	9%	12%
North Mountain	1,032	1,650	60%	13%	47%
Ocean Beach	1,523	1,957	28%	5%	14%
Otay	522	1,632	213%	113%	13%
Otay Mesa	1,125	4,521	302%	121%	13%
Pacific Beach	5,383	6,546	22%	8%	15%
Pacific Highlands Ranch	642	2,800	336%	188%	18%
Pala-Pauma	1,135	1,952	72%	25%	25%
Peninsula	8,181	10,898	33%	7%	26%
Rancho Bernardo	11,302	14,436	28%	3%	35%
Rancho Peñasquitos	7,107	10,480	47%	3%	23%
Sabre Springs	1,138	1,739	53%	2%	16%
San Dieguito	5,981	8,765	47%	10%	25%
San Ysidro	3,545	5,925	67%	5%	20%
Scripps Miramar Ranch	3,585	5,013	40%	5%	24%
Serra Mesa	3499	5,070	45%	7%	22%
Skyline-Paradise Hills	11,112	17,184	55%	8%	23%
Southeastern San Diego	5,619	8,761	56%	5%	15%
Spring Valley	10,112	14,982	48%	10%	22%
Sweetwater	3,086	4,398	43%	6%	31%

SENIOR POPULATION GROWTH (AGES 60+)					
COMMUNITY	2012	2025	2012-2025 PERCENT CHANGE	2012-2025 CPA GROWTH ¹¹	PERCENTAGE OF 2025 POPULATION ¹²
Tierrasanta	4,327	6,027	39%	2%	19%
Torrey Highlands	913	1,744	91%	38%	17%
Torrey Hills	525	898	71%	18%	11%
Torrey Pines	1,975	2,750	39%	4%	40%
University	8,479	11,628	37%	10%	16%
Uptown	8,099	12,400	53%	16%	28%
Valle De Oro	9,374	12,914	38%	5%	30%

Appendix H: Average Number of Monthly College Student Bus Passes Sold



Appendix I: Semester College Student Bus Passes Sold Spring 2016

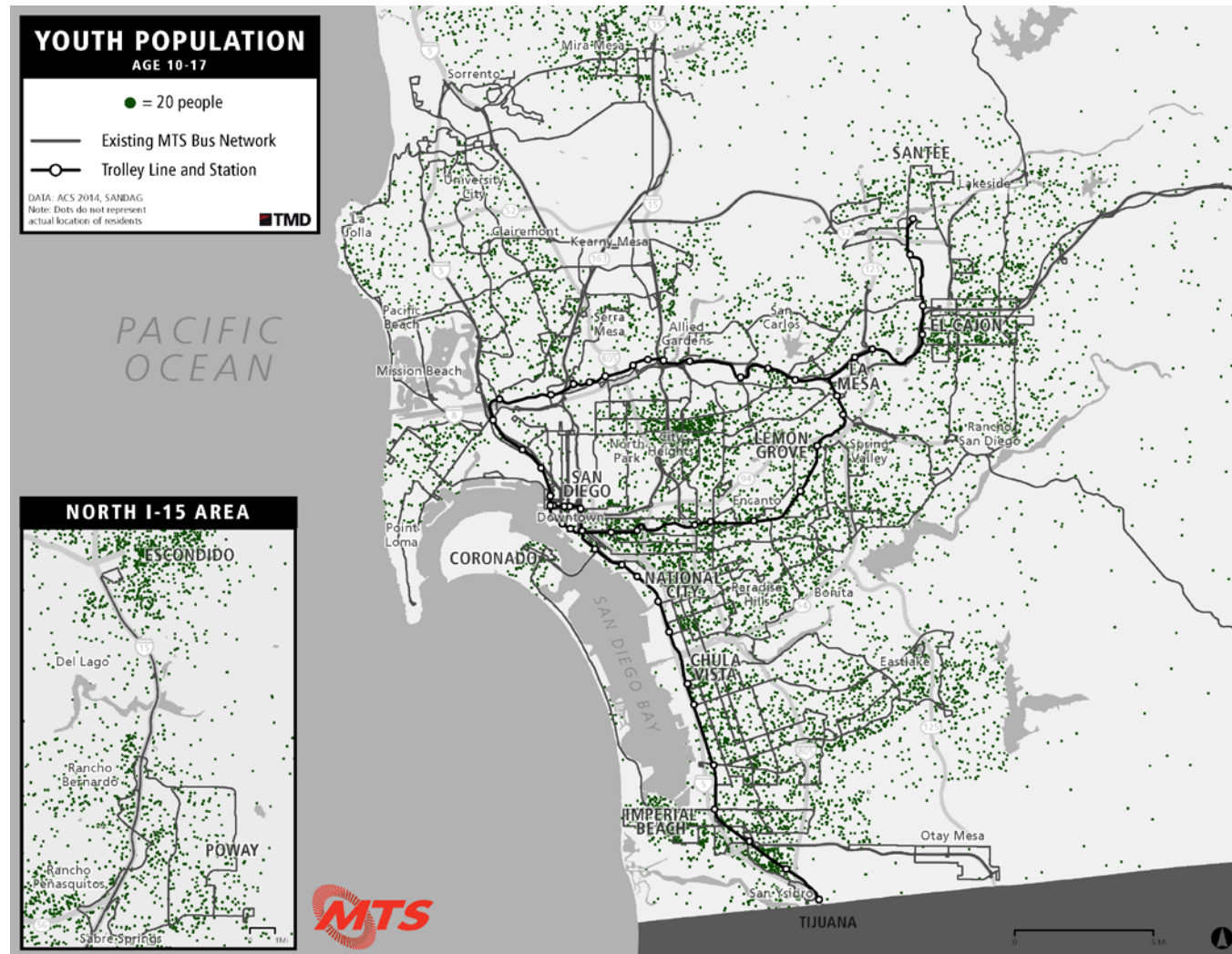


Appendix J: Land Use and Transportation Targets

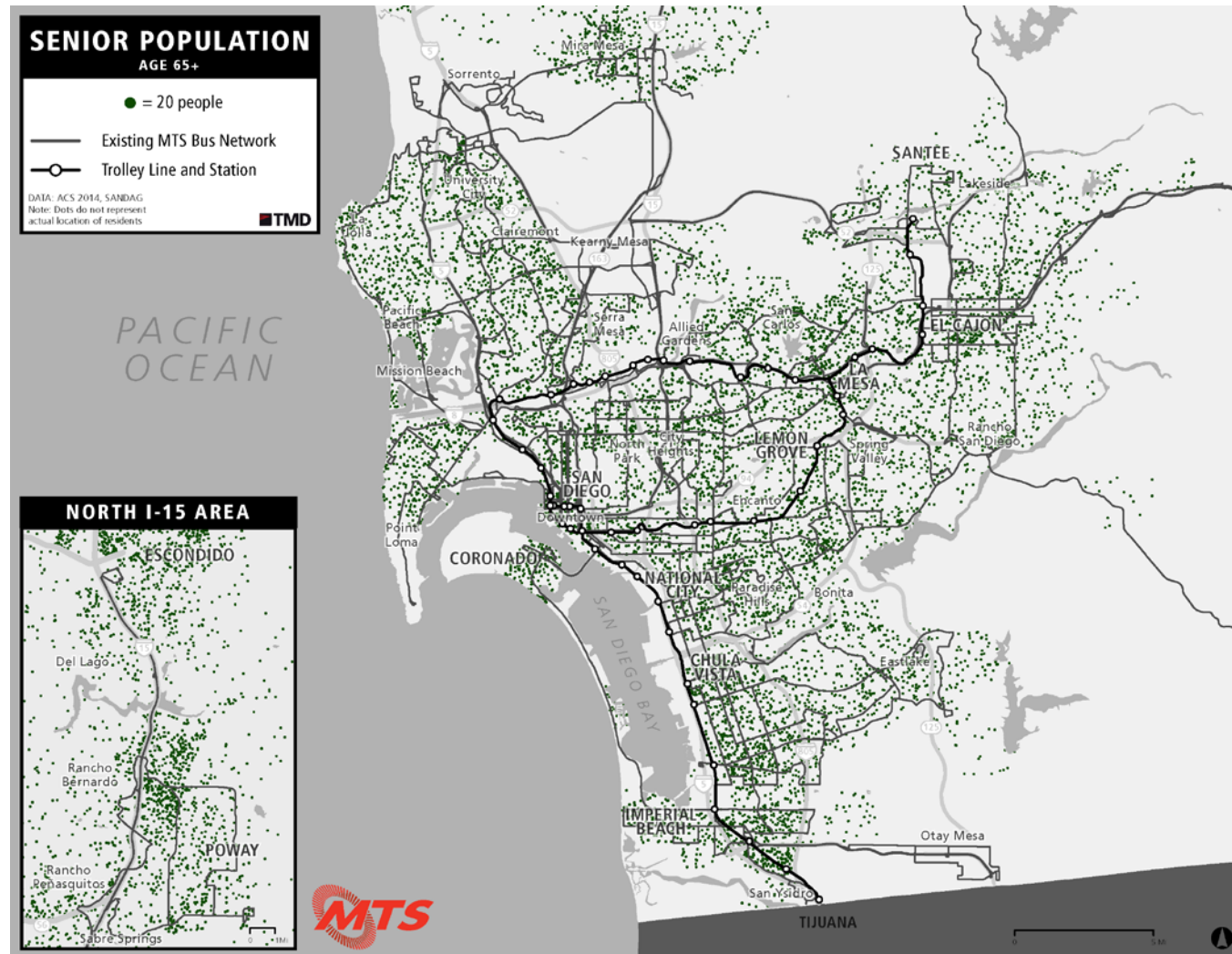
LAND USE AND TRANSPORTATION TARGETS			
SMART GROWTH PLACE TYPE	MINIMUM RESIDENTIAL TARGET	MINIMUM EMPLOYMENT TARGET	MINIMUM TRANSIT SERVICE
Metropolitan Center	75 dwelling units/acre	80 employees/acre	COASTER, AMTRAK, Metrolink, Trolley, SPRINTER, or Rapid Service
Urban Center	40 dwelling units/acre	50 employees/acre	Trolley, SPRINTER, or Rapid Service
Town Center	20 dwelling units/acre	30 employees/acre	Trolley, SPRINTER, Rapid Service, or Streetcar/Shuttle
Community Center	20 dwelling units/acre	N/A	High-Frequency Local

LAND USE AND TRANSPORTATION TARGETS			
SMART GROWTH PLACE TYPE	MINIMUM RESIDENTIAL TARGET	MINIMUM EMPLOYMENT TARGET	MINIMUM TRANSIT SERVICE
			Bus or Streetcar/Shuttle within Urban Area Transit Strategy Boundary
Rural Village	10.9 dwelling units/acre	N/A	N/A
Special Use Center	Optional	45 employees/acre	Trolley, SPRINTER, or Rapid Service
Mixed-Use Transit Corridor	25 dwelling units/acre	N/A	High-Frequency Local Bus or Streetcar/Shuttle

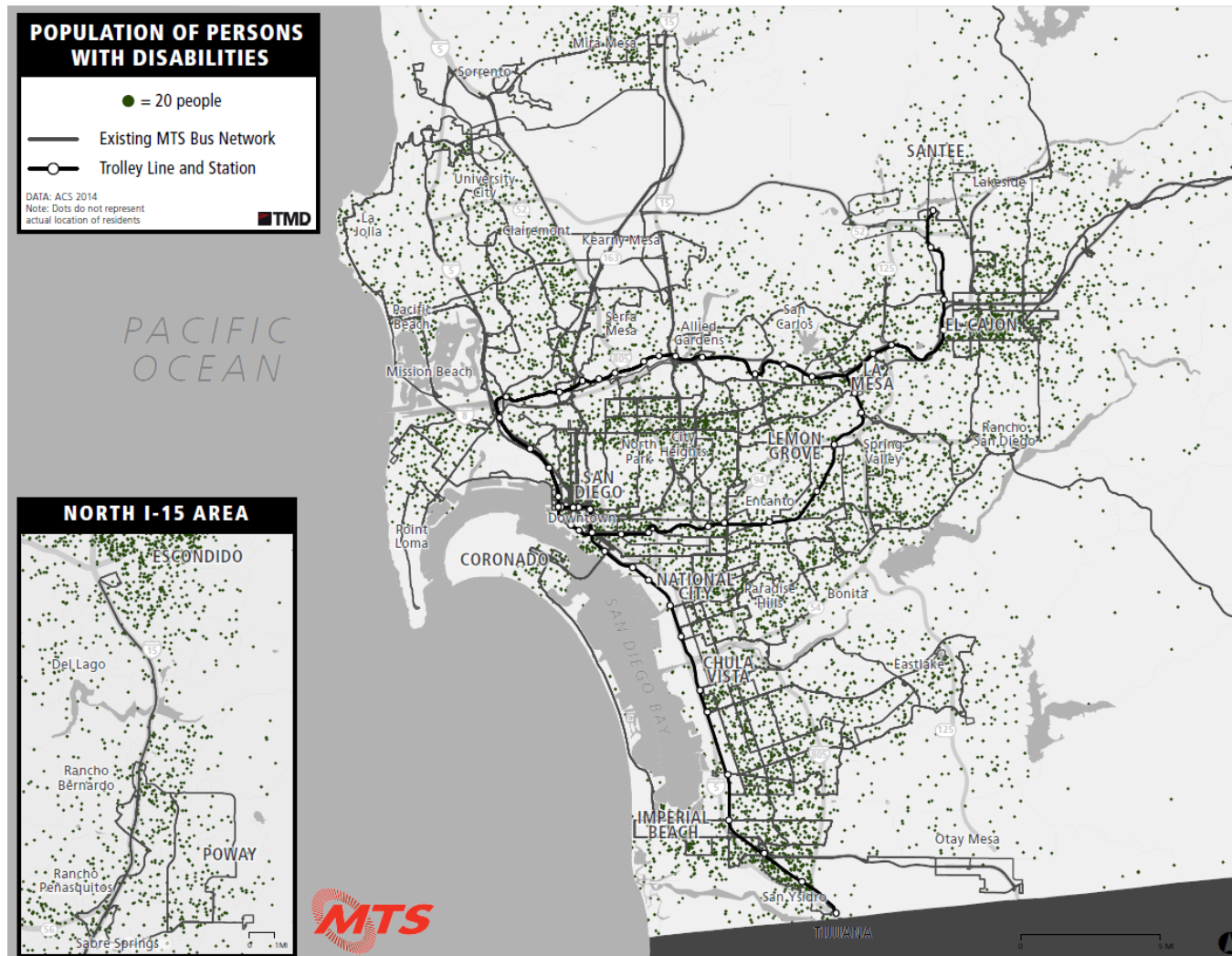
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System and Service Evaluation

January 2017



Prepared by:



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Introduction

The San Diego Metropolitan Transit System (MTS) Transit Optimization Plan is a transit system study aimed at improving the service effectiveness and operational efficiency of current fixed-route services. The plan will recommend system revisions based on an assessment of existing and future market conditions and an evaluation of current transit ridership and service performance. The following system analysis will identify current successes and challenges within the MTS service area and opportunities for effectively utilizing agency resources, increasing transit-mode share, growing ridership, and identifying corridors and areas for improved service.

Since the first MTS system restructuring (Comprehensive Operational Analysis) conducted from 2004-2006, San Diego's population and its travel needs have evolved. The *System and Service Evaluation* provides a comprehensive analysis of MTS services by examining service at the system, service tier, and individual route level. The large and varying service area requires a more in-depth analysis than a system-wide assessment can provide. The MTS system has therefore been divided into service tiers for 'micro' analysis to allow for more detailed service evaluation within the context of the larger system. MTS categorizes six service tiers based on service type in MTS Policy 42:

- **Light Rail (Trolley):** High-frequency service (15 minutes or better during the base weekday) operating on exclusive railroad right-of-way. Serves multiple trip purposes and generally experiences high turnover along the line.
- **Express:** High-speed and commute service geared toward linking major sub-regional residential, employment, and activity centers. Service is generally provided throughout the weekday and possibly on weekends. Operates primarily on freeways and major arterials.
- **Rapid Express:** High-speed, point-to-point service geared towards commute markets. Service provided during the weekday peak periods only and scheduled to meet primary work shift times. May use over-the-road coaches for maximum comfort and highway operations.
- **Rapid:** High-frequency bus service (15 minutes or better during the base weekday) operating in a combination of HOV lanes, mixed-traffic lanes, and/or exclusive right-of-way. Serves multiple trip purposes and generally experiences high turnover along the line. Offers Traffic Signal Priority, enhanced station stops, and "Rapid" or other distinct branding. Service is subsidized by TransNet.
- **Urban Frequent:** High-frequency service (15 minutes or better during the base weekday) primarily operating along major arterials in denser urban areas. Serves multiple trip purposes and generally experiences high turnover along the route. May be

operated as regular (all stops) or limited (stopping only at major transfer points and activity centers).

- **Urban Standard:** Basic transit service with base weekday frequencies generally between 30 and 60 minutes. Operates in less dense urban and suburban areas. Serves multiple trip purposes and provides access to all stops.
- **Circulator:** Neighborhood feeder/distributor to transfer stations or shuttle service to local destinations. Operates on arterials and local streets to provide access to residences, businesses, activity, and transfer centers.
- **Rural:** Lifeline service that provides a link between rural communities and the San Diego urban core. Very limited service levels; generally a few round-trips operating a few days per week given limited demand.

For the *System and Service Evaluation*, some service tiers were consolidated based on fare structure and service type in order to more accurately compare service performance. The service tiers are categorized and consolidated as such:

- **Trolley:** Light rail services including the Blue, Green, and Orange Trolley Lines. Fares are \$2.50 per trip.
- **Freeway Rapid/Express:** Includes Express, Rapid Express, and Rapid Routes 235 and 237. These services are high-speed, limited stop services operating primarily on highways and major arterials. Fares for these services are \$2.50 for Express and Rapid routes and \$5.00 for Rapid Express routes.
- **Arterial Rapid/Urban Frequent:** Includes Urban Frequent routes and Rapid Routes 201/202, 204, and 215. These services are high-frequency, high-turnover routes primarily operating along major arterials in dense urban areas. Fares are \$2.25 per trip.
- **Urban Standard:** Includes all Urban Standard routes operating within the MTS service area. Fares are \$2.25 per trip.
- **Circulator:** Includes all Circulator routes operating within the MTS service area. Fares are \$2.25 per trip, excluding the SVCC Shuttles (Routes 972, 973, 978, 979), which are partially subsidized by NCTD and are free to the public.
- **Rural:** Includes four Rural routes operating primarily in the East and South regions of the MTS service area. Zone boundaries for Rural routes are defined at Alpine, Tecate, and Ramona. Fares are \$5.00 for trips within one zone and \$10 for trips within two zones.

This evaluation identifies key findings with insight into ridership patterns, productivity, and financial effectiveness in the following sections:

- **Service Overview** – Provides context for historical ridership trends, describes the features of the existing transit system, its network structure, and the types of services it provides, and summarizes alternate services offered in San Diego.

- **Existing Fixed-Route Conditions** – Analyzes the existing network structure and ridership patterns by the whole system and by service tier.
- **System Efficiency and Effectiveness** – Analyzes system and route productivity, financial effectiveness, service quality and service availability.
- **Service Evaluation Key Findings** – Summarizes overall key findings from the *System and Service Evaluation*.

Service Overview

The San Diego Metropolitan Transit System (MTS) provides trolley, fixed-route bus, and paratransit services to the greater San Diego area from the U.S.-Mexico Border to Escondido in North San Diego County. Currently, MTS provides transit to over 90 million riders annually. The service area includes the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee as well as unincorporated San Diego County communities (e.g., Lakeside, Alpine, Tecate, and Ramona).

Historical Context

The MTS system has experienced steady growth in ridership since the implementation of 2004 COA service changes with total growth of 23 percent from 2005 to 2016 despite the 2010 recession. MTS provides 92 million trips each year and has nearly 310,000 boardings each weekday. MTS made significant improvements to their system in 2006 and has maintained ridership growth until very recently. In 2015, about 58 percent of ridership was on MTS bus services, 0.5 percent on MTS Access Paratransit services, and the remaining 41 percent on trolley services. Trolley ridership proportionally carries more passengers on weekends, accounting for 49 percent of Saturday ridership and just over 50 percent of Sunday ridership. Historical productivity follows a similar trend with general growth from 2006 to 2015 and more recent declines, particularly for bus productivity.

Figure 1: Annual Historic Ridership¹

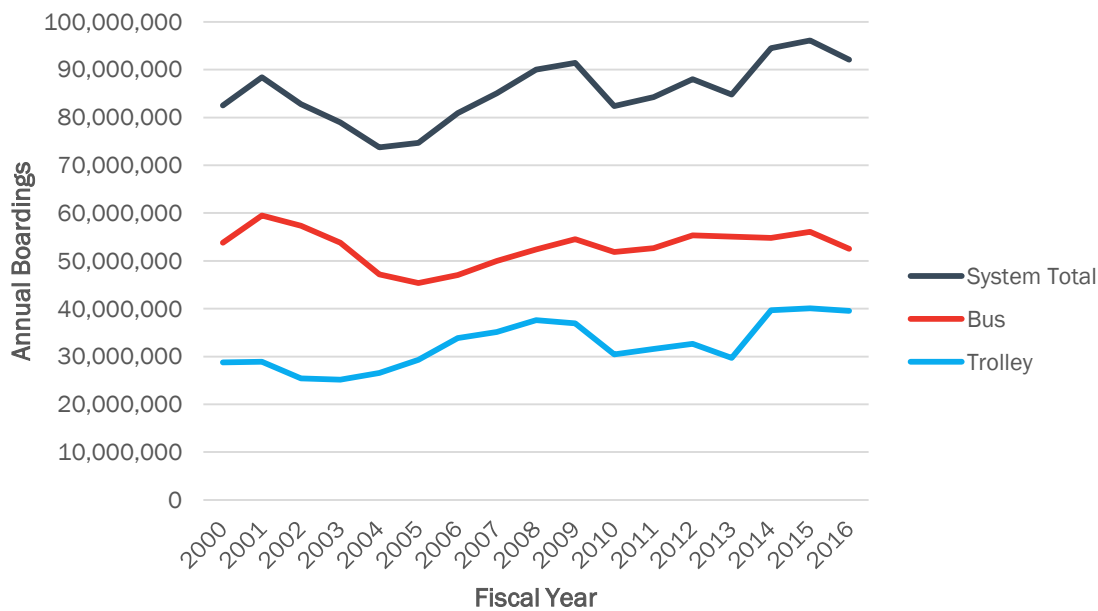
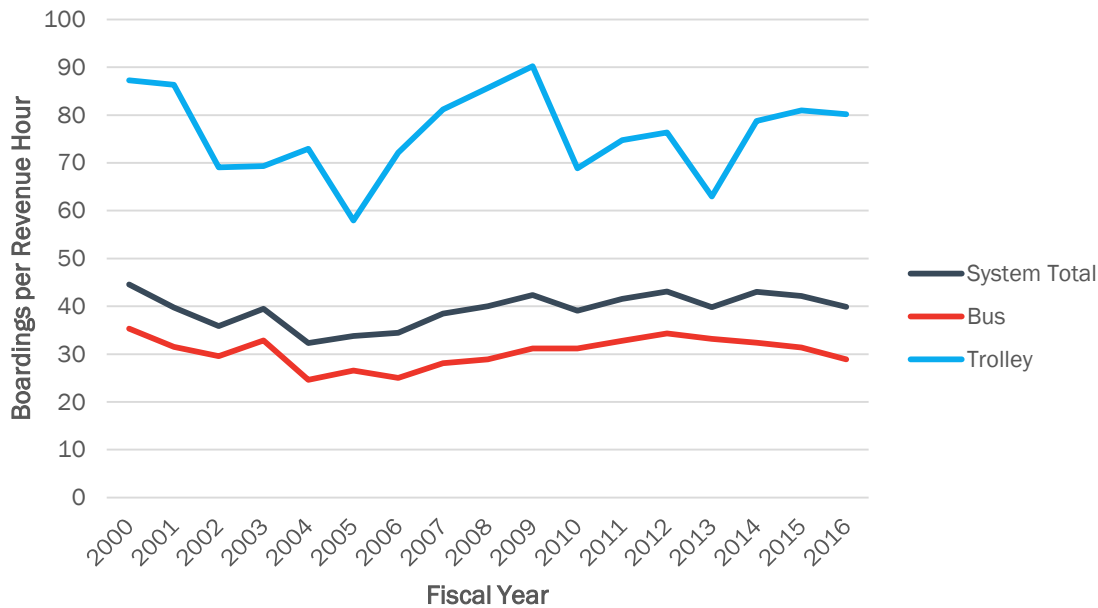


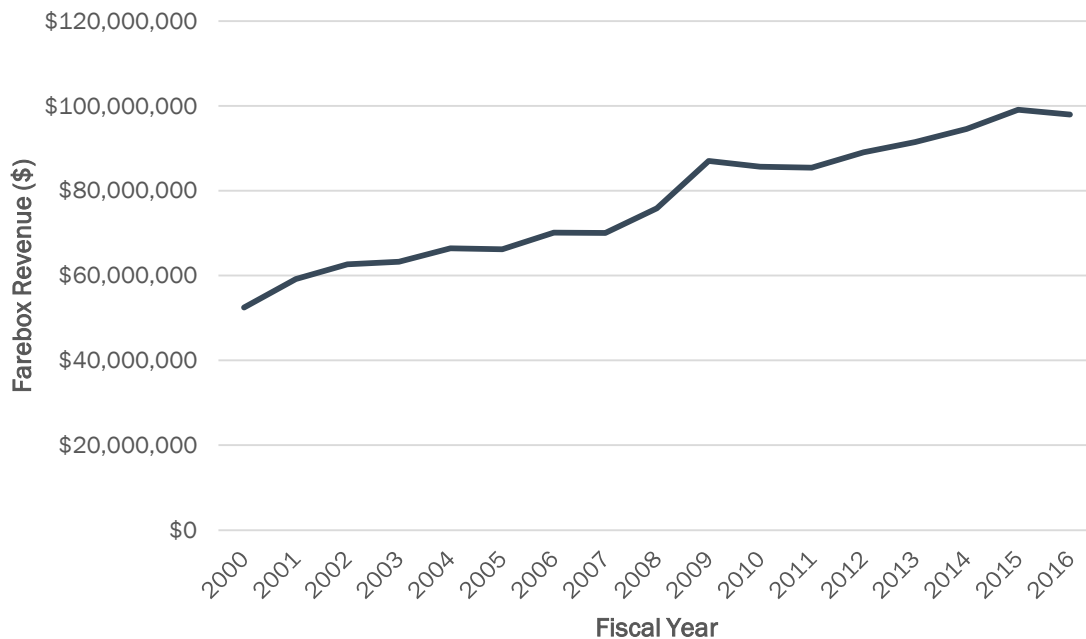
Figure 2: Annual Historic Productivity



¹ Ridership recording systems on trolleys were updated to automated systems in 2014. Thus, Trolley ridership may have been undercounted prior to 2014.

MTS fare revenues have steadily increased over the past 15 years, but as ridership growth stalled recently fare revenue fell 1.2 percent from 2015 to 2016 despite an increasing population and healthy job growth throughout San Diego. Part of the decline could be attributed to low gas prices and a recovering economy. Reversing these downward trends is a key focus of the *2016 Transit Optimization Plan*.

Figure 3: Historical Fare Revenue



System Changes

In 2004, MTS and TMD worked together to redesign the existing transit network, and MTS began implementing the resulting service changes in 2005 and 2006. Major changes as part of the COA included the consolidation and straightening of bus routes and the creation of a frequent all-day transit network. Bus and trolley services showed marked improvement after these changes were implemented, which boosted ridership throughout the overall network. Some of the major service changes that have occurred subsequent to the 2004 COA effort include:

- Realignment of Trolley Services:** In September 2012, Trolley services were realigned to have all three services operate downtown. The Green Line Trolley was extended from Old Town to the 12th & Imperial Transit Center via the Convention Center. The Blue Line was shortened from Old Town back to America Plaza, while the Orange Line was shortened to Santa Fe Depot. Weekend frequency was increased on the Green and Orange Line Trolleys, and weekday peak frequency was increased on the Blue Line Trolley.

- **Introduction of the *Rapid* 201/202, *Rapid* 204 SuperLoop Services:** The Superloop West (*Rapid* 201/202) and East (*Rapid* 204) routes were designed and implemented as part of the final plan. SANDAG and MTS began installing bus stops along the route in 2008 and route operations began in 2009. Today, the SuperLoop *Rapid* 201/202 is the most productive Arterial Rapid/Urban Frequent route in the system with an average of 62 boardings per revenue hour during weekdays. However, the SuperLoop *Rapid* 204 East Loop is one of the least productive routes in the system, with an average of 19 boardings per revenue hour during weekdays.
- **I-15 Bus Rapid Transit (BRT):** I-15 Express Lanes were completed in June 2014 and are now utilized by *Rapid* Express Routes 280 and 290 and *Rapid* Routes 235 and 237. These *Rapid* routes primarily serve the commuter population between downtown San Diego and Escondido. *Rapid* Route 235, which runs all day, performs well, carrying an average of 50 passengers per trip.
- **Mid-City Rapid:** In October 2014, MTS and SANDAG finished installing new bus shelters, completed roadwork along El Cajon Boulevard, and built new bus-only lanes on a portion of Park Boulevard for operation of the new *Rapid* Route 215. This route replaced an existing limited-stop service (Route 15) and provides service between downtown San Diego and San Diego State University (SDSU) through North Park, City Heights, and the College Area neighborhood surrounding SDSU.
- **Weekend service cuts:** In 2010, as a result of the Great Recession and a \$7 million deficit in sales tax revenue, MTS cut over half of its Sunday services. At the time, cuts to Sunday services affected the least number of people in the most cost effective manner, but with a recovering economy and growing population, this analysis will consider the viability of restoring select weekend services.

Service Span and Frequencies

MTS follows industry best practice and defines “frequent” services as those which operate every 15 minutes or better during base periods. Increasing the number of core urban frequent routes was a key network goal of the 2004 COA. On weekdays, MTS currently operates 93 routes, 34 of which are frequent. On Saturdays, MTS operates 66 routes with nine running frequently. On Sundays, MTS operates 53 routes, eight of which are frequent. The routes most likely to operate only on weekdays are commuter express and circulator services. A total breakdown of operating requirements is summarized in the table below.

Table 1: Existing Service

	Routes		Vehicle Requirement		Service Span
	Total	Frequent	AM Peak	PM Peak	
Weekday	93	34	410	454	4:00 AM – 2:50 AM
Saturday	66	9	177	205	4:20 AM – 2:40 AM
Sunday	53	8	118	155	4:40 AM – 1:40 AM

Of the 34 frequent routes, 18 of them serve downtown San Diego. Routes that either run through or converge in downtown San Diego offer the most frequency and longest span of service during weekdays. The region south of the Orange Line Trolley, including communities near the border and Chula Vista, also have relatively frequent service with 11 of 19 routes running every 15 minutes or better. Similarly, several routes that run through and around the UCSD campus provide frequent service with three of 11 routes operating at 15 minutes or better. Lastly, of the 15 routes that operate in El Cajon, none of them offer frequent, 15-minute service. As populations in El Cajon increase, service enhancements in the eastern part of the County should be considered. Note that in some corridors, two routes are dovetailed to provide a 15-minute combined headway; these include Routes 815 and 816 along Main Street in El Cajon, Routes 962 and 963 along Plaza Boulevard in National City, and Routes 856 and 936 along College Avenue.

Access to Service

Currently, the majority of MTS frequent service is focused in the urban core and along major mixed use corridors. MTS operates 34 routes with frequent service during the weekdays. Data from the American Community Survey and SANDAG 2017 Projections was used to identify the number of people and jobs with access to both basic and frequent transit service. Access to the MTS network was measured by quarter-mile buffers (5-minute walk) around MTS bus stops and half-mile buffers (10-minute walk) around MTS Trolley and Rapid stations.

Almost 90 percent of population and 91 percent of jobs within the MTS service area have access to transit, while 72 percent of people and 81 percent of jobs have access to frequent network services – a key success story from the 2004 COA that helped drive ridership growth.

Network Structure

The MTS transit network covers a vast geographical area of San Diego County. The County's unique topography of arroyos and mesa leads to a complicated and sometimes discontinuous roadway network for the bus system. MTS has developed the transit network to best advantage in meeting consumer mobility needs while maintaining cost-effective, efficient service. To accomplish this MTS has used the optimal network configuration for each region of the service area while linking the overall system together with high capacity regional transit.

- **Greater Downtown San Diego:** radial network design with mostly frequent routes that responds to both mobility needs and efficient operation. MTS linkage of routes through downtown is highly cost-effective and minimizes the need for route terminal bus storage for recovery and layover.
- **Urban Core East:** MTS utilizes an efficient grid of mostly frequent routes that converge on major nodes (e.g., SDSU) and key Trolley stations (e.g., Euclid).
- **East County:** primarily a radial network of "L-shaped" routes focused on El Cajon Transit Center (Green/Orange Line Trolley Station) that efficiently provide a partial grid structure augmented by community circulators. Limited amount of frequent service.
- **South County:** a network grid serving Trolley stations in the urban core west with linear lines serving the major mixed use corridors in the suburban eastern area with most routes operating frequent service.
- **Urban Core North:** a radial, crosstown network of both "L-shaped" and standalone routes on key mixed use corridors focusing on major hubs at Old Town, Fashion Valley, and Kearny Mesa Transit Centers. Frequent service only on major regional and sub-regional corridors.
- **UTC/UCSD:** isolated area due to topography served by radial and crosstown routes augmented by a frequent community BRT circulator.
- **San Diego North Inland:** suburban communities with frequent commuter oriented transit focused on major corridors (e.g., Mira Mesa, I-15) augmented by community circulators. Origin access emphasizes park-and-ride.

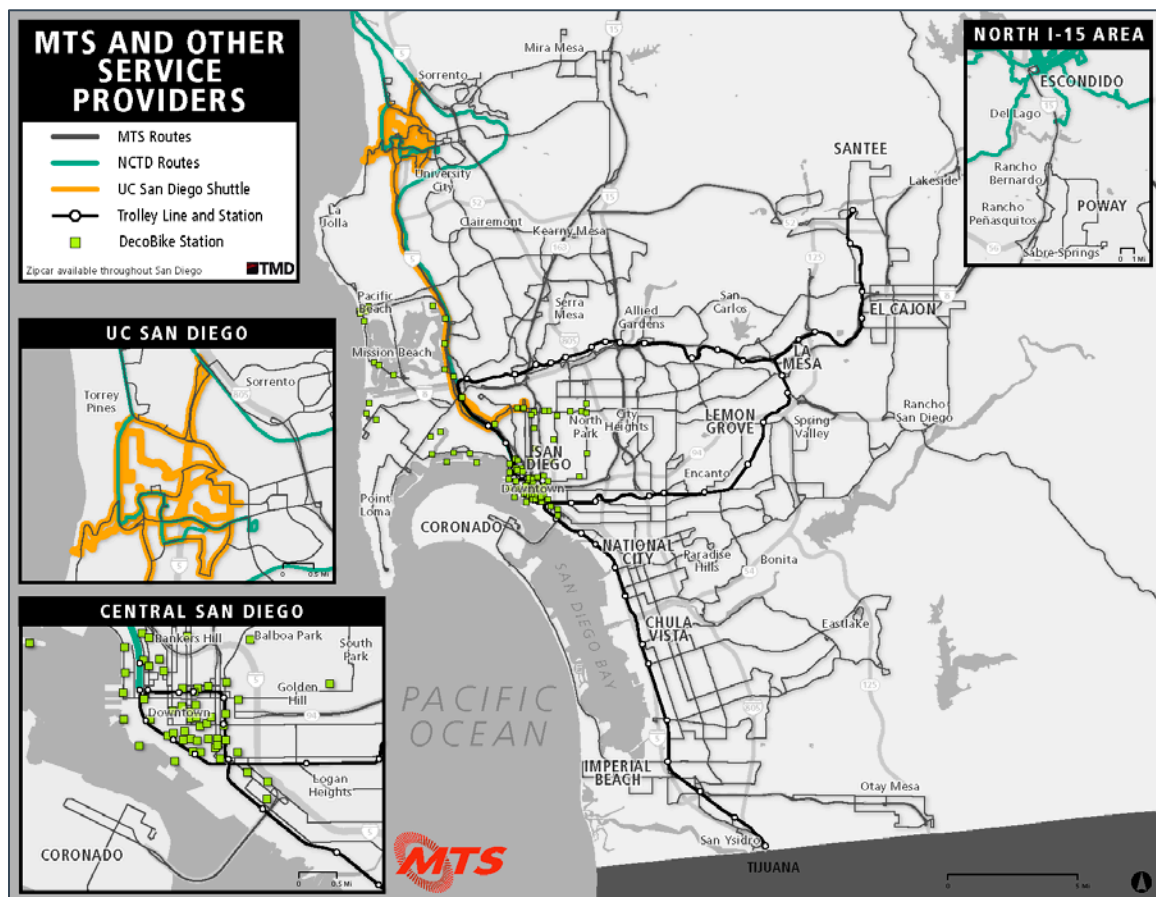
New Mid-Coast Trolley and South Bay Rapid will present new opportunities for network optimization in linking regional, community, and neighborhood travel cost-effectively.

Other Mobility Services

In addition to standard bus and trolley services, multimodal travel is possible in the MTS area through bike-sharing, car-sharing, and Transportation Network Companies (TNCs) that operate within the service area. These alternative modes of transportation have gained popularity with San Diego residents in recent years and can complement MTS services, operating near and

between transit centers to help the network of mobility options. By partnering with other mobility providers in the San Diego area, MTS can encourage a low car lifestyle which directly benefits the transit system.

Figure 5: Alternative Transportation Services in San Diego



DecoBike

DecoBike, San Diego's new shared bicycle system, operates a fleet of over 1,800 bicycles at 200 solar-powered bike stations in certain areas of San Diego. DecoBike stations are heavily concentrated in downtown San Diego, but are also located at or near MTS bus stops and/or Trolley stations in Barrio Logan, South Park, Golden Hill, and Mission Bay. Standard Membership annual passes for DecoBike cost \$99. This option complements MTS in the urban core by offering short-distance travel options that extend the reach of the urban core transit network.

ZipCar

For trips that extend beyond the DecoBike service area or trips that necessitate a vehicle, ZipCar operates a car-sharing in San Diego. ZipCar members reserve a car online or on the mobile app up to seven days in advance. Renting a vehicle costs starts at \$9.50 an hour and varies by class or \$77 per day with a one-time application fee of \$25 and monthly and yearly plan options. This service complements MTS service by offering a way to live in San Diego without a car through short-term car rentals. Individuals are able to use MTS for the majority of trips, but have the option to use ZipCar when a car is needed. Another car sharing service, Car2Go, operated in San Diego for several years before leaving the region in December 2016.

Taxis, Jitneys, and Transportation Network Companies (TNCs)

For-hire vehicles are another part of the mobility solution in the MTS service area. Taxicabs, jitneys, and TNCs all complement public transit solutions by providing access for unique trip patterns that may be unserved by public transit. Below is a summary of the different for-hire options within San Diego County.

Multiple taxi services operate throughout San Diego and provide quick and convenient first and last mile service to a number of destinations. San Diego taxi companies include American Cab, Orange Cab, Silver Cab, and Yellow Cab, which each charge a starting rate of \$2.80 and an additional \$3.00 for each mile. Taxi services offer convenient service for many tourists traveling from the airport and to various points of interest throughout the city. Taking a taxi is an attractive option for those wishing to travel short distances with limited wait time.

Jitneys operate in select areas of San Diego, such as San Ysidro, where they offer minibus services along local routes connecting the border to nearby residential and commercial centers. These services operate on a fixed route with specific boarding and alighting locations. The MTS Taxicab division licenses and regulates jitneys to ensure that their operation supports rather than competes with MTS services. Currently eight jitney services are operated within the MTS service area with passenger fares ranging between \$1.00 and \$2.25.

Transportation Network Companies have gained popularity in recent years. Uber and Lyft are the most prominent TNCs which connect riders with drivers via iPhone or Android smart phone apps. Uber launched in San Diego in the summer of 2012, while Lyft began operations in the city about a year later. The most common Uber trips offered by uberX cost \$0.15 per minute and \$1.10 per mile with a minimum fare of \$5.75. Likewise, Lyft rides have a base rate of \$0.15 per minute and \$1.12 per mile with a minimum fare of \$4.00. Both services use dynamic, rather than fixed, pricing to adjust fares up during periods of high demand. Uber and Lyft services can be used for first and last mile trips connecting riders to work, school, home, and between transit stations.

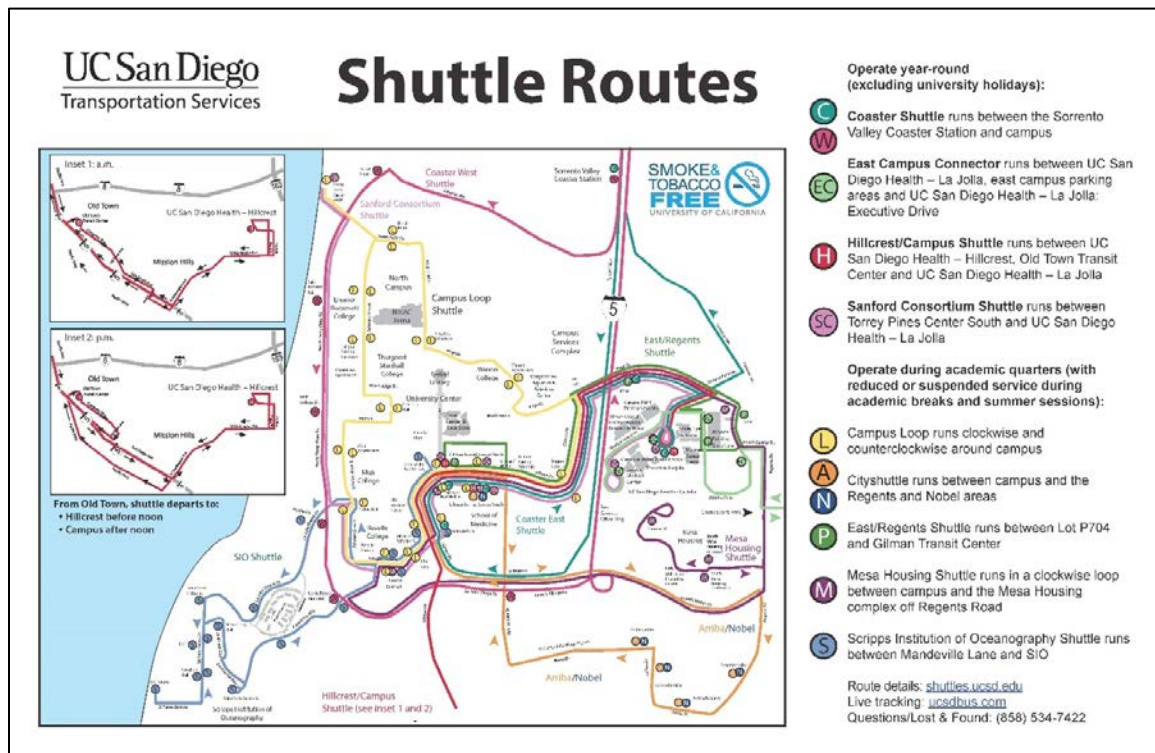
Both TNCs also offer Microtransit ride-sharing services, uberPOOL and Lyft Line, that pairs riders who are traveling along similar routes. MTS has partnered with Uber in the past during special events such as Comic-Con and the MLB All-Star Game to offer \$5 discounts for riders using uberPOOL between the event and certain MTS transit centers. These TNCs can complement MTS services by allowing travelers a wider range of mobility choices during off-peak late night hours when transit service hours are reduced.

UC San Diego Campus Shuttles

The University of California, San Diego (UCSD) operates a separate system of shuttles that are designed to transport students and faculty around campus and to nearby residential areas. There are three shuttles that operate on weekdays year-round and five that operate regularly during academic quarters with reduced or suspended service during academic breaks and summer sessions. Shuttles are available and free only for students, faculty, and staff with verified UCSD campus ID. UCSD campus shuttle operating costs are primarily funded through parking fees and citation revenues with additional funding from Student Affairs and UCSD Housing and Dining Services². The UCSD campus shuttles provide complementary service to students, faculty, and staff who require additional transportation around the UCSD campus outside of the services MTS provides. The campus shuttles also help alleviate passenger loads from the MTS Rapid routes that operate on campus. UCSD shuttles also serve the Old Town Transit Center and the UCSD Medical Center in Hillcrest.

² "UC San Diego Transportation Services Transit and Shuttle Funding Project: Summary of Project Findings." *Sandstrom and Associates*. UC San Diego Transportation Services, 2009.

Figure 6: UCSD Shuttle System



Source: UC San Diego Transportation Services

Free Ride Everywhere Downtown (FRED)

Free Ride Everywhere Downtown (FRED) is a free ride-hailing service that operates in downtown San Diego. FRED rides can be requested on smartphones via “The Free Ride” app. FRED launched its electric vehicle fleet in San Diego on August 9, 2016, with plans to grow over the next five years. The service and vehicles are self-funded by ads sold on the inside and outside of vehicles. FRED operates between 7 AM and 9 PM on weekdays with extended late night service on the weekends. FRED complements MTS services by supplying the need for short trips and alleviating traffic and parking congestion in downtown.

Existing Fixed-Route Conditions

The condition of the existing MTS fixed route system was assessed using key metrics to measure system, service tier, and route performance.

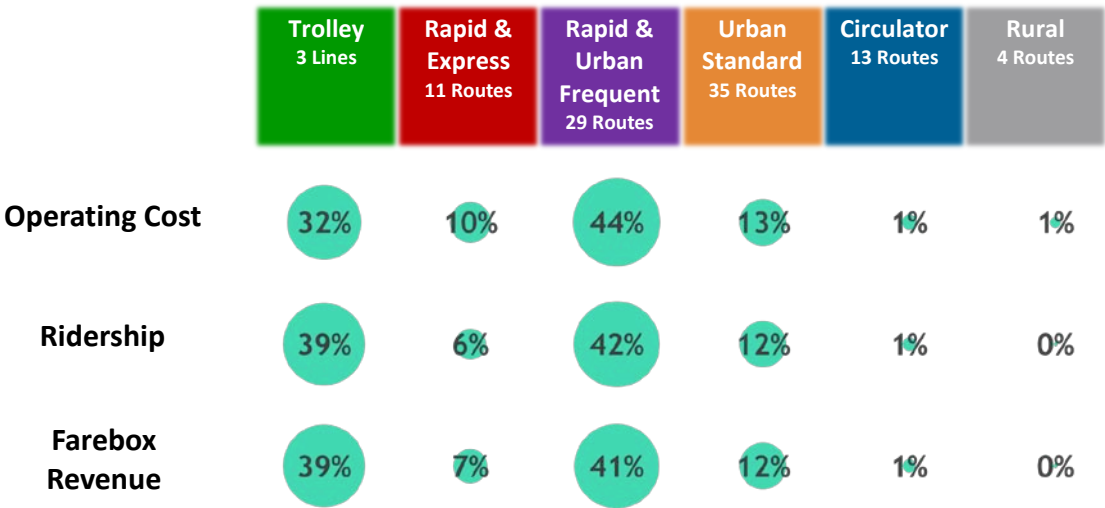
- Ridership
- Productivity

- Farebox recovery
- Subsidy per passenger boarding
- On-time performance
- Layover percentage (schedule efficiency)

Data is collected from a variety of sources. The primary source of ridership was automatic passenger counter (APC) system which tracks how many passengers get on and off the bus at each stop for each trip. Service operating data for most of the MTS buses came from the automated vehicle location (AVL) system which uses GPS to track vehicle movement. Additionally, manual ridecheck data was provided for the same time period for routes operated by minibuses which do not have APC or AVL equipment.

Figure 6 summarizes of the relative contribution of each MTS service tier to overall system performance, proportionally assessing ridership, revenue, and operating cost. Frequent services including the Trolley, Urban Frequent and Rapid routes are responsible for over three-quarters of the ridership (81%), revenue (80%), and cost (76%) in the MTS system. Trolley lines carry proportionally more people with both ridership and farebox revenue averaging above the percent required to operate the services. Express and Rapid Express routes account for approximately 10 percent of the system costs, but carry proportionally fewer people and therefore generate a lesser proportion of farebox revenue. Urban Standard, Circulator, and Rural routes generate a proportional number of riders and revenue relative to operating costs. Rural routes essentially generate zero farebox revenue, but are largely subsidized by federal grants, so their impact on MTS operating costs is low. Overall, this graphic illustrates that the expenditure and consumption of resources are fairly well balanced.

Figure 7: System Overview – Service Share



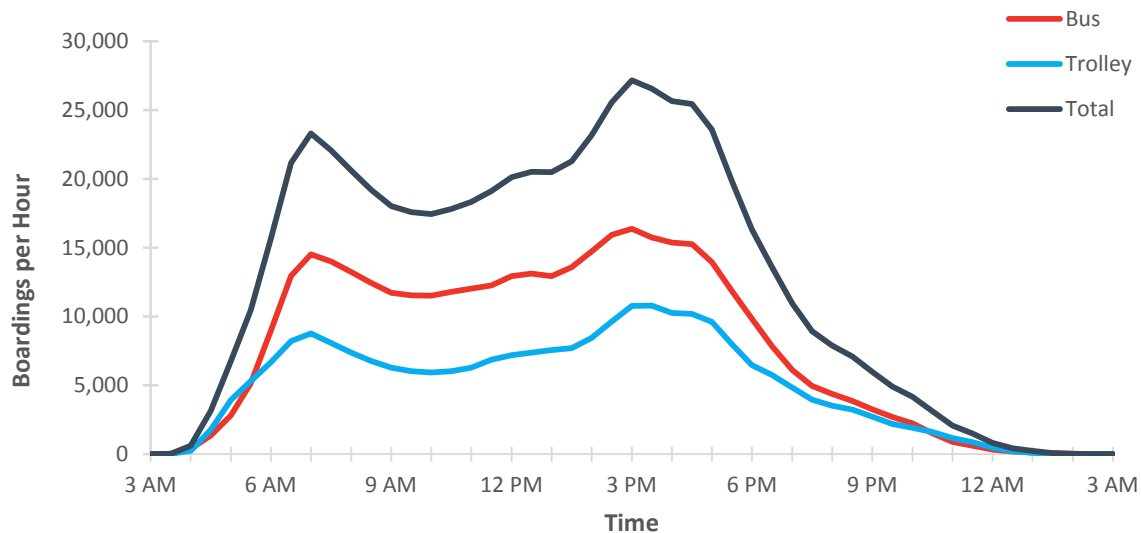
System Ridership

Understanding current ridership activity relative to the amount of service provided is an important indicator of service effectiveness (productivity). To fully understand the ridership and service relationship, both geographic and time-of-day patterns were analyzed.

Ridership by Time of Day

Boardings were analyzed by time period to identify how service is used by time of day and day of week. Weekday ridership exhibits the relatively flat demand pattern typical of a service area dominated by a transit lifestyle urban core. Ridership peaks during the morning between 6 AM and 7 AM with 23,200 boardings, while the afternoon rush hour has its highest ridership of 27,100 boardings between 3 PM and 4 PM. Midday ridership is robust, averaging between 17,000 and 21,000 boardings per hour. The strong midday ridership is the result of the frequent all-day all-week network that allows for a live-work-play lifestyle. Early morning and evening service had significantly lower ridership, which corresponds to reduced overall public travel during these periods.

Figure 8: Weekday Boardings by Time of Day



Ridership by Geography

Corridors with frequent service should have higher ridership and MTS is no exception with the Trolley and major bus routes demonstrating this trend. However, frequency itself does not generate ridership. Routes need to have frequency combined with both transit-supportive densities and land uses that offer access to a variety of trip generators and attractors and a key network mobility role to leverage both network and corridor ridership.

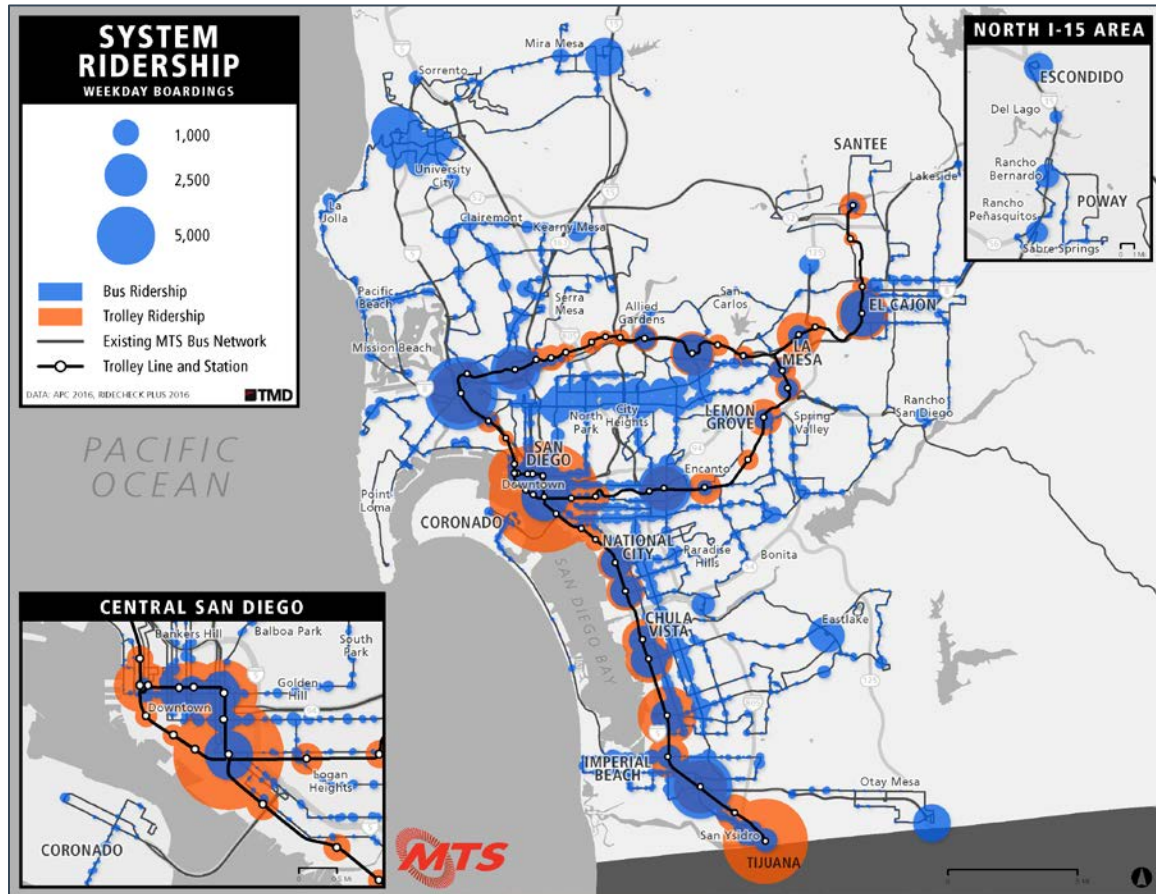
Ridership throughout the MTS service area is highest along Trolley lines, with heavy south to north movement in the South County along the Blue Line and significant east to west movement between downtown and El Cajon along the Orange and Green Lines. Bus ridership is also notably high in North Park, Mid-City, South Bay urban west, and El Cajon; and around UC San Diego and the U.S./Mexico Border Ports of Entry³. Areas such as the U.S. Border, downtown, and UC San Diego have high ridership because they are key destination points which generate demand, parking is expensive and/or scarce, and trip lengths, origins, and destinations are conducive to transit. Other locations at major transit centers or at key intersections have high ridership due to a large number of passengers transferring between routes. Many major network stops in North Park, Mid-City, Chula Vista, and El Cajon have high network-based ridership.

³ Ports of Entry within the MTS service area: PedWest (Virginia Ave Transit Center), San Ysidro, Otay Mesa, Tecate

- South Bay (Orange Line South to the Border):** There are 26 routes that operate south of the Orange Line Trolley. Strong ridership is found at Blue Line stations, which is due to the strong network travel between downtown San Diego (and points north and east) and National City, Chula Vista, Palm City, Imperial Beach, Otay Mesa, and San Ysidro. Because the Blue Line serves not just point-to-point, but is the spine of the South Bay transit network (to be augmented by South Bay Rapid in the future) nearly all routes in this sub-region connect to Trolley stations. Outside Blue Line stations, the large concentrations of passenger activity were found at the Otay Mesa Border Crossing and Southwestern College. With the introduction of the South Bay Rapid, north-south ridership will both increase and disperse, more so than the current concentration along the Blue Line. The South County sub-region is a key area of study considering the large-scale influx of daily travelers at both U.S./Mexico border crossings.
- East County (East of Route 235 to El Cajon):** East County is connected to the rest of the MTS network primarily through the Green and Orange Lines. The five Urban Frequent routes, 14 Standard routes, two Express routes, and three Circulator routes all connect to the Trolley, resulting in the majority of passenger boardings in this region occurring at the Trolley stations. The El Cajon Transit Center has nearly an equal share of bus and Trolley boardings, while the Grossmont Transit Center has a significantly larger share of Trolley boardings compared to bus boardings. The majority of bus transfers here are to Grossmont College, several miles north of the station. Much of the east to west movement from El Cajon to downtown San Diego is facilitated by the Green and Orange Line Trolleys. Within El Cajon, ridership is evenly distributed along the corridors served outside of major destinations such as Parkway Plaza Mall.
- I-15/163 Corridor (Downtown to Kearny Mesa & Mira Mesa):** There are 17 routes along the SR-163 Corridor from downtown San Diego and Fashion Valley to Mira Mesa. Travel along this corridor is utilized primarily by commuters travelling to jobs and activity centers in Mira Mesa, Kearny Mesa, and downtown. High employment density in Kearny Mesa and Mira Mesa creates demand for *Rapid* Express routes along SR-163, I-15, and I-805. Express Routes 20 and 110 serve 28 and 31 passengers per trip, respectively. *Rapid* Express Routes 280 and 290, which provide faster travel times and a higher quality product, serve 26 and 28 passengers per trip, respectively.
- Downtown to UC San Diego (West of Route 235 North to UC San Diego):** Downtown San Diego is a regional destination with high concentrations of population, employment, government, tourist attractions, and entertainment centers, which emphasizes the need for a high frequency transit network. Downtown is a major destination for tourists and commuters who work in the business district. All three trolley lines and 21 MTS routes run through or originate in downtown. Average weekday productivity of all downtown MTS bus routes is 31 boardings per revenue hour with an average total of 3,420 weekday riders. At the other end of this sub-area, there are 15 routes that provide

service to and from UC San Diego and University City, an area with major travel origins and destinations for university, employment, and retail travel. The variety of travel modes (Urban Frequent service, Urban Standard service, Express and Rapid service, and Circulator routes) provides a range of mobility choice to a range of diverse travel population.

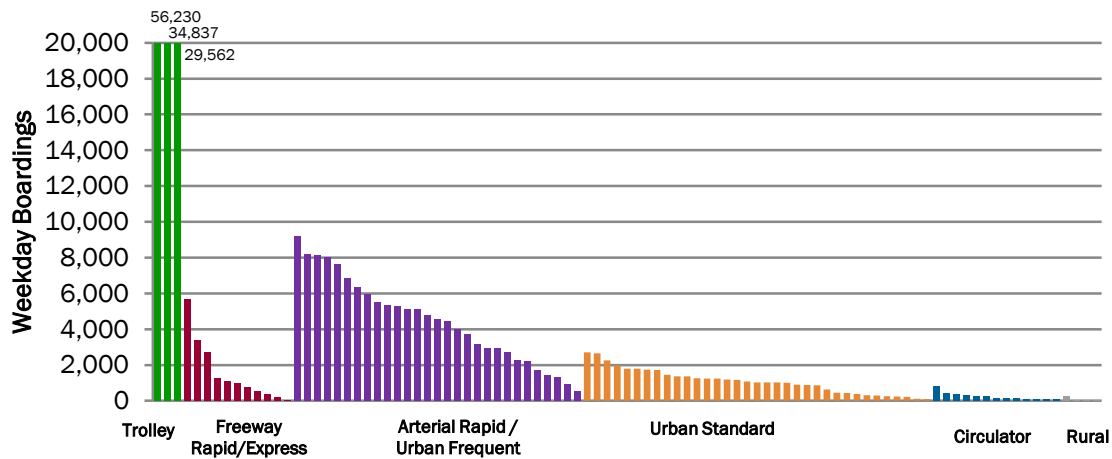
Figure 9: Weekday System Ridership (Boardings by Stop)



Ridership by Service Tier

Understanding how consumers use a transit network helps determine which service types are successful and which services need to be adjusted to match customer demand and expectations. In this analysis, individual routes in various service types were compared to each other to better reflect how routes performed relative to comparable services. A more detailed version of the weekday ridership by route chart (Figure 10) can be found in the Appendix.

Figure 10: Average Weekday Ridership Summary by Route and Service Tier



TROLLEY

Daily ridership on the Blue, Orange, and Green trolley lines accounts for 39 percent of total MTS weekday ridership with around 121,000 riders. The regional connectivity these services provide coupled with higher operating speeds result in higher ridership. Of these three routes, The UC San Diego Blue Line Trolley has the highest ridership with 56,000 riders each weekday, connecting the key market between the US/Mexico border and downtown San Diego. The Green and Orange Line Trolleys facilitate key east-west movements between downtown San Diego and Mission Valley, Southeast San Diego, Lemon Grove, SDSU, La Mesa, El Cajon, and Santee, carrying 35,000 and 30,000 riders daily, respectively.

Saturday Trolley ridership is almost 70 percent of weekday ridership with 82,500 boardings; it accounts for almost half of the total system Saturday ridership. Similarly, Trolley ridership drops to 58,700 boardings on Sundays, but serves over half of the total system Sunday riders. The proportional increase in Trolley versus bus ridership on weekends is due to the all-day, all-week nature of these services which cater to multiple market groups.

FREEWAY RAPID/EXPRESS

Ridership on freeway-oriented Express, *Rapid*, and *Rapid Express* routes accounts for 5.5 percent of total weekday ridership. *Rapid* Route 235 has the highest weekday ridership among routes in this service tier with an average of 5,673 weekday riders. Routes 20, 150, and 237, which all provide service along the I-5 or I-15/SR-163 corridors, each serve more than 1,000 weekday riders. Additionally, with high pedestrian traffic through the Otay Mesa Port of Entry, ridership on Route 950 serves almost 1,300 weekday riders. With direct service to the Blue Line Trolley, Route 950 offers a key connection from the Otay Mesa border crossing to Chula Vista and San Diego, via a Trolley transfer at Iris Avenue Transit Center. Express Route 870 is the least

used Express route with only 56 weekday riders. This route offers a faster connection between El Cajon and Kearny Mesa, but with only two round trips per day. Three of the four Express routes with the highest weekday ridership (Routes 20, *Rapid* 235, and 950) also operate on Saturdays and Sundays.

ARTERIAL RAPID/URBAN FREQUENT

Urban Frequent routes account for 42 percent of total weekday ridership with 130,594 riders, nearly 8 percent more than carried by the Trolley. Ridership on the top four Urban Frequent routes, Routes 7, 11, SuperLoop *Rapid* 201/202, and 929 make up 26 percent of the total weekday ridership within the service tier. These four routes each have over 8,000 weekday boardings, largely by providing very frequent service through high density corridors. Route 7 is the most frequent route in the system, operating every 6 minutes during peak periods (directionally), followed closely by the SuperLoop *Rapid* (weekday peak directional service every 5-10 minutes), Route 929 (weekday service every 12-15 minutes) and Route 11 (weekday service every 15 minutes). Weekend ridership on Urban Frequent routes remains healthy at 37 percent of the total system Saturday ridership and 38 percent of the total system Sunday ridership. The heavy concentration of ridership on the top four Urban Frequent routes illustrates the importance of a small number of routes to the service tier and the system.

All but two Urban Frequent routes carry more than 1,000 riders each weekday. Routes 992 and SuperLoop *Rapid* 204 have fewer than 1,000 weekday riders, which is due to the limited market potential and short route length. Route 992 performs better on weekends, which is likely due to an increase in weekend travelers to and from the airport. Despite its proximity and shared design features to SuperLoop *Rapid* 201/202, one of the highest ridership routes in the system, Route 204 underperforms because it doesn't provide service to UC San Diego.

URBAN STANDARD

Ridership on Urban Standard routes accounts for 12 percent of weekday ridership. Routes in the East and South regions of the MTS service area serve more riders than other Urban Standard routes within the system. In El Cajon, local market conditions and overlapping Urban Standard routes create frequent corridors which contribute to better performance. In South County, Route 905 connects Otay Mesa to the Blue Line Trolley at Iris Avenue and serves 2,251 riders each weekday, many of them among the large number of pedestrians crossing the border at Otay Mesa. However, ridership on Route 905 has more recently declined due to of the expansion of Express Route 950, which offers a faster connection to the Blue Line Trolley. Additionally, both routes will likely be affected by the South Bay Rapid upon its completion in 2018.

Urban Standard weekend ridership drops to just 10 percent of system ridership on Saturdays and 8 percent of system ridership on Sundays. There is a significant drop in ridership from the

weekdays to the weekends, which is attributable to the level of service provided. The number of Urban Standard revenue hours drops from 1,450 hours on weekdays to 730 hours on Saturdays and 410 hours on Sundays. Additionally, the 35 weekday routes under this category are reduced to 30 on Saturdays and 21 on Sundays, which operate at a reduced frequency of every 60 minutes from every 30 minutes.

CIRCULATOR

Primary purposes of Circulator routes are to provide key first and last mile connections, and to provide coverage in areas that don't have the propensity to support a more robust level of service. These short trips in low density areas result in Circulator routes accounting for just one percent of total weekday ridership. None of the 13 Circulator routes have more than 1,000 weekday riders and over half of them serve fewer than 200 riders per day. Low ridership on Circulator routes is likely due to limited weekday frequency and low density service areas. Only four Circulator routes operate at peak frequencies of 30 minutes with the majority of routes operating at frequencies of 60 minutes or less. Routes 88 and 965 are the only two Circulator routes that operate on Saturdays, when they serve a combined average of 356 riders. None of these routes operate on Sundays.

Circulator routes require a limited amount of resources due to their lower operating costs, but there could still be opportunities to improve or replace these underperforming routes.

RURAL

Ridership on Rural routes makes up less than one percent of all weekday ridership. The four rural routes receive 338 total weekday riders, with ridership on Route 894 accounting for 80 percent of all rural riders. The primary driver of Route 894 ridership is the connection between the urban MTS service area and the Tecate Port of Entry, with other rural routes connecting low density communities to El Cajon 1-2 days a week⁴.

System Efficiency and Effectiveness

Productivity is the measurement of service effectiveness, calculated by dividing the total passenger boardings by the total revenue hours for each route. It measures ridership generated per unit of service, making it possible to compare the performance of routes with greatly differing ridership and service levels. Productivity is influenced by both market and service

⁴ Route 888 (Jacumba Hot Springs – El Cajon) only operates one round trip Mondays and Fridays; Routes 891 (Borrego Springs – El Cajon via Shelter Valley / Ramona) operates one round trip on Fridays and 892 (Borrego Springs – El Cajon via Ranchita / Ramona) operates one round trip on Thursdays.

design choices. Agencies do not directly control the market for transit, but they can mitigate poor market conditions through more efficient and effective service and network design. Matching service levels to market opportunities together with designing services that use resources efficiently within an integrated network are the keys to improving service productivity. Routes with high seat turnover and short average passenger trip lengths will have higher productivity than routes with little seat turnover and longer passenger trips (e.g., Express, Rapid Express).

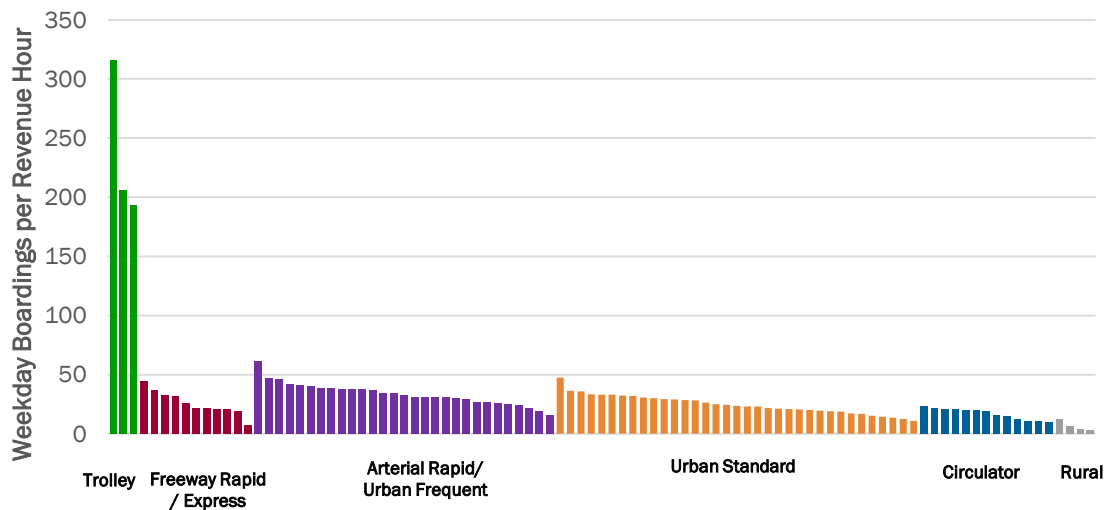
Financial stability, also crucial to the success of any transit network, is developed by efficiently managing resources and route investment. Routes with strong financial effectiveness are candidates for additional investment while routes with weak financial effectiveness should be analyzed for more efficient services. Two measures taken into consideration for measuring financial effectiveness are farebox recovery ratio and subsidy per passenger boarding. The California Transportation Development Act (TDA) mandates that for urban transit systems to receive state funding, they must have a farebox recovery of at least 20 percent. Most MTS peer agencies struggle to achieve this minimum standard while MTS has historically achieved a farebox recovery of twice the TDA minimum.

Most MTS peer agencies struggle to achieve this minimum standard while MTS has historically achieved a farebox recovery of twice the TDA minimum.

Service Productivity

Currently, MTS bus services average 31 passenger boardings per revenue hour, an excellent system average. Factoring in Trolley services, productivity jumps to 47 boardings per revenue hour. There are only four routes in the entire system that average above 50 boardings per revenue hour, including the three Trolley lines. As a system, MTS performs well, but there is still room for improvement and opportunities to alter and reallocate services to improve efficiency.

Figure 11: Weekday Productivity Summary by Route and Service Tier



TROLLEY

During weekdays, each of the Trolley lines operates with three cars per train. The Blue, Green, and Orange Lines average 241 passenger boardings per revenue train hour on weekdays⁵. The Blue Line Trolley averages 316 boardings per revenue train hour with the highest number of boardings at the San Ysidro Port of Entry and in downtown. The Blue Line serves 18 percent of all MTS weekday riders and has the highest productivity of any line or route in the system, numbers that will likely increase once it is extended north to UC San Diego.

On weekends, the Blue Line operates with three cars per train, while the Orange and Green Lines operate with either two or three cars per train, depending on demand. Productivity on the Blue Line “dips” to 206 boardings per revenue train hour on Saturdays and 167 boardings per revenue train hour on Sundays; these are still healthy numbers and well above every other route in the system. Productivity on Trolley lines reveals just how attractive high frequency and fast service is to MTS customers. With future construction and improvements underway, efficiency on Trolley lines will likely increase in the next few years.

FREEWAY RAPID/EXPRESS

Express routes average 28 passenger boardings per revenue hour on weekdays. Average productivity is slightly lower than some of the local routes due to the long distance they travel without seat turnover, making consideration of boardings per one-way trip also useful. On a per trip basis, *Rapid* Express routes average 27 passengers per trip, *Rapid* Routes 235 and 237

⁵ Data is based on train consist rather than train car. Historical data is based on train cars.

average 40 passengers per trip, and Express routes average 30 passengers per trip. The most productive Express route, Route 950, averages 45 boardings per revenue hour with service between Otay Mesa and Iris Avenue. This route will be impacted by the South Bay Rapid (service begins in 2018), but with an increase in pedestrian traffic through Otay Mesa, it will remain an essential connection between Otay Mesa and the Blue Line Trolley.

Between the four Express routes that operate on Saturdays, productivity averages 22 boardings per revenue hour. Of the three that operate on Sundays, productivity averages 17 boardings per revenue hour. Each of the four weekend Express routes serve markets where there are very few local route options along the I-163 and I-5 corridors. Weekend productivity along these routes falls below Trolley, Urban Frequent, and Urban Standard services, and are likely worth reevaluating.

ARTERIAL RAPID/URBAN FREQUENT

The Urban Frequent service tier is the second most productive service type, averaging 35 weekday passenger boardings per revenue hour. Urban Frequent routes provide service to a large portion of MTS riders and the majority of routes average above 30 boardings per revenue hour.

The most productive Urban Frequent weekday route is the SuperLoop *Rapid* Route 201/202, averaging 62 boardings per revenue hour. The efficiency of this route demonstrates the demand for high-quality frequent service through the UCSD campus. The SuperLoop *Rapid* 201/202 provides frequent service in a high-density area, connecting college residences to the UC San Diego campus. Route 201 (Counterclockwise) is much more productive in the afternoons and evenings, whereas Route 202 (Clockwise) is much more productive during the AM Peak to midday - making a frequency offset worth considering. Route 204, the East loop, does not perform nearly as well as Route 201/202, averaging just 19 boardings per revenue hour. Route 204 performs just ahead of Route 992, which averages only 16 boardings per revenue hour. Route 992 is much more productive on weekends when it runs every 30 minutes instead of every 15 minutes. Low weekday productivity on Route 992 could also likely be a result of long dwell times related to tourists dealing in cash fares, heavy traffic through the airport terminals, poor traffic signal optimization, and stop locations on Broadway and Harbor Drive.

Urban Frequent Saturday and Sunday productivity remains relatively high at 31 and 30 boardings per revenue hour, respectively. Weekend productivity is comparable to weekday productivity, showing that the existing service frequencies meet current ridership demand. Route 703 currently operates Sunday-only service in Chula Vista, taking the place of segments of Routes 701, 704, 707, and 709. These routes (with the exception of route 707, which only operates weekdays) average 20.5 boardings per revenue hour on Saturdays. Route 703 averages 27 boardings per revenue hour on Sundays, with the highest concentrations of ridership at the Otay Ranch Town Center, Hilltop Drive, H Street, and the Sharp Chula Vista Medical Center off

East Palomar Street. Weekend productivity also improves along several other Urban Frequent routes, particularly routes that serve coastal areas like La Jolla, Pacific Beach, Point Loma, and Imperial Beach, and on routes that provide service in corridors where weekend service is dramatically reduced from weekday service, such as the I-15/SR-163 corridor. Urban Frequent routes that perform well on Saturdays are positive indicators for restoring lost Sunday services.

URBAN STANDARD

Urban Standard routes average 26 passenger boardings per revenue hour on weekdays. Low frequency service and short stop-spacing likely factor into lower productivity among the service tier. Despite a lower average among Urban Standard routes, there are several routes that average above 30 boardings per revenue hour. Similar to Express Route 950, which has the highest productivity among Express routes, productivity on Route 905 in the same corridor is the highest among Urban Standard routes. High productivity on these two routes is unsurprising considering high demand from pedestrians crossing the border at Otay Mesa. Additionally, several routes in East County (815, 855, 854, and 856) also are strong performers with 30-minute service. Several of these routes dove-tail with other routes to provide effective improved trunk frequencies. Identifying which segments of these routes which may warrant consistent improved frequencies will be a key goal of the Transit Optimization Plan.

Low performing routes in this service tier tend to be circuitous and serve lower density residential neighborhoods. For example, Routes 967 and 968 both have low productivity, averaging just 14 boardings per revenue hour. These routes serve 24th Street Transit Center, D Avenue, and adjacent, parallel corridors in National City before terminating in low density residential areas in Alta Vista and Paradise Hills on the east end.

Urban Standard routes average 23 boardings per revenue hour on both Saturday and Sunday, which is comparable to weekday productivity and illustrates that existing services meet current ridership demands.

CIRCULATOR

Aside from rural routes, Circulator productivity is the lowest in the system averaging 16 passenger boardings per revenue hour. Routes 14, 18, 83, 84, and 965 are below the tier average. These routes deviate through low density neighborhood streets or compete with routes that have higher frequencies and greater ridership. Circulator Routes 88 and 965 also operate on Saturdays, averaging just 13 boardings per revenue hour. Consistently low productivity on Circulator routes highlights a low level of demand for low frequency neighborhood feeder services like these. Typically, shorter distance travel is more sensitive to frequency (i.e. wait versus travel times), making infrequent circulator service in low density markets a major productivity challenge.

RURAL

The four rural routes serve a total of 338 riders each weekday, averaging just nine passenger boardings per revenue hour. Route 894, with service from the Tecate Port of Entry, accounts for 80 percent of weekday ridership and averages 12 boardings per revenue hour, while the other three routes average fewer than six boardings per revenue hour of service. Rural routes are lifeline services, which typically have long trips with low turnover resulting in minimal productivity.

Financial Effectiveness

A farebox recovery ratio is the percent of the public transit service operating cost that is recovered through fares.⁶ The higher the farebox recovery ratio, the lower the subsidy needed to operate, leaving more funding available to operate more service. The current system-wide weekday farebox recovery is approximately 41 percent, which is excellent for a system like MTS and well ahead of its peers. However, farebox revenue has been declining in the past two fiscal years. The *System and Service Evaluation* aims to identify areas within the system where efficiency and financial effectiveness are particularly low, and develop a plan to optimize resources that will eventually help recover revenue.

Fare Structure

San Diego MTS provides a number of different services throughout its service area. Fares vary depending on the service, with the potential for discounts when purchasing passes or participating in special programs. The one-way adult cash fare on MTS regular service (all routes except Routes 20, 50, 60, 110, 280, 290, 870, 950, Rural buses, and the Trolley) and Rapid Route 215 is \$2.25. Express routes (Routes 20, 50, 60, 110, 870, 950), Trolley lines, and Rapid Routes 235 and 237 have a cash fare of \$2.50 for a one-way trip. Rapid Express (Routes 280, 290) and 1-zone Rural routes have an adult cash fare of \$5 for one-way trips (two Rural zones is \$10 for a one-way trip). The Sorrento Valley COASTER Connection (SVCC) bus is free (virtually all SVCC riders are transfers to/from the NCTD COASTER, so NCTD subsidizes the fare).

MTS also offers day passes, multi-day passes, and monthly passes for frequent users and travelers who are making multiple transfers in a single day. Transfers are not available for one-way fares. In addition to MTS routes, the passes are also accepted on North County Transit District (NCTD) BREEZE bus routes and the NCTD SPRINTER rail line. Riders have the option to choose from three different passes: a Regional Pass (valid on MTS Trolley, MTS Bus/Express, MTS *Rapid*, NCTD BREEZE, and NCTD SPRINTER), a *Rapid* Express/Premium Pass (also valid on MTS *Rapid* Express and NCTD FLEX), and a COASTER Pass (also valid on MTS *Rapid* Express, NCTD

⁶ Sometimes an “operating ratio” is reported that includes other operating revenue like advertising and other special subsidies.

FLEX, and NCTD COASTER). Riders can purchase a 1-day Regional Pass for \$5, or a 1-day RegionPlus Pass for \$12 (includes access to *Rapid* Express bus service and the NCTD COASTER). Riders also have the option to buy a 2-day, 3-day, 4-day, or 14-day Regional Pass, which range in price from \$9 to \$43. Monthly passes are available for all three pass types, and range in price from \$72 for a Regional Pass to \$165 for a 3-zone COASTER Pass. Discounted fares and passes are offered for seniors, disabled persons, and Medicare recipients.

Passes are also available at discounted prices for youth (18 and under), college students, and employers who qualify for the ECO Pass Program. Employers who participate in the ECO Pass Program are also eligible for discounts of up to 25 percent each month when they buy a minimum number of passes for their employees annually. Students from select colleges can purchase monthly passes for \$57.60 and semester passes for up to \$178. UC San Diego students passed a referendum to add a regional transit “U-Pass” to their student fees. The U-Pass is valid on all regular bus services, Trolley and SPRINTER routes spanning both MTS and NCTD service areas.

Figure 11 represents the annual historic changes in fare revenue for the entire MTS system. During the Great Recession, MTS eliminated free transfers in 2008 and increased monthly pass prices in 2009. The hike in fare revenues seen in 2009 is a direct result of the new pass prices and revised transfer policy. MTS has not implemented any significant changes in fares since 2009, but has experienced a steady increase in fare revenue until recently. In the past year, system ridership and fare revenues have declined despite an increase in system revenue hours.

Figure 12: Annual Historic Fare Revenue

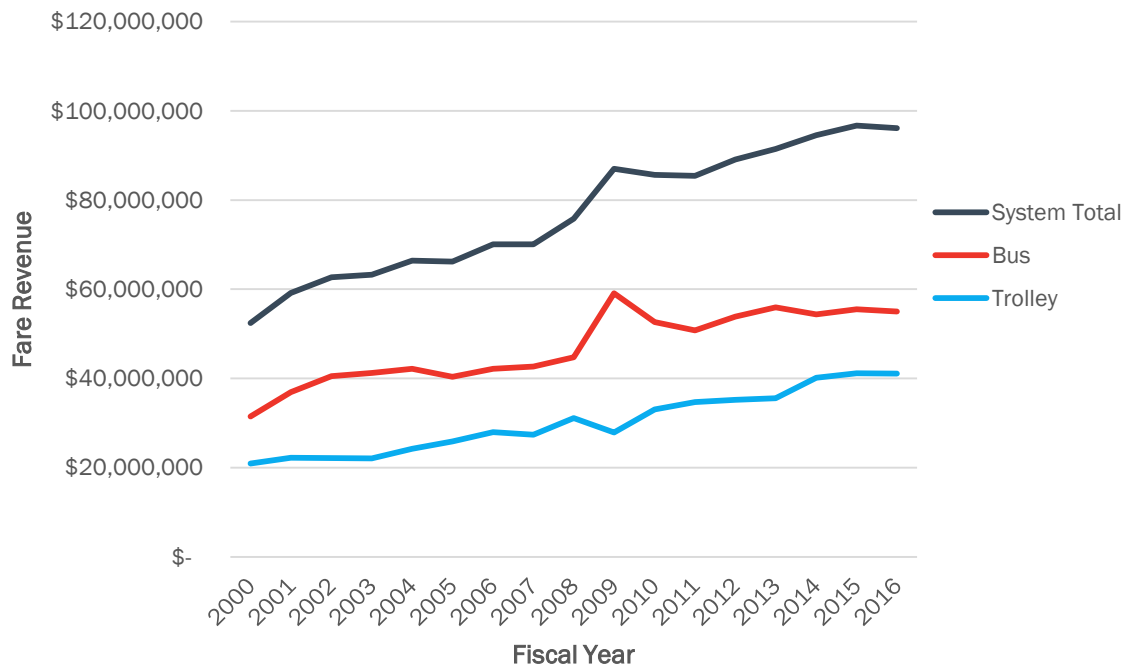
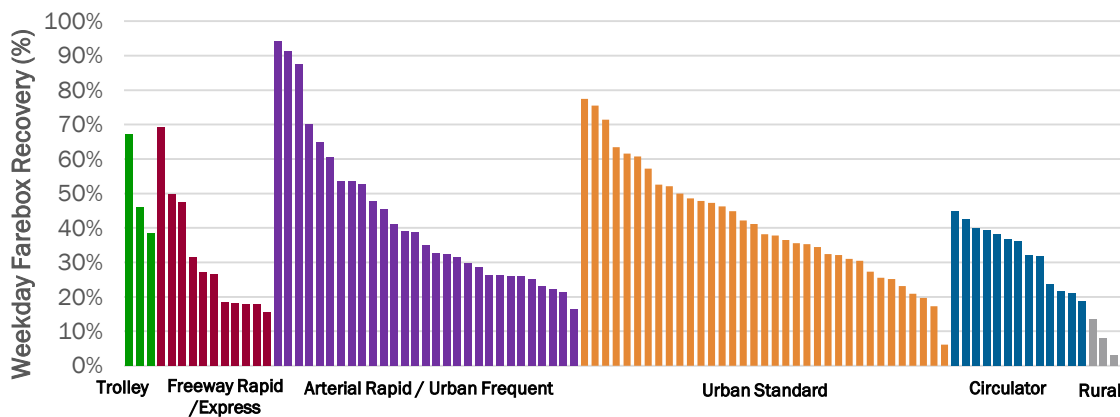
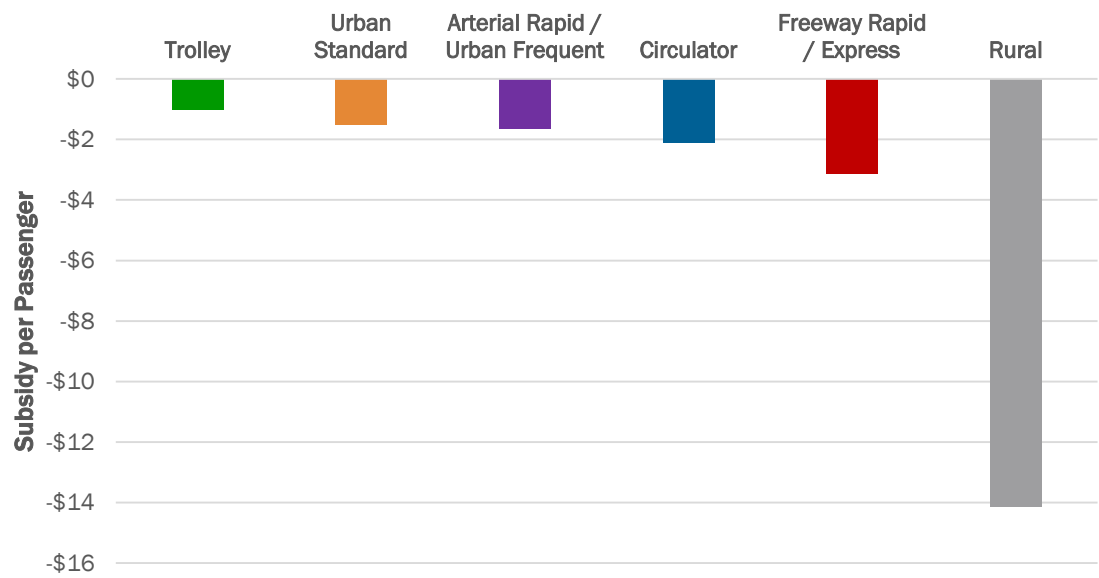


Figure 13: Weekday Farebox Recovery Summary by Route and Service Tier



Subsidy per passenger boarding measures the net cost to operate a route on a “per boarding” basis. It is calculated using passenger revenue minus operating cost divided by the total number of passenger boardings. Financial performance is not always proportional to the service productivity. A route could have a few boardings, but also a low subsidy per boarding, if the route has low operating costs that could result from the efficient use of few vehicles or a higher average passenger fare.

Figure 14: Average Weekday Subsidy per Passenger by Service Tier



TROLLEY

MTS subsidizes an average of \$1.01 for each Trolley passenger, which is also the lowest subsidy in the system. Additionally, average weekday farebox recovery ratio on Trolley lines is 51 percent, the highest in the system. With the highest ridership, productivity, farebox recovery, and the lowest subsidies, Trolley lines are the most effective and efficient routes in the MTS system.

FREEWAY RAPID/EXPRESS

On weekdays, fares from Express services cover about 28 percent of the operating costs. Higher *Rapid* Express fares on Routes 280 and 290 result in a higher farebox recovery of 47 percent and 69 percent, respectively. The other Express Routes should generate a similar revenue based on higher fares, however because the day pass is accepted on these routes, five of the eleven weekday Express services generate less than 20 percent farebox recovery. Some of these routes have long travel distances with low seat turnover, which also likely corresponds to low fare revenue generation.

Express routes draw a relatively high subsidy per passenger, second only to Rural routes. MTS subsidizes an average of \$3.13 per passenger trip, high by MTS standards but low compared with industry peers. Like farebox recovery, the Express routes with the highest subsidies are routes that traverse long distances with low seat turnover like Routes 237, 280, and 870.

ARTERIAL RAPID/URBAN FREQUENT

Weekday fares from Urban Frequent routes cover an average of 38 percent of the operating costs, which is the third highest in the system. MTS subsidizes only \$1.64 per passenger on average for the Urban Frequent routes. Average weekend farebox recovery declines to 32 percent, with a \$2.12 subsidy per passenger on Saturdays, and 31 percent farebox recovery and \$2.31 subsidy per passenger on Sundays.

Routes with the highest weekday farebox recovery and the lowest subsidy per passenger are Routes 3, 5, and 906/907, which all recover over 87 percent of their weekday operating costs from fare revenue. Additionally, per passenger subsidies on these three routes are below \$0.15. A primary reason for high farebox recovery and low subsidy per passenger on Routes 3 and 5 is the existing contract structure by which contractors are paid to provide service⁷. Route 5 is the second most productive Urban Frequent route with a path from downtown to Euclid Avenue Transit Center along Market Street, a high-density population and employment corridor. Route 3 also serves the same two destinations, but travels along Ocean View Blvd. south of the Orange Line Trolley. Route 906/907 is a neighborhood feeder bus service in San Ysidro. High volumes of pedestrians who cross the border at San Ysidro primarily utilize this service for transportation within the local community. More recently, increased volumes on Routes 906/907 are attributable to people connecting between the San Ysidro Blue Line station and the new Ped West crossing at the Virginia Avenue Transit Center⁸. Frequency on Routes 3 and 5 is reduced from 15 minutes on weekdays to 30 (Route 5) and 60 (Route 3) minutes on weekends, and frequency on Route 906/907 is reduced from 15 minutes on weekdays to 20 minutes on Saturdays and 30 minutes on Sundays. Weekend productivity remains strong on all three routes.

The eastern loop of the SuperLoop Rapid, Route 204, once again performs at the bottom of the service tier for both farebox recovery and subsidy per passenger. Route 204 recovers only 16 percent of its weekday operating costs. It is subsidized at \$5.19 per passenger on weekdays, nearly \$13 on Saturdays, and \$15.80 on Sundays. Route 204 maintains high frequency on weekends, which doesn't match the reduced ridership of the service and warrants review. Note that SuperLoop Rapid services are funded and subsidized specifically by TransNet through SANDAG.

⁷ Transdev, which operates many MTS routes including Routes 3 and 5 described here, are paid on a per revenue mile basis. The cost estimation for routes directly operated by MTS (San Diego Transit Corporation) uses revenue hours as the basis of cost (with the hourly expense of the operator being a primary cost driver), resulting in a higher cost per seat mile compared to Transdev.

⁸ Passengers using Route 907 to travel from the Virginia Avenue Transit Center to the San Ysidro Transit Center may purchase a one-way trolley ticket and board the bus without requiring separate fare.

URBAN STANDARD

On weekdays, fares from Urban Standard routes cover 41 percent of the operating costs, second only to Trolley services. MTS subsidizes \$1.52 per passenger on Urban Standard routes during the weekdays. Farebox recovery drops just barely to 38 percent on Saturdays and 37 percent on Sundays. Additionally, per passenger subsidies remain below \$2.00 per passenger at \$1.69 per passenger on Saturdays and \$1.77 per passenger on Sundays. High financial effectiveness throughout the week indicates adequate service supply among Urban Standard routes, and is also a positive indication of recovering weekend services in some high-demand corridors.

Routes 28, 35, and 815 all recover over 70 percent of their operating costs from fares and require subsidies lower than \$0.50 per passenger. Fares on Routes 31 and 904 both recover less than 20 percent of their operating costs. Route 31 has not been significantly impacted by the introduction of Route 237 and has generated a consistent number of boardings over the past few years. Route 904 performs poorly during the winter months due to the tourist-oriented nature of this route; this is reflected in this analysis because of the the dataset used, but performance improves greatly during the summer months (June – September)⁹.

CIRCULATOR

Fares on Circulator routes recover 32 percent of their weekday operating costs and 25 percent of their Saturday operating costs. MTS subsidizes \$2.10 per passenger on weekdays and \$2.97 per passenger on Saturdays.

Four of the Circulator routes are shuttles that provide connections between Sorrento Valley and the COASTER and are free to the public. NCTD pays MTS \$1.00 for each boarding to subsidize the shuttles. The free shuttles likely contribute to higher subsidies and lower farebox revenue among the service tier. Routes 14, 18, 83, and 84 have the lowest productivity among Circulator routes. These four routes also have the lowest farebox recovery of all system Circulators, each below 24 percent. Consequently, MTS is paying between \$3.00 and \$4.00 subsidies per passenger on each of these routes.

RURAL

Fares from Rural routes generate the lowest farebox revenue in the system at just eight percent of weekday operating costs. MTS subsidizes an average of \$14.14 per passenger. The subsidy for Route 891, with service from Borrego Springs to El Cajon, is \$51.11 per passenger, which is the

⁹ Route 904 operates with a standard fare every 60 minutes during the off-season (September – June), but during the summer months (June – September), the City of Coronado subsidizes passenger fares and additional service to respond to increased tourist demand. In previous years, service operated every 20 minutes during the summer season, but has more recently been improved to bus service every 15 minutes.

highest subsidy in the system. Route 892, with service from Lake Henshaw to El Cajon has similarly high subsidies at \$44.45 subsidy per passenger. These Rural routes are lifeline services that are largely subsidized by specific Section 5311(f) federal funds. Thus, high subsidies on only four Rural routes do not significantly impact the MTS budget.

Service Quality

Operating speeds and travel time are key determinants to both MTS operators and individuals using the transit system. While frequency is the most important consumer attraction attribute, speed is the next highest attribute that encourages new riders to use transit services or encourages current riders to use transit for additional trips. Routes with higher speeds and lower travel times are a “win-win” for MTS making service more attractive for customers and reducing the resources needed to operate service.

Service reliability affects a passenger’s ability to predict travel in a timely and consistent manner and is the number one factor in retaining transit customers, who expect the promised service delivered every day, every trip. Two primary components comprise service reliability: service availability and schedule delivery. Service availability metrics include percent service completed (actual v. scheduled) and miles between road calls or service interruptions. Scheduled delivery metrics are comprised of on-time performance or frequency delivery.

On-Time Performance and Service Speed

On-time performance helps retain ridership and improve passenger experience. Early or late service and unpredictable arrivals negatively affect perception of service quality and reduce the competitiveness of transit with other modes of transportation¹⁰. Based on existing MTS standards, 90 percent¹¹ of trips on Trolley, Express, Rapid Express, Urban Standard, and Circulator routes should be on-time and 85 percent of Urban Frequent and *Rapid* routes should be on-time. Currently, only 13 MTS bus and Trolley routes have above 90 percent on-time performance and 19 MTS routes are on-time less than 80 percent of the time¹². As a system, 83 percent of MTS trips arrive on-time, 14 percent arrive late, and 2 percent arrive early, which is

¹⁰ Non-riders in San Diego claimed that the number one reason they don’t use MTS services is because the trip takes too long or has too many transfers. Riders cited this same factor as the second reason they don’t ride more often, the first being that transit services are not frequent enough.

¹¹ Typical industry best practice calls for 85% on-time for arterial operation (best balance of operating cost versus customer experience) with higher standards (90% and up) reserved for services in exclusive running ways (Trolley and some of the Express tier have partial exclusive right-of-way).

¹² This data is based on routes that are equipped with AVL; 23 MTS routes are not equipped.

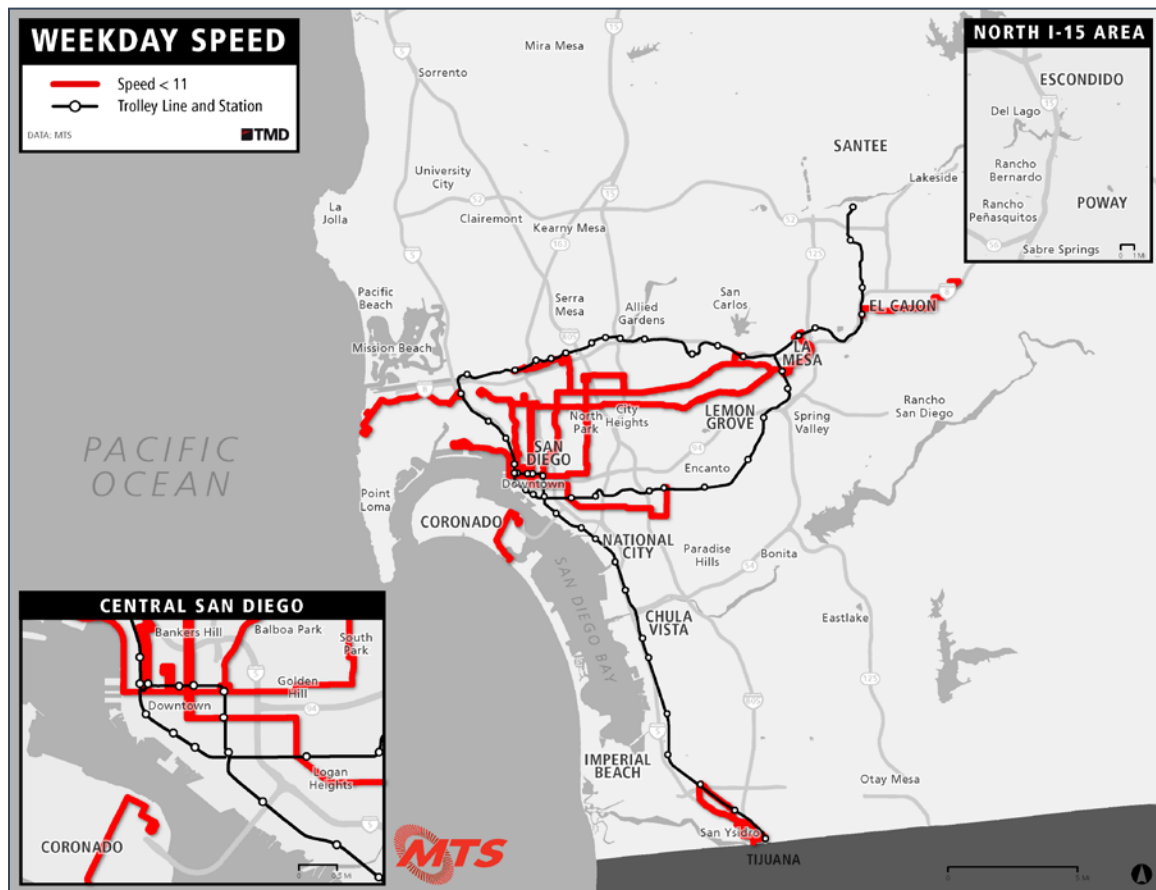
very good compared with MTS peers. The two SuperLoop *Rapid* routes have the highest on-time performance, both above 95 percent. A large majority of MTS routes do not meet on-time performance thresholds because rush hour services are run in local corridors with highly variable conditions. MTS Policy 42 currently holds a 90.0% standard for Urban Standard and Circulator routes, even though these operate in mixed-flow traffic in urban and suburban environments.

The high on-time performance standard may be one reason for the decline in transit service speeds. Setting the percentage too high results in additional time built into the schedule and results in vehicles waiting at timepoints to ensure that the bus is not early. Decreasing service speeds ultimately lead to forced additional operating resources to meet existing schedules. Eleven routes currently average speeds below 11 miles per hour. The majority of these routes are concentrated in the dense urban core of San Diego between the Orange and Green Trolley Lines where traffic is congested and there is heavy turnover at transfer stops. The *Transit Optimization Plan* will consider updated design and operating strategies. These strategies will include improved stop spacing and transit priority. Improved stop spacing is especially critical for high frequency, high investment services. Passengers are willing to walk further for frequent service and the recommendations should optimize around this fact.

Two changes may improve (both perceived and realized) transit reliability:

- Routes which run every 10 minutes or better should be measured on a headway-based approach to match customer expectations. A customer waiting for a frequent service should not wait more than 150 percent of the scheduled headway (e.g. more than 15 minutes for a 10-minute headway).
- Routes which run less than every 10 minutes should be measured based on the existing timepoint-based standard (0 minutes early to 5 minutes late). All routes should be set to an 85 percent on-time standard rather than the existing 90 percent standard.

Figure 15: MTS Routes with Service Speeds below 11 mph



Route Spacing

Effective route spacing is crucial to maximize network access. Placing services too close together or too far apart can negatively impact cost effectiveness for the entire network (unproductive competition). In most urban contexts, route spacing should be no closer than $\frac{1}{2}$ a mile and no farther apart than 1 mile. Route spacing is strongly influenced by existing street networks, the mode and service level.¹³

Within the MTS service area, route spacing varies widely. If spaced too closely, ridership can be cannibalized resulting in less efficient allocation of resources. An example of this can be found in

¹³ Industry best practice design recognizes that customers walk further for better transit with basic local bus service drawing 80% of its riders within $\frac{1}{4}$ mile while rail and better bus (Rapid/BRT) have larger customer walksheds with 80% coming from within $\frac{1}{2}$ mile.

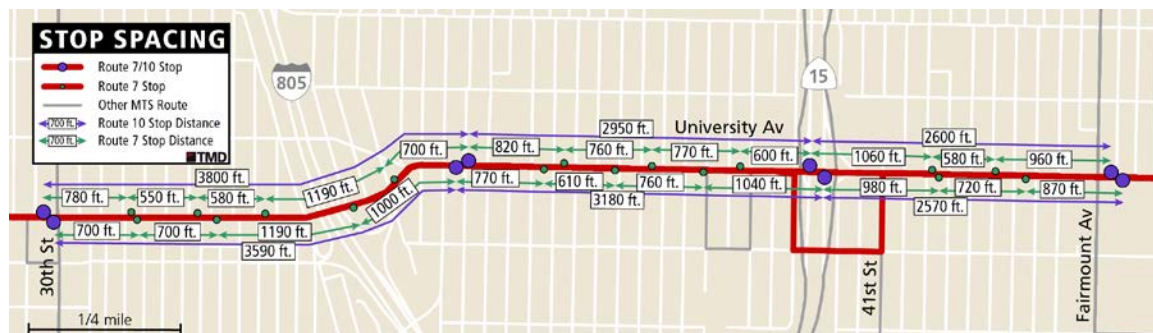
National City where Routes 967 and 968 largely serve the same neighborhoods no further than ¼ mile apart. A consolidated service in this area could continue to serve the community while preserving limited operating dollars for other uses. Not all closely spaced routes are without merit. In some cases, two routes will serve the same corridor but perform different functions in a complementary manner. One example can be found in Mid-City where Route 1 and Route 215 both serve El Cajon Boulevard, with Route 1 operating local service and Route 215 serving longer distance trips with more limited stops.

Stop Spacing

Stop spacing impacts the effectiveness of transit service and has a large effect on ridership attraction. Although closely spaced stops may appear to enhance service accessibility for riders, tight stop spacing makes the service less attractive to people using the bus and may increase operating costs by slowing service speed. Dwell time at bus stops is one of the major contributors to operating delays and the resulting on-time performance issues. Excessive dwell time significantly impacts service reliability and slows down operating speed. A balance between efficient stop spacing to maintain convenient access to transit and reducing unnecessary delay leads to improvements in transit service effectiveness. This service design tool will be an important component of achieving cost savings and delivering efficient transit service.

The effects of stop spacing can be seen along the University Avenue corridor in Mid-City. Both Route 7 and Route 10 operate on this corridor with varying stop spacing. Between Texas Street and 52nd Street Route 7 stops an average of every 0.15 miles or about 1/6 of a mile while Route 10 stops every 0.48 miles or about every 1/2 of a mile. As a result, Route 10 travel time in this segment of University Avenue is 6 minutes compared to a travel time of 10 minutes for Route 7. That represents a speed that is 40% faster. Even a slight increase in the distance between Route 7 stops would save significant resources by improving speeds on the high frequency, high volume urban corridor.

Figure 16: Existing Route 7 / 10 Stop Spacing along University Avenue



Fleet and Infrastructure

MTS contracts many of its services out to several different transit providers throughout the week. With a total fleet size of 797 fixed-route and paratransit buses, MTS directly operates 25 routes while the other 68 routes are operated by contract service providers. The busiest time for MTS operations is during the PM Peak period (3pm-6pm) on weekdays where as many as 454 fixed-route vehicles in service at one time. Articulated buses are used primarily for Rapid and Urban Frequent route operations, 40-foot buses serve some Urban Frequent and most Urban Standard routes, and minibuses primarily serve slower and less frequent routes such as Circulator services.

MTS owns five bus operating divisions throughout the region. Two are directly operated and three are operated by contractors. Four divisions operate full size standard buses while a fifth operates light- and medium duty minibuses in fixed-route and ADA complementary paratransit service. Current *Rapid* service is all directly operated, but the South Bay Rapid opening in 2018 will be operated from the South Bay Maintenance Facility. The two *Rapid* Express routes are operated using a fleet of 24 over-the-road coaches operated from the East County Bus Maintenance Facility (ECBMF). Rural service is also operated from ECBMF, using 40' standard coaches on Route 894 and minibuses on the other three routes. All other minibuses are operated from the Copley Park Maintenance Facility, where the fleet is being converted from gasoline power to propane. Non-*Rapid* articulated buses are currently only operated from Imperial Avenue and Kearny Mesa divisions, but MTS expects to order up to ten for the South Bay Maintenance Facility in 2017-2018 to be used on heavy ridership routes in the South Bay.

Four of the five bus operating divisions are largely at capacity. The ECBMF was expanded in 2016 and has space to absorb some additional buses, but the remaining four divisions have very little room to accommodate growth. The 2016 ballot Measure A that would have funded additional transit services included funding for a sixth bus operating division. The measure did not meet the two-thirds approval required for passage. Any major future growth in bus counts is assumed to require a new expansion bus facility.

Figure 17: MTS Bus Operating Divisions

Division	Location	Operator	Buses	Current Fuel Types
Imperial Avenue (IAD)	Downtown SD	MTS	98 Standard 40' 26 Artic 18 <i>Rapid</i> Artic <u>12 <i>Rapid</i> 35' Hybrid</u> 154 TOTAL	CNG, Gasoline

Division	Location	Operator	Buses	Current Fuel Types
Kearny Mesa (KMD)	Kearny Mesa	MTS	77 Standard 40' 13 Artic <u>29 Rapid Artic</u> 119 TOTAL	CNG
South Bay (SBMF)	Chula Vista	Transdev	218 Standard 40' <u>13 Mid-Size 30'-32'</u> 231 TOTAL	CNG
East County (ECBMF)	El Cajon	Transdev	53 Standard 40' 24 OTR 45' Coach <u>3 Type VII Minibus</u> 90 TOTAL	CNG, Diesel, Gasoline
Copley Park (CPMF)	Kearny Mesa	First Transit	39 Type VII Minibus <u>172 Type II ADA Minibus</u> 211 TOTAL	Propane, Gasoline

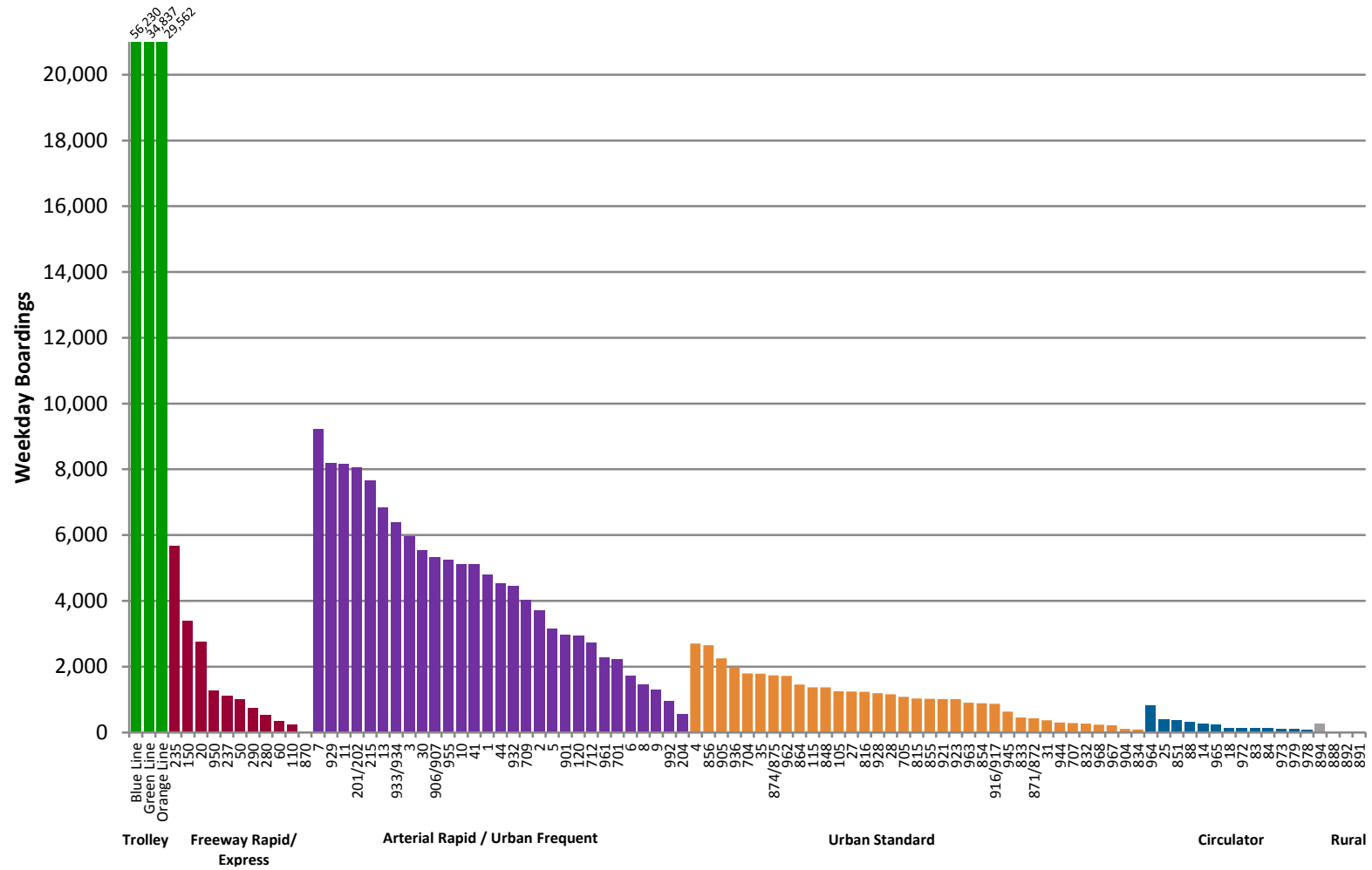
Key Findings

The service evaluation identified several key findings for MTS to consider in the Transit Optimization Plan recommendations.

- MTS has taken steps to maintain and build ridership since the implementation of the COA service changes in 2006-2007. Ridership grew significantly beginning in 2006 on both bus and Trolley services, and several additional services have been implemented since then. However, despite the many successes, there have been declines in ridership, productivity, and fare revenue in the past two years, likely caused by low gas prices, increasing employment rates, an improved economy which encourages more people to drive, and possibly new competition from TNCs. The TOP should consider specific service options for optimizing resource allocation and meeting mobility needs.
- Weekday boardings peak during morning (6:00am – 8:00am) and afternoon (3:00pm – 6:00pm) commute hours. Midday ridership remains high with around 20,000 system boardings each hour. Trolley ridership is slightly higher during the peak periods, but is sustained between 6,000 and 11,000 passenger boardings each hour from 6:00am to 6:00pm.
- Ridership within the MTS service area is heavily concentrated at Trolley stations and transit centers and in San Diego Mid-City and the western urban core in South County. Trolley lines facilitate north to south movement from the border to downtown and east to west movement between downtown and El Cajon.

- Each of the MTS service tiers plays a distinct role in serving various demographic groups. Generally, resources are currently allocated proportionally to ridership and farebox revenue for each service tier. Trolley services, which outperform all bus services nearly ten to one in train versus bus productivity, have the lowest cost to ridership and cost to revenue ratio. Thus, MTS spends less on Trolley services for higher ridership and farebox revenue returns justifying the infrastructure costs. MTS currently invests proportionally more resources into bus services than they receive in ridership and fare revenue. The TOP will consider where future investments will most benefit ridership and revenue returns throughout the MTS service area while serving community mobility needs.
- MTS as a system recovers 41 percent of its operating costs from farebox revenue and subsidizes an average of \$1.48 per passenger trip. Longer trips and low seat turnover mean that Express routes recover a lower percent of their operating costs with higher subsidies. Urban Standard routes maintain high farebox recovery and low subsidies throughout the week. The TOP will identify where investments can be reallocated to optimize ridership and reduce costs and subsidies.
- Currently, the majority of bus routes do not meet on-time performance standards set forth in Policy 42. As well, a number of major bus lines have operating speeds that are below 11 MPH, making critical corridor service less attractive to customers and adding operating cost. The TOP will analyze operating speeds, layover percentage, and on-time performance to establish revised service standards and pinpoint services where speeds and performance can be improved.

Figure 18: Weekday Ridership



Productivity Metrics			
Project:	Network Improvements: - Bus Service Increases (Frequency, span, 24-hr. service, new local routes) - Trolley Frequency Improvements	Rapid Bus: Convert 18 core network routes to Rapid (various investment levels)	Blue Line Trolley Express
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Annual Ridership	37,274,100	8,366,600	1,557,700
Average Weekday Net Increase	120,030	26,942	5,016
Capital Cost:	\$1,409,722,000	\$2,549,009,000	\$3,750,000,000
Capital Cost/Annual Rider:	\$38	\$305	\$2,407
Annual Revenue Miles	11,207,000	4,650,276	1,500,000
Annual Operating Cost:	\$81,974,747	\$30,459,308	\$14,415,000
Annual Operating Cost/Annual Rider:	\$2.20	\$3.64	\$9.25
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	-36,977	-4,989	-1,587

Equity Metrics			
Population within a convenient walk ¹ (actual walk distance) of project:			
Walkshed:	Bus: 400m/0.25 mi. Trolley: 800m/0.5 mi.	No Lane: 600m/0.37 mi. W/ Lanes: 800m/0.5 mi.	800m/0.5 mi.
% Minority (Service Area Avg. = 57.2%)	66.7%	69.5%	57.4%
% Non-Minority	33.3%	30.5%	42.6%
% Low-Income (Service Area Avg. = 30.5%)	40.6%	42.9%	40.0%
% Non-Low-Income (>200% of Poverty Level)	59.4%	57.1%	60.0%
% Youth (Under 19) (Service Area Avg. = 21.8%)	20.9%	21.4%	10.4%
% Non-Youth (19+)	79.1%	78.6%	89.6%
% Senior (65+) (Service Area Avg. = 12.6%)	11.1%	11.0%	14.1%
% Non-Senior (Under 65)	88.9%	89.0%	85.9%
¹ Convenient walk is defined as: 800 m / 0.5 mi – Dedicated ROW: Trolley, freeway BRT, rapid segments with dedicated lanes, skyway, waterway; 600 m / 0.37 mi – Rapid segments without dedicated lanes; 400 m / 0.25 mi – all other fixed-route service – local and frequent network; 3 miles – park and rides			

Values Metrics			
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	Many services connecting high residential concentrations with high employment areas would be improved, including Blue Line service between South Bay, Downtown, and University City, Green Line service between El Cajon and Mission Valley, and Rapid 235 service between Downtown, Mid-City and Kearny Mesa.	Route 12, proposed for a Rapid conversion, links high residential concentrations in Southeastern San Diego with the Tier 1 employment area of Downtown SD. Other routes, converted to Rapid, will provide faster service into regional links such as the Trolley and Express services, to better conenct residential and job concentrations.	The Blue Line Trolley Express would improve travel times between highly concentrated residential communities in the South Bay to Downtown San Diego.
Connects high residential concentration with a major college or university.	Many services connecting high residential concentrations with major colleges/universities would be improved, including Blue Line service between South Bay, City College, and UC San Diego, and Green Line service between El Cajon and SDSU.	Major colleges and universities located along routes proposed for Rapid conversion include Southwestern College, SDSU, UC San Diego, City College, University of San Diego, Cuyamaca College, and Mesa College. Many of tehse travel through high residential concentrations in Mid-City, Downtown, and other areas.	The Blue Line Trolley Express would improve travel times between highly concentrated residential communities in the South Bay and Downtown, which houses City College and a future UC San Diego Extension campus.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	Many services connecting SB 535 DACs with high employment concentration area would be improved, including Blue Line service between South Bay, Downtown, and University City, and Green Line service between El Cajon and Mission Valley.	Route 12, proposed for a Rapid conversion, links DACs in Southeastern San Diego with the Tier 1 employment area of Downtown SD. Route 815, also proposed for Rapid conversion, serves western El Cajon, which is both an SB 535 DAC and a high employment area.	This project would connect SB 535 DACs in South Bay with the high employment concentration in Downtown SD.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	5% of Directional Route Miles (DRMs) for improved routes are within current SB 535 DACs.	35% of proposed Arterial Rapid bus route conversion mileage is within current SB 535 DACs.	64% of the Blue Line corridor between San Ysidro and America Plaza is within or on the border of a SB 535 disadvantaged community.
Providing fast and dependable service for riders.			
Proposed base project headway:	This project adds frequency to a variety of routes, including increasing headways on some 30 minute routes to 15 minutes, some 60 minute routes to 30 minutes, and some 15 minute routes to 7.5, 10, or 12 minutes. All base weekday Trolley services (except Silver Line) would operate a minimum 7.5 minute headway.	Route frequencies would vary, but Rapids are generally designed to operate with a 15-minute or better base day frequency.	15 min
Making transit time-competitive with the auto.			
Project in-service speed:	Almost all existing urban and suburban routes operate below 15 MPH; this project would not materially improve in-service speeds.	Speeds will vary by route, but Rapids are generally designed to travel 5-7 MPH faster than local buses.	24.9 mph
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled	This project would improve comfort for seniors and the disabled because it would reduce waiting times for riders and add service for more wheelchair space and priority seating.	This project would improve regional access for seniors and the disabled by reducing travel times, and will improve comfort by adding capacity through frequency enhancements as well as improved passenger amenities at stops.	Network improvements from the Blue Line Express project would benefit senior and disabled riders similar to the general population.
Connects high residential concentration with a regional medical facility.	Some existing bus routes serve regional medical facilities. Regional medical facilities adjacent to Trolley stations that would have increased service include: Alvarado Medical Center, Sharp Grossmont Hospital, Scripps Memorial Hospital, UCSD Medical Center La Jolla, and the VA Medical Center.	Routes proposed for Rapid upgrades would include service within a half mile of UCSD Medical Center Hillcrest, Scripps Mercy Hillcrest, Scripps Mercy Chula Vista, Paradise Valley Hospital, Kaiser Hospital (Kearny Mesa), and Kaiser Otay Mesa Medical Offices.	There are no major regional medical facilities located along the project itself.
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	Some improvements could begin immediately. Full implementation would require a new bus division, with a development time of 5-7 years.	Light-investment projects that do not require an environmental process could begin service within 5-7 years. Full build-out for all projects is estimated to be in the late 2030s.	A major LRT project is projected to have a 16 year development and construction timeline.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	This project includes no new fixed guideway.	Yes. Investment levels vary by Rapid project, but some would be expected to have bus-only, fixed-guideway segments.	Yes - new trackway would likely be mostly or entirely elevated guideway between the border and Downtown.
Expands geography of fixed guideway transit network.	This project includes no new fixed guideway.	Yes, extends fixed-guideway along segments of certain bus lines.	No - the new guideway would be in the same envelope as existing fixed-guideway transit.

Productivity Metrics			
Project:	Purple Line: Full line (San Ysidro-Kearny Mesa)	Purple Line: Alt. A (E St. - Mission Valley)	Purple Line: Alt. B (E St. - Kearny Mesa)
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Annual Ridership	1,137,508	1,939,000	2,419,700
Average Weekday Net Increase	3,663	6,244	7,792
Capital Cost:	\$14,815,000,000	\$6,115,766,000	\$7,230,038,000
Capital Cost/Annual Rider:	\$13,024	\$3,154	\$2,988
Annual Revenue Miles	2,220,477	1,129,056	1,575,974
Annual Operating Cost:	\$21,338,784	\$10,850,228	\$15,145,110
Annual Operating Cost/Annual Rider:	\$18.46***	\$5.60	\$6.26
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	-1,921***	-1,425	-1,745

Equity Metrics			
Population within a convenient walk ¹ (actual walk distance) of project:			
Walkshed:	800m/0.5 mi.	800m/0.5 mi.	800m/0.5 mi.
% Minority (Service Area Avg. = 57.2%)	86.2%	87.0%	87.8%
% Non-Minority	13.8%	13.0%	12.2%
% Low-Income (Service Area Avg. = 30.5%)	50.3%	56.1%	55.9%
% Non-Low-Income (>200% of Poverty Level)	49.7%	43.9%	44.1%
% Youth (Under 19) (Service Area Avg. = 21.8%)	25.1%	25.6%	26.0%
% Non-Youth (19+)	74.9%	74.4%	74.0%
% Senior (65+) (Service Area Avg. = 12.6%)	9.8%	8.3%	8.0%
% Non-Senior (Under 65)	90.2%	91.7%	92.0%
¹ Convenient walk is defined as: 800 m / 0.5 mi – Dedicated ROW: Trolley, freeway BRT, rapid segments with dedicated lanes, skyway, waterway; 600 m / 0.37 mi – Rapid segments without dedicated lanes; 400 m / 0.25 mi – all other fixed-route service – local and frequent network; 3 miles – park and rides			

Values Metrics			
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	The Purple Line connects high density residential areas in the South Bay and Mid-City with Tier 1 employment areas in Mission Valley and Kearny Mesa.	The Purple Line connects high density residential areas in the South Bay and Mid-City with a Tier 1 employment area in Mission Valley.	The Purple Line connects high density residential areas in the South Bay and Mid-City with Tier 1 employment areas in Mission Valley and Kearny Mesa.
Connects high residential concentration with a major college or university.	The Purple Line connects high residential areas in the South Bay and Mid-City with the upcoming SDSU Mission Valley campus, and makes connections to SDSU Mesa campus much faster for South Bay residents.	The Purple Line connects high residential areas in the South Bay and Mid-City with the upcoming SDSU Mission Valley campus, and makes connections to SDSU Mesa campus much faster for South Bay residents.	The Purple Line connects high residential areas in the South Bay and Mid-City with the upcoming SDSU Mission Valley campus, and makes connections to SDSU Mesa campus much faster for South Bay residents.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	The Purple Line connects DACs in National City and Southeast San Diego with Tier 1 employment areas in Mission Valley and Kearny Mesa. It is also adjacent to (but not in) a DAC in San Ysidro.	The Purple Line connects DACs in National City and Southeast San Diego with a Tier 1 employment area in Mission Valley.	The Purple Line connects DACs in National City, Chula Vista, and Southeast San Diego with Tier 1 employment areas in Mission Valley and Kearny Mesa.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	21% of the San Ysidro to Kearny Mesa Purple Line alignment is in SB 535 DAC areas.	51% of the E Street to Mission Valley Purple Line alignment is in SB 535 DAC areas.	38% of the E Street to Kearny Mesa Purple Line alignment is in SB 535 DAC areas.
Providing fast and dependable service for riders.			
Proposed base project headway:	Purple Line was assumed with a base day headway of 7.5 minutes.	Purple Line was assumed with a base day headway of 7.5 minutes.	Purple Line was assumed with a base day headway of 7.5 minutes.
Making transit time-competitive with the auto.			
Project in-service speed:	25 mph	25 mph	25 mph
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	Network improvements from the Purple Line project would benefit senior and disabled riders similar to the general population.	Network improvements from the Purple Line project would benefit senior and disabled riders similar to the general population.	Network improvements from the Purple Line project would benefit senior and disabled riders similar to the general population.
Connects high residential concentration with a regional medical facility.	This variant of the Purple Line connects high residential areas in the South Bay and Mid-City with a station next to Kaiser Hospital (Kearny Mesa).	This variant of the Purple Line would not have a station directly adjacent to a major medical facility.	This variant of the Purple Line connects high residential areas in the South Bay and Mid-City with a station next to Kaiser Hospital (Kearny Mesa).
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	Scenarios currently propose to complete the Purple Line by 2046.	Scenarios currently propose to complete the Purple Line by 2046.	Scenarios currently propose to complete the Purple Line by 2046.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	Yes, nearly the entire project would be new fixed-guideway.	Yes, nearly the entire project would be new fixed-guideway.	Yes, nearly the entire project would be new fixed-guideway.
Expands geography of fixed guideway transit network.	Yes, extends fixed-guideway along the inland north-south (I-805) corridor.	Yes, extends fixed-guideway along the inland north-south (I-805) corridor.	Yes, extends fixed-guideway along the inland north-south (I-805) corridor.

Productivity Metrics			
Project:	Waterway System	SV Skyway & Connectors	Mid-Coast - Beach Skyway
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Annual Ridership	1,187,200	1,126,600	1,013,600
Average Weekday Net Increase	3,823	3,628	3,264
Capital Cost:	\$151,000,000	\$220,116,000	\$225,000,000
Capital Cost/Annual Rider:	\$127	\$195	\$222
Annual Revenue Miles	863,000	n/a	n/a
Annual Operating Cost:	\$17,260,000	\$3,700,000	\$4,400,000
Annual Operating Cost/Annual Rider:	\$14.54	\$3.28	\$4.34
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	-878	-1,104	-829

Equity Metrics			
Population within a convenient walk ¹ (actual walk distance) of project:			
Walkshed:	800m/0.5 mi.	800m/0.5 mi.	800m/0.5 mi.
% Minority (Service Area Avg. = 57.2%)	76.4%	54.1%	24.3%
% Non-Minority	23.6%	45.9%	75.7%
% Low-Income (Service Area Avg. = 30.5%)	43.0%	36.3%	32.0%
% Non-Low-Income (>200% of Poverty Level)	57.0%	63.7%	68.0%
% Youth (Under 19) (Service Area Avg. = 21.8%)	19.7%	19.3%	7.9%
% Non-Youth (19+)	80.3%	80.7%	92.1%
% Senior (65+) (Service Area Avg. = 12.6%)	11.9%	5.4%	6.9%
% Non-Senior (Under 65)	88.1%	94.6%	93.1%
¹ Convenient walk is defined as: 800 m / 0.5 mi – Dedicated ROW: Trolley, freeway BRT, rapid segments with dedicated lanes, skyway, waterway; 600 m / 0.37 mi – Rapid segments without dedicated lanes; 400 m / 0.25 mi – all other fixed-route service – local and frequent network; 3 miles – park and rides			

Values Metrics			
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	The waterway system would connect highly concentrated residential areas in National City with the Tier 1 employment center Downtown San Diego, as well as military and civilian jobs at Naval Base San Diego and Naval Air Station North Island.	The Sorrento Valley Skyway is a last-mile solution to connect the extended Blue Line Trolley with Sorrento Valley employment. The skyway would be a critical connection between a Tier 1 employment center and concentrated residential areas along the Blue Line Corridor.	The Mid-Coast-Beach Skyway is a last-mile solution to connect high residential concentrations in the beach area with the Blue Line and bus connections, for one-transfer service to the high employment areas of Univeristy City, Kearny Mesa, and Downtown SD.
Connects high residential concentration with a major college or university.	The waterway system would not connect highly concentrated residential areas with a major college or university.	While the southern terminal of the project would land on the UC San Diego campus, it connects from there to Sorrento Valley employment, not a concentrated residential areas and a major college or university.	While this project is not located near a major college or university, high concentrations of college students live in the beach areas it would serve. This project would be a last-mile solution to connect these residents with the Blue Line for one-transfer service to UC San Diego and City College.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	The waterway system would connect DACs in South Bay with the Tier 1 employment center Downtown San Diego.	The Sorrento Valley Skyway is a last-mile solution to connect the extended Blue Line Trolley with Sorrento Valley employment. The skyway would be a critical connection between a Tier 1 employment center and DACs along the Blue Line Corridor.	This project does not have any stations within an SB 535 DAC.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	33% of waterway stations (2 of 6) would be located within SB 535 disadvantaged communities (Pepper Park in National City and Naval Base San Diego).	This project does not have any mileage or stations within an SB 535 DAC.	This project does not have any mileage or stations within an SB 535 DAC.
Providing fast and dependable service for riders.			
Proposed base project headway:	15 min	1 min	1 min
Making transit time-competitive with the auto.			
Project in-service speed:	21 mph	13.6 mph	13.6 mph
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	A waterway network would be designed to be fully accessible, and could reduce travel times for seniors and the disabled between points along San Diego Bay.	Improvements from this project would benefit senior and disabled riders similar to the general population.	Improvements from this project would benefit senior and disabled riders similar to the general population.
Connects high residential concentration with a regional medical facility.	The Waterways project does not connect directly with a major medical facility.	While the southern terminal of the project would be next to UC San Diego Medical Center La Jolla and Scripps Memorial Hospital, it does not connect to a concentrated residential area.	The Balboa-Beach Guideway project does not connect directly with a major medical facility.
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	A ferry system could be implemented within 5 years, assuming short delivery times for boat procurement and dock renovations.	Skyway systems are relatively fast to install; assuming short delivery times for project development and station construction, a project could be implemented within 5-7 years.	Skyway systems are relatively fast to install; assuming short delivery times for project development and station construction, a project could be implemented within 5-7 years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	This project includes no fixed guideway.	Yes - stations and cable guideway would be new fixed guideway.	Yes - stations and cable guideway would be new fixed guideway.
Expands geography of fixed guideway transit network.	This project includes no fixed guideway.	Yes - extends fixed guideway transit into Sorrento Mesa.	Yes - extends fixed guideway transit into Pacific Beach.

Productivity Metrics			
Project:	Freeway Transit Improvements + Freeway Express Services Scenario 1 (52, 805)	Freeway Transit Improvements + Freeway Express Services Scenario 2 (5, 52, 56, 805)	Airport Trolley
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Annual Ridership	2,934,600	5,100,300	1,193,700
Average Weekday Net Increase	9,450	16,424	3,844
Capital Cost:	\$1,346,642,000	\$2,365,614,000	\$1,632,312,000
Capital Cost/Annual Rider:	\$459	\$464	\$1,367
Annual Revenue Miles	3,326,236	5,666,086	497,000
Annual Operating Cost:	\$21,786,846	\$37,112,863	\$4,776,170
Annual Operating Cost/Annual Rider:	\$7.42	\$7.28	\$4.00
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	-3,644	-7,354	-442

Equity Metrics			
Population within a convenient walk ¹ (actual walk distance) of project:			
Walkshed:	800m/0.5 mi.	800m/0.5 mi.	800m/0.5 mi.
% Minority (Service Area Avg. = 57.2%)	67.4%	69.2%	39.0%
% Non-Minority	32.6%	30.8%	61.0%
% Low-Income (Service Area Avg. = 30.5%)	36.2%	38.1%	27.7%
% Non-Low-Income (>200% of Poverty Level)	63.8%	61.9%	72.3%
% Youth (Under 19) (Service Area Avg. = 21.8%)	23.4%	23.5%	6.4%
% Non-Youth (19+)	76.6%	76.5%	93.6%
% Senior (65+) (Service Area Avg. = 12.6%)	12.0%	12.2%	15.9%
% Non-Senior (Under 65)	88.0%	87.8%	84.1%
¹ Convenient walk is defined as: 800 m / 0.5 mi – Dedicated ROW: Trolley, freeway BRT, rapid segments with dedicated lanes, skyway, waterway; 600 m / 0.37 mi – Rapid segments without dedicated lanes; 400 m / 0.25 mi – all other fixed-route service – local and frequent network; 3 miles – park and rides			

Values Metrics			
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	Freeway transit improvements would connect high residential concentration areas with employment centers. SR-52 would connect East County to Kearny Mesa and Sorrento Valley and I-805 transit improvements would connect the South Bay and Mid-City with Mission Valley, Kearny Mesa, Unievristy City, and Sorrento Valley.	Freeway transit improvements would connect high residential concentration areas with employment centers. SR-52 would connect East County to Kearny Mesa and Sorrento Valley; I-5 would connect the South Bay with Downtown San Diego, and I-805 would connect the South Bay and Mid-City with Mission Valley, Kearny Mesa, University City, and Sorrento Valley. The SR-56 freeway improvements would connect the suburban north city areas along SR-56 with the Sorrento Valley employment area.	The proposed Airport route alignment directly serves Downtown, which is both a high residential area and Tier 1 employment area. The Airport is also a high employment area.
Connects high residential concentration with a major college or university.	This project does not connect directly with a major college or university.	This project does not connect directly with a major college or university.	The Airport Trolley project does not connect directly with a major college or university.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	Freeway transit improvements and freeway express services would connect DACs in South Bay, East County, and Mid-City with employment centers in Mission Valley, Kearny Mesa, and Sorrento Valley.	Freeway transit improvements and freeway express services would connect DACs in South Bay, East County, and Mid-City with employment centers in Mission Valley, Kearny Mesa, Downtown SD, and Sorrento Valley.	The proposed Airport route alignment would begin/end at 12th & Imperial Transit Center, which is a DAC area. It also connects directly to the Blue Line, which is 64% in DAC areas. The route connects to the Tier 1 employment area of Downtown/Airport.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	9% of Scenario 1 Freeway Rapid project mileage is within current SB 535 DACs.	18% of Scenario 2 Freeway Rapid project mileage is within current SB 535 DACs.	One (9%) of 11 stations (12th & Imperial Transit Center) is located in an SB 535 DAC.
Providing fast and dependable service for riders.			
Proposed base project headway:	I-805 Express - 15 min SR-52 Express - 10 min	I-5: 10 min I-805: 15/10/10/10min SR-52: 10 min SR-56: Combined 10 min	15 min
Making transit time-competitive with the auto.			
Project in-service speed:	I-805 Express - 29 mph SR-52 - 23 mph	I-5: 25 mph I-805: 29 mph SR-52: 23 mph SR-56: 23 mph	25 mph
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	This project would improve regional access for seniors and the disabled by reducing travel times, and will improve comfort by adding capacity through frequency enhancements as well as improved passenger amenities at stops.	This project would improve regional access for seniors and the disabled by reducing travel times, and will improve comfort by adding capacity through frequency enhancements as well as improved passenger amenities at stops.	A through-Trolley route between Downtown and the Airport may reduce some transfers, and the low-floor Trolley cars may be easier than buses for some seniors and disabled individuals to use.
Connects high residential concentration with a regional medical facility.	The I-805 service proposes a station directly adjacent to Sharp Memorial and Children's Hospitals. The SR-52 service would have a station near the Kaiser Hospital (Kearny Mesa).	The I-805 service proposes a station directly adjacent to Sharp Memorial and Children's Hospitals. The SR-52 service would have a station near the Kaiser Hospital (Kearny Mesa).	The Airport Trolley project does not connect directly with a major medical facility.
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	I-805 improvements would be one of the first projects to start, with the goal of implementing some elements within 5-7 years. Longer lead time items such as bridge and DAR structures would require more times, including CalTrans design and engineering process. It could take up to 15 years to implement all of the proposed improvements.	I-805 improvements would be one of the first projects to start, with the goal of implementing some elements within 5-7 years. Longer lead time items such as bridge and DAR structures would require more times, including CalTrans design and engineering process. It could take up to 15 years to implement all of the proposed improvements.	Project duration from planning to start of service is expected to be 6-8 years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	Yes, FTA considers protected, transit-only lanes as proposed in this project to be fixed-guideway.	Yes, FTA considers protected, transit-only lanes as proposed in this project to be fixed-guideway.	Yes - segment between current mainline and the airport would be new fixed guideway.
Expands geography of fixed guideway transit network.	Yes, the project extends the fixed-guideway network along the Mid-City section of I-805, and along the 52 corridor between Kearny Mesa and Santee.	Yes, the project extends the fixed-guideway network along the Mid-City section of I-805, the 52 corridor between Kearny Mesa and Santee, and the 56 corridor in Carmel Valley. The 5 corridor is adjacent to the existing Blue Line.	Yes , the project extends the fixed-guideway network to the airport.

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Productivity Metrics			
Project:	Mobility-on-Demand (MOD)	Youth Opportunity Pass (18 & Under)	Other Fare Discounting
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Annual Ridership	1,085,000	2,300,000	Ridership impacts would be dependent on the specific fare discounting programs and levels.
Avg. Wkdy. Net Ridership Increase:	3,500	7,419	n/a
Capital Cost:	No capital costs assumed.	No capital costs assumed.	No capital costs assumed.
Capital Cost/Annual Rider:	n/a	n/a	n/a
Annual Revenue Miles:	Unknown at this time.	n/a	n/a
Annual Operating Cost:	\$5,000,000	\$6,800,000	n/a
Annual Operating Cost/Annual Rider:	\$4.61	\$2.96	n/a
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	n/a	n/a	n/a
Equity Metrics			
Project:	Mobility-on-Demand (MOD)	Youth Opportunity Pass (18 & Under)	Other Fare Discounting
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Population within <u>a convenient walk</u> (actual walk distance) of project:	These projects are regional or do not have a specific location identified.		
% Minority (Service Area Avg. = 57.2%)			
% Non-Minority			
% Low-Income (Service Area Avg. = 30.5%)			
% Non-Low-Income (>200% of Poverty Level)			
% Youth (Under 19) (Service Area Avg. = 21.8%)			
% Non-Youth (19+)			
% Senior (65+) (Service Area Avg. = 12.6%)			
% Non-Senior (Under 65)			

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Values Metrics			
Project:	Mobility-on-Demand (MOD)	Youth Opportunity Pass (18 & Under)	Other Fare Discounting
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	MOD could be deployed in the high employment areas such as Kearny Mesa to connect with frequent transit service from areas with high residential density.	n/a	n/a
Connects high residential concentration with a major college or university.	MOD would likely not directly connect highly concentrated residential areas with a major college or university, as both land uses would be anticipated to sustain regular transit service.	n/a	n/a
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	MOD could be deployed in the high employment areas such as Kearny Mesa to connect with frequent transit service from SB 535 DACs.	n/a	n/a
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	The land uses, demographics, and densities of SB 535 DACs in the MTS jurisdiction generally sustain fixed-route transit, so MOD would likely be developed outside these areas.	Approx. 5% of MTS service and benefits are within current SB 535 DACs.	Approx. 5% of MTS service and benefits are within current SB 535 DACs.
Providing fast and dependable service for riders.			
Proposed base project headway:	n/a	n/a	n/a
Making transit time-competitive with the auto.			
Project in-service speed:	n/a	n/a	n/a
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	On-demand transit service would shorten the travel distance to access transit in lower-density communities, expanding the reach of the MTS network to reach seniors and individuals with disabilities outside of the existing MTS network.	n/a	Discounting for senior and/or disabled fares could reduce the transportation cost burden on vulnerable populations.
Connects high residential concentration with a regional medical facility.	On-demand transit service is not proposed for areas with high residential concentrations, but would connect lower-density communities with the MTS network to improve trips to medical facilities on the current MTS network.	n/a	n/a
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	Implementation could start in under five years.	Implementation could start in under five years.	Implementation could start in under five years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	These projects do not include fixed guideway.		
Expands geography of fixed guideway transit network.			

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Productivity Metrics			
Project:	Electrify Bus Fleet	Grade Separations	Security
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Annual Ridership	This project would not likely add noticeable new ridership.	This project would not likely add noticeable new ridership.	Based on feedback from riders and non-riders, improvements in security could positively impact the frequency of ridership from both populations.
Average Weekday Net Increase	n/a	n/a	n/a
Capital Cost:	n/a	\$800,221,000 (50%)	No capital costs assumed.
Capital Cost/Annual Rider:	n/a	n/a	n/a
Annual Rev Miles	n/a	n/a	n/a
Annual Operating Cost:	n/a	n/a	\$5,500,000
Annual Operating Cost/Annual Rider:	n/a	n/a	n/a
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	Fleet electrification would be expected to have a noticeable impact on GHG reductions. However, the exact calculation would be dependent on the deployment schedule and other details not yet known.	None calculated, although there may be some minor reductions from reduced congestion and idle times at grade crossings.	n/a
Equity Metrics			
Project:	Electrify Bus Fleet	Grade Separations	Security
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Population within <u>a convenient walk</u> (actual walk distance) of project:	These projects are regional or do not have a specific location identified.		
% Minority (Service Area Avg. = 57.2%)			
% Non-Minority			
% Low-Income (Service Area Avg. = 30.5%)			
% Non-Low-Income (>200% of Poverty Level)			
% Youth (Under 19) (Service Area Avg. = 21.8%)			
% Non-Youth (19+)			
% Senior (65+) (Service Area Avg. = 12.6%)			
% Non-Senior (Under 65)			

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Values Metrics			
Project:	Electrify Bus Fleet	Grade Separations	Security
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	n/a	n/a	n/a
Connects high residential concentration with a major college or university.	n/a	n/a	n/a
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	n/a	n/a	n/a
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	Approx. 5% of MTS service and benefits are within current SB 535 DACs.	43% (six of 14) of the MTS-area priority grade separations in the MTS service area are within current SB 535 DACs. (28th, 32nd, Euclid, E, H, Palomar)	Approx. 5% of MTS service and benefits are within current SB 535 DACs.
Providing fast and dependable service for riders.			
Proposed base project headway:	n/a	n/a	n/a
Making transit time-competitive with the auto.			
Project in-service speed:	n/a	n/a	n/a
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	n/a	n/a	Perception of security needs can be more pronounced among physically vulnerable populations such as seniors and disabled. Consistent feedback from these groups indicates they would benefit from security measures.
Connects high residential concentration with a regional medical facility.	n/a	n/a	n/a
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	Implementation would start within five years, then progress in phases over 10-15 years.	It would take approx. 20 years for all projects to be completed.	Implementation could start in under five years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	These projects do not include fixed guideway.		
Expands geography of fixed guideway transit network.			

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Productivity Metrics		
Project:	Mobility Hubs	Local Transit Access Grant Program
	Figure/Narrative	Figure/Narrative
Annual Ridership	Ridership impacts would be dependent on location and features.	Ridership impacts would be dependent on project applications, locations, and specifications. A goal of the grant program would be to award to projects that benefit the most ridership, but no estimate is available at this point.
Average Weekday Net Increase	n/a	n/a
Capital Cost:	n/a	n/a
Capital Cost/Annual Rider:	n/a	n/a
Annual Rev Miles	n/a	n/a
Annual Operating Cost:	n/a	\$2,000,000
Annual Operating Cost/Annual Rider:	n/a	n/a
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	n/a	n/a
Equity Metrics		
Project:	Mobility Hubs	Local Transit Access Grant Program
	Figure/Narrative	Figure/Narrative
Population within <u>a convenient walk</u> (actual walk distance) of project:	These projects are regional or do not have a specific location identified.	
% Minority (Service Area Avg. = 57.2%)		
% Non-Minority		
% Low-Income (Service Area Avg. = 30.5%)		
% Non-Low-Income (>200% of Poverty Level)		
% Youth (Under 19) (Service Area Avg. = 21.8%)		
% Non-Youth (19+)		
% Senior (65+) (Service Area Avg. = 12.6%)		
% Non-Senior (Under 65)		

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Values Metrics		
Project:	Mobility Hubs	Local Transit Access Grant Program
	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.		
Connects high residential concentration with high employment area.	n/a	Unknown at this time. This is dependent on project application locations and specifications.
Connects high residential concentration with a major college or university.	n/a	Unknown at this time. This is dependent on project application locations and specifications.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	n/a	Unknown at this time. This is dependent on project application locations and specifications.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	n/a	Unknown at this time. This is dependent on project application locations.
Providing fast and dependable service for riders.		
Proposed base project headway:	n/a	n/a
Making transit time-competitive with the auto.		
Project in-service speed:	n/a	n/a
Improving access for seniors and people with disabilities.		
Improves comfort of using the system for seniors and disabled.	Mobility hub improvements would improve the pedestrian environment around transit stops, improving the first-/last-mile travel experience for seniors and the disabled.	Unknown at this time. Conformance with this metric is dependent on project applications, locations, and specifications.
Connects high residential concentration with a regional medical facility.	This project would not connect an area of high residential concentration with a regional medical facility.	Unknown at this time. Conformance with this metric is dependent on project applications, locations, and specifications.
Utilizing existing infrastructure to make immediate improvements.		
Could be implemented within:	Implementation could start in under five years.	Implementation could start in under five years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.		
Includes permanent fixed guideway infrastructure.	These projects do not include fixed guideway.	
Expands geography of fixed guideway transit network.		

MEMORANDUM

Date:	December 20, 2019	TG:	1.19140.02
To:	Russ Chisholm		
From:	John Duesing		
Subject:	Calibration of STOPS model for use developing ridership forecasts for transit service enhancement projects in San Diego		

1.0 Project Background & Approach

The main objective of this project is to develop reliable forecasts of ridership for public transportation projects within the San Diego Metropolitan Transit System (SDMTS) service area. These forecasts will support the SDMTS long range planning effort. Some of these Projects involve implementing a new service pattern on a single new route (e.g. aerial tramways; trolleys), whereas others involve wider geographic scope (e.g. improving service frequency across multiple routes). The analysis tool that has been selected for this analysis is the Federal Transit Administration's (FTA) Simplified-Trips-on-Project (STOPS) software.

STOPS is a specialized software package commissioned by the FTA, which draws on the best available data resources to develop ridership forecasts. It is more time-efficient to run than region-specific travel demand models and can be applied in any US metro region as it is fundamentally underpinned by national-scale journey-to-work (JTW) data. It is designed with flexibility to also incorporate local data that are available; for instance when data from a transit rider survey or route-level/stop-level boardings are available, STOPS is able to draw on that information to provide better calibration to existing ridership patterns and hence better forecasts.

The project definition and necessary data to support the application of STOPS was assembled with the help of:

- San Diego Metropolitan Transit System staff;
- SANDAG staff; and
- FTA

What follows in this inception report includes:

- A brief description of the STOPS software;
- A discussion of how STOPS was implemented for this study including:
- Data Sources used, and
- Calibration Results.
- A description of the STOPS model outputs that can be expected;
- A summary of next steps in the study.

Throughout this document, the term "observed" refers to ridership data that was provided by SDMTS.

1.1 Simplified-Trips-on-Project Software (STOPS)

STOPS is similar to a conventional "4-step" model in that it considers zone-to-zone travel markets and utilizes a standard logit mode-choice model to predict zone-to-zone transit travel based on zone-to-zone travel characteristics of the transit and roadway networks. STOPS also assigns

these estimated trips onto the various rail and bus-rapid-transit facilities (including the proposed project) in the transit network much like a travel demand model. However, STOPS differs from a traditional 4-step model in several important ways:

1. STOPS replaces the trip-generation and trip-distribution with worker-flow tabulations from the Census Transportation Planning Package (CTPP).
2. STOPS replaces the coded transit network with data in the General Transit Feed Specification (GTFS) developed by local transit providers to support mobile and on-line transit trip-planning applications.
3. STOPS relies on zone-to-zone roadway times and distances derived from the regional travel model for both the current year and, if applicable, the future year.
4. STOPS has been calibrated and validated against current ridership on 24 fixed-guideway systems in 15 metropolitan areas in the United States, including San Diego.

By using uniform data sources, (CTPP worker flows and GTFS transit data), STOPS provides reliable and consistent information on travel patterns and transit services within metro areas. This consistency improves the ability to discern real travel behaviors otherwise obscured by inconsistencies in conventions, definitions, data, quality control, and other elements of regional travel models and their maintenance.

1.2 STOPS generic calibration from national datasets

The component models in STOPS have been calibrated against rider-survey datasets from six metropolitan areas that have both fixed-guideways and survey data adequate to the task:

- Atlanta: heavy rail
- Charlotte: light rail
- Denver: light rail
- Phoenix: light rail
- San Diego: light rail(2), commuter rail
- Salt Lake City: light rail, commuter rail, bus rapid transit

STOPS has also been validated against station-specific counts of trips in nine other metropolitan areas that have fixed-guideway systems:

- Kansas City: bus rapid transit
- Houston: light rail
- Minneapolis: light rail, commuter rail
- Nashville: commuter rail
- Norfolk: light rail
- Portland: light rail, commuter rail, streetcar
- San Jose: light rail
- Seattle: light rail, commuter rail, streetcar
- St. Louis: light rail

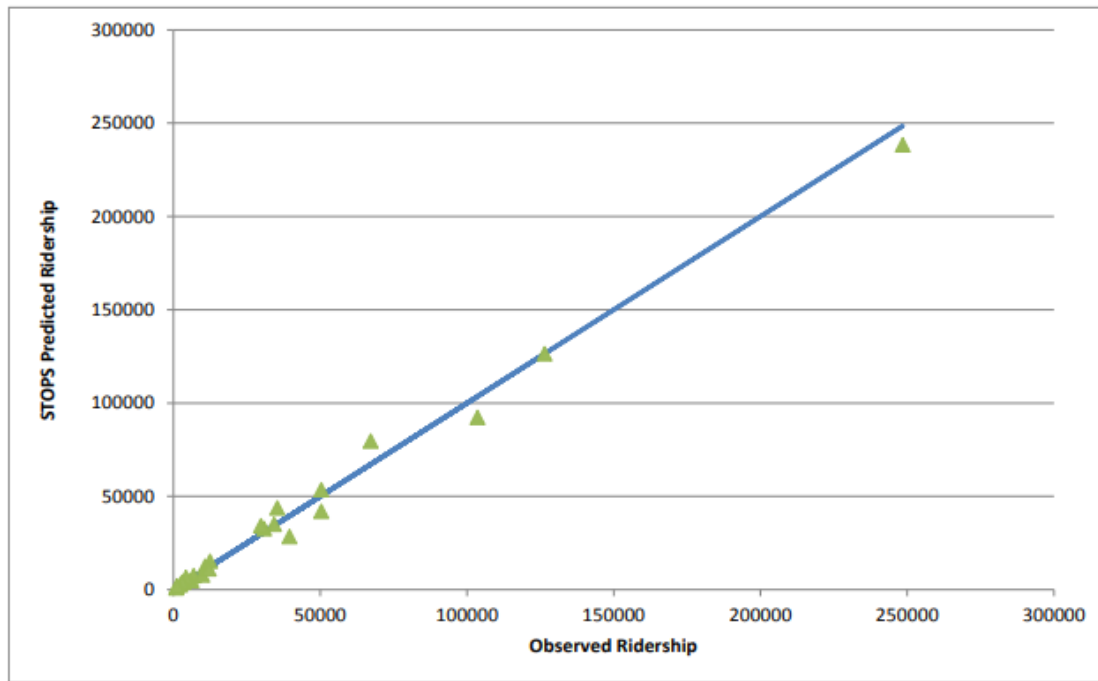


Figure 1: Predicted and observed weekday ridership on fixed guideway systems used in STOPS development

Source: U.S. Department of Transportation, Federal Transit Administration,
<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/STOPS.overview-web-final.pdf>

Figure 1 above compares the ridership estimated by STOPS to actual fixed-guideway observed ridership in each of the 15 metropolitan areas. These estimates are based on the underlying national calibrated component models and the metro-area-specific adjustments related to the total weekday boardings on the area's transit system.

2.0 Data sources used in this study's STOPS implementation

The data resources employed in this study are as follows:

- 1) Census Transportation Planning Package (CTPP) for the San Diego region: zone-to-zone worker flows, by mode

CTPP data from the American Community Survey years 2006-2010 (most recent that STOPS uses) is drawn in automatically by STOPS. This empirical dataset establishes the initial (pre-calibration) production-attraction trip tables and the mode share for each production-attraction pair. The transit trips implied by the CTPP data are assigned to the GTFS transit network, and during the calibration process the CTPP data is adjusted to calibrate to observed number of boardings in 2017 for each MTS transit route.

- 2) Highway skims from SANDAG

STOPS uses GTFS data to construct the transit network to assign transit trips, but does not have a representation of a highway network for assigning automobile trips. Instead STOPS requires the "skim" matrices of travel time and travel distance (network distance)

by automobile between each production-attraction pair. This is required for both the weekday morning and weekday off-peak periods. STOPS then uses the weekday morning transit and automobile travel times to predict weekday ridership for home-based-work (HBW) trips, and the weekday off-peak (midday) transit and automobile travel times to predict ridership for the two other trip purposes that STOPS models (home-based-other and non-home-based, also on a representative weekday). The required skim files were provided by SANDAG from SANDAG's regional travel demand model.

3) GTFS data from SDMTS

STOPS uses the industry standard GTFS format¹ as input files describing the transit network. Like many transit agencies, SDMTS prepares a set of GTFS files describing its daily operations. This was obtained from SDMTS and employed in this study.

4) Transit survey microdata

In regions that have a recent large-scale and representative transit rider survey, the rider survey's pattern of origins and destinations can be used in STOPS' calibration process. The most recent survey of transit riders on SDMTS was in 2015. Microdata from this survey was requested, however it was not possible to make it available for use on this study due to the compressed timeframe.

5) Transit survey systemwide ratio of unlinked to linked trips: from published transit survey report

The ratio of unlinked to linked trips establishes the amount of transfer activity between transit lines. STOPS has a national default value of 1.4 for this ratio; the 2015 San Diego rider survey found a local ratio of 1.38, which was employed on this study.

6) All other STOPS parameters were left at default values that are based on national datasets and observations from transit projects around the country.

3.0 Calibration results

STOPS is capable of calibrating simulated transit ridership to various types of empirical observations, depending on what data is locally available. If available, a regional transit rider survey that identifies the origins and destinations of individual journeys, resulting in an observed origin-destination matrix, can be used. This was not available in this study, thus we employed STOPS' calibration mode to match the ridership data that were available: SDMTS' systemwide boardings, route-level boardings, and ratio of unlinked to linked trips:

- Observed year 2017 systemwide boardings: 284,203 (weekday)
- Observed route-level boardings, for each of 105 transit routes
- Ratio of unlinked to linked trips: 1.38 (see Section 2.1 above)

¹ www.gtfs.org

The initial run of STOPS, with no calibration, results in 268,263 unlinked transit trips systemwide, which compares to the 284,203 observed trips.

During the calibration process, STOPS also calibrates to match CTPP² home-to-work transit shares attracted to each zone and district-level boardings. We defined districts to be the SANDAG region's Census SRAs. Unlike the manual adjustment of parameters required in a traditional travel demand model, the calibration process in STOPS is automatic, requiring only that the user instructs which empirical data to use in the calibration. The mechanism of calibration used by STOPS is to adjust the transit alternative-specific constants in STOPS' logit mode choice models, to match regional total ridership, district-level boardings and home-to-work transit mode shares, and route-level boardings.

The Appendix Table contains, for each SDMTS route, the ridership data provided by SDMTS, the pre-calibration STOPS ridership estimate, and the post-calibration STOPS ridership estimate. Goodness-of-fit between ridership data and STOPS' estimated ridership is $r^2=0.62$ pre-calibration and $r^2=0.997$ post-calibration (see Figure 2 below).

Following calibration, the calibrated metrics are:

- Year 2017 systemwide boardings: 280,823
- Boardings by access mode:
 - Walk: 183,012
 - Kiss-and-ride: 7,687
 - Park-and-ride: 5,377
 - Transfer: 84,744

Figure 2 shows modeled versus observed daily ridership for individual routes within the SDMTS system (Appendix 2 contains the full results for each route). The three dots far from the origin are Trolley routes. 75 routes, accounting for 75% of the system's ridership, calibrate to within +/- 5% of observed ridership³. 79 routes, accounting for 97% of the system's ridership, calibrate to within +/- 10% of observed ridership. The routes that calibrate poorer than +/- 10% are:

- 834-West Santee Loop: 33 observed; 152 modeled (+361% variance)
- 84-Point Loma Shuttle: 122 observed; 163 modeled (+34% variance)
- 854-Grossmont Transit Ctr: 289 observed; 346 modeled (+20% variance)
- 18-Grantville Trlly: 117 observed; 135 modeled (+15% variance)
- 31-UTC - Mira Mesa: 377 observed; 431 modeled (+14% variance)
- 968-8th St Transit Center: 214 observed; 237 modeled (+11% variance)
- 907-Iris Transit Center: 3,664 observed; 1,202 modeled (-67% variance)
- 904-Coronado Shuttle: 1,340 observed; 181 modeled (-86% variance)⁴
- 950-Otay Mesa Border: 1472 observed; 31 modeled (-98% variance)⁵

² <https://ctpp.transportation.org/>

³ Ridership data was not available for 17 of SDMTS' 105 routes.

⁴ This route serves military bases, which may explain the under-estimation of its ridership

⁵ This route operates near the U.S.-Mexico border, which may explain the under-estimation of its ridership.

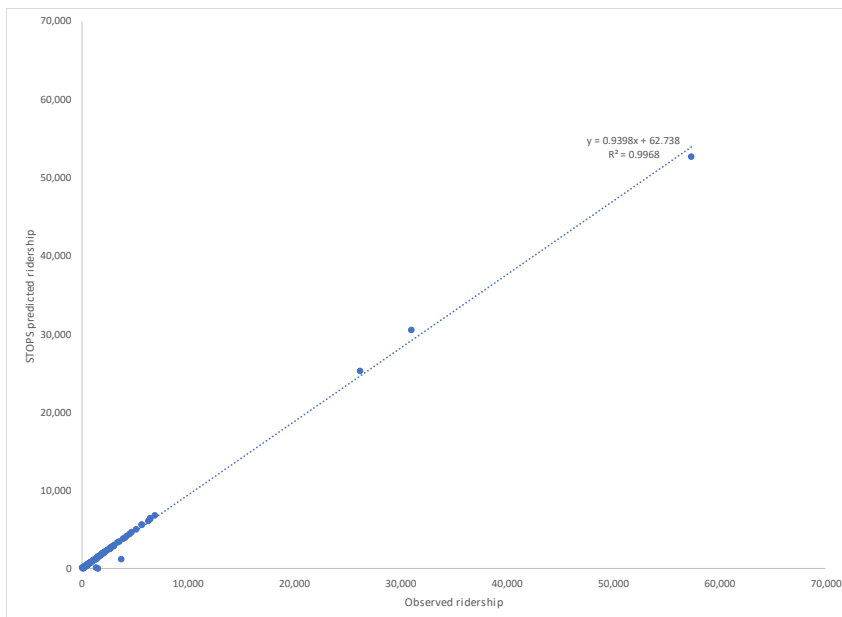


Figure 2: Modeled versus 2017 observed weekday daily ridership, post-calibration. Each dot is an SDMTS route.

A strategy to better match the observed ridership on the routes in the list above would be to make adjustments to the default values for the parameters in STOPS' trip distribution and mode choice models. Because these routes have low ridership (collectively accounting for 3% of SDMTS' ridership), serve unusual markets, and/or are not near proposed service enhancement projects that are part of this study, it was decided to proceed without making changes to the national default values, which would affect the sensitivity of the model to the proposed service enhancements in potentially unreasonable ways.

4.0 STOPS Model Outputs

STOPS produces all reporting needed by project sponsors to review its ridership forecasts in detail. This includes information at the system, district, zonal, route and station levels. STOPS output is quite comprehensive and includes over 1,000 tables (and up to 14 sub-tables for each main table) with each run. Useful reports that help support the performance of the project include:

- District population and employment;
- District-to-district person travel patterns
 - Available for each scenario, trip purpose, auto ownership level
- Transit trip patterns
 - Available for each scenario, trip purpose, auto ownership level, access mode, path type
- Transit volumes
 - Station-station unlinked trips available for each scenario, trip purpose, auto ownership level, access mode, path type
 - Route level ridership
- Change in auto mode PMT

For this analysis, key performance indicators include:

- Boardings by mode of access/egress (unlinked trips);
- New transit riders (linked trips); and
- Change in person miles travelled (PMT to estimate the change in greenhouse gas emissions.

5.0 Next Steps

Following model calibration, the model will be used to develop ridership forecasts for each of the proposed new or improved transit services.

Appendix Table: Route-level ridership as observed, and estimated using STOPS

Route #	Weekday ridership, as provided by SDMTS	Simulated ridership, before calibration	Simulated ridership, after calibration
1	4,027	4,153	4,022
2	2,962	5,584	2,979
3	5,653	6,742	5,671
4	2,406	1,214	2,398
5	2,620	3,738	2,628
6	1,279	2,209	1,279
7	6,455	4,971	6,450
9	1,373	2,263	1,374
11	2,585	5,922	2,593
13	6,203	7,437	6,133
14	238	514	239
18	117	675	135
20	1,903	5,259	1,916
25	252	1,004	252
30	4,689	13,476	4,680
31	377	2,162	432
50	585	1,871	585
60	315	1,285	315
83	118	486	125
84	122	787	163
88	305	886	304
105	1,078	3,355	1,080
115	972	1,711	975
120	2,597	4,348	2,592
201	2,122	2,819	2,122
202	2,267	5,378	2,266
204	202	337	202
215	6,398	5,382	6,410
235	5,627	12,889	5,630
280	506	1,052	506
290	698	1,651	698
701	1,834	2,355	1,985

704	1,525	1,210	1,499
705	863	618	875
707	208	529	214
709	2,957	1,977	2,931
712	2,064	1,617	2,048
816	536	1,380	540
832	119	436	119
833	407	1,450	407
834	33	742	152
848	1,220	1,613	1,219
851	198	383	201
854	289	690	346
855	819	864	801
864	1,121	1,907	1,118
872	203	331	203
875	736	455	736
894	82	283	82
901	2,650	3,657	2,665
904	1,340	41	181
905	1,528	881	1,526
906	2,730	864	2,757
907	3,664	263	1,202
916	305	641	307
923	909	2,580	916
928	1,112	1,795	1,109
936	1,561	1,092	1,563
944	238	465	237
945	435	1,470	434
950	1,472	7	31
961	1,904	1,488	1,887
963	544	759	585
964	559	1,537	558
965	251	623	253
967	200	212	200
968	214	356	237
992	1,394	593	1,389
8	1,731	1,574	1,731
10	4,236	7,721	4,233
12	3,490	4,253	3,490
27	1,053	2,673	1,051

28	1,056	1,913	1,056
35	2,061	2,297	2,062
41	2,892	7,354	2,896
44	3,338	5,432	3,339
110	173	361	173
237	812	3,484	812
815	1,665	1,092	1,662
856	2,117	1,915	2,107
929	6,843	5,456	6,849
932	3,883	2,640	3,888
933	5,135	1,447	5,073
955	4,499	4,728	4,479
962	1,451	2,282	1,510
510	57,364	18,253	52,777
520	26,159	12,080	25,329
530	30,984	25,245	30,516



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Policies and Procedures

No. 42

Board Approval: 9/15/16

SUBJECT:

TRANSIT SERVICE EVALUATION AND ADJUSTMENT

PURPOSE:

To establish:

- (1) a process for evaluating and adjusting existing transit services to improve performance; and
- (2) procedures for implementing service changes.

BACKGROUND:

On June 23, 2005, the MTS Board of Directors approved the following vision for MTS services.

A Vision for MTS Services

- Develop a **Customer-Focused** System: Provide services that reflect the travel needs and priorities of our customers.
- Develop a **Competitive** System: Provide services that are competitive with other travel options by meeting market segment expectations.
- Develop an **Integrated** System: Develop transit services as part of an integrated network rather than a collection of individual routes.
- Develop a **Sustainable** System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions.



This policy establishes a process for evaluating existing transit services based on these vision statements. In addition, the policy outlines procedures for implementing minor and major service adjustments.

POLICY:

42.1 Categories of Transit Service

To ensure that transit services are evaluated against other similar services, routes are designated into eight service categories based on route characteristics. These categories include: Premium Express, Express, Light Rail, Urban Frequent, Urban Standard, Circulator, Rural, and Demand-Responsive, as defined below. These categories also ensure that fares are consistent with the type and characteristics of the service. Attachment A specifies the services within each category.

Fixed-Route Services

Premium Express – High-speed, point-to-point service geared towards commute markets. Service provided during weekday peak periods only and scheduled to meet primary work shift times. May use over-the-road coaches for maximum comfort and highway operations.

Express – High-speed service geared toward linking major subregional residential, employment, and activity centers. Service is generally provided throughout the weekday and possibly on weekends. Operates primarily on highways and major arterials.

Light Rail – High-frequency service (15 minutes or better during the base weekday) operating on exclusive railroad right-of-way. Serves multiple trip purposes and generally experiences high turnover along the line.

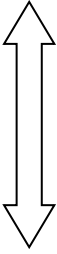

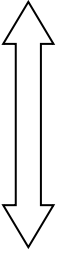
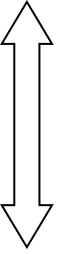
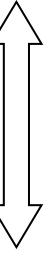
Rapid – High-frequency bus service (15 minutes or better during the base weekday) operating in a combination of HOV lanes, mixed-traffic lanes, and/or exclusive right-of-way. Serves multiple trip purposes and generally experiences high turnover along the line. Offers Traffic Signal Priority, enhanced station stops, and “Rapid” or other distinct branding. Service is subsidized by TransNet.

Urban Frequent – High-frequency service (15 minutes or better during the base weekday) primarily operated along major arterials in denser urban areas. Serves multiple trip purposes and generally experiences high turnover along the route. May be operated as regular (all stops) or limited (stopping only at major transfer points and activity centers).

Urban Standard – Basic transit service with base weekday frequencies generally between 30 and 60 minutes. Operates in less dense urban and suburban areas. Serves multiple trip purposes and provides access to all stops.

Circulator – Neighborhood feeder/distributor to transfer stations or shuttle service to local destinations. Operates on arterials and local streets to provide access to residences, businesses, activity, and transfer centers.

Figure 1
Characteristics of Fixed-Route Services

	Trip Distance	Speed	Stop Spacing	Streamlined Routing	Fares
	<i>Longer</i>	<i>Faster</i>	<i>Greater</i>	<i>More</i>	<i>Higher</i>
Premium Express Express Light Rail Rapid Bus Urban Frequent Urban Standard Circulator					
	<i>Shorter</i>	<i>Slower</i>	<i>Lesser</i>	<i>Less</i>	<i>Lower</i>

Specialized Services

Rural – Lifeline service that provides a link between rural communities and the San Diego urban core. Very limited service levels; generally a few round-trips operating a few days per week given limited demand.

Demand-Responsive - Paratransit services that complement fixed-route services in accordance with the Americans with Disabilities Act (ADA), as well as services that provide transit access to areas difficult to serve by conventional fixed-routes (e.g., due to terrain, discontinuous street patterns, and extremely low densities).

42.2 Performance Indicators

The following performance indicators, summarized in Figure 2, ensure that the service evaluation is consistent with the vision statements established for MTS services.

Figure 2
Transit Service Performance Indicators

CUSTOMER FOCUSED / COMPETITIVE								INTEGRATED			SUSTAINABLE								
PRODUCTIVITY				QUALITY				CONNECTIVITY			RESOURCES			EFFICIENCY					
Total Passengers	Average Weekday Passengers	Passengers/Revenue Hour	Passengers/In Service Hour	Passenger Load Factor	On-Time Performance	Mean Distance between Failures	Accidents/100,000 Miles	Comments/100,000 Passengers	Route Headway	Span of Service Consistency	Service Availability	In-Service Miles	In-Service Hours	Peak Vehicle Requirement	In-Service Speeds	In-Service/Total Miles	In-Service/Total Hours	Farebox Recovery Ratio	Subsidy/Passenger

Bold – Key indicators used for ranking route performance.

Total Passengers – Total number of unlinked boardings.

Average Weekday Passengers – Average of weekday unlinked boardings excluding abnormal weekday boardings due to unusual circumstances, such as inclement weather, special events, and other unusual impacts to daily ridership levels.

Passengers per Revenue Hour – Total number of unlinked boardings divided by the sum of in-service and layover (including recovery) hours. Does not include pull and deadhead hours. Consistent with National Transit Database (NTD) definitions, this indicator is generally used to compare the productivity of MTS services with other agencies.

Passengers per In Service Hour – Total number of unlinked boardings divided by in-service hours. Does not include layover, recovery, pull, and deadhead hours. This indicator is a more accurate measure of service performance because it only includes scheduled hours available for loading, unloading, and transporting passengers.

Passenger Load Factor – Percent of trips exceeding the passenger load target.

On-Time Performance – Percent of service that is within zero minutes zero seconds (00m:00s) early and four minutes fifty nine seconds (04m:59s) late.

Mean Distance between Failures – Average distance (measured in total miles) between major mechanical failures.

Accidents per 100,000 Miles – Average number of collision accidents (preventable and nonpreventable) for every 100,000 miles operated (measured in total miles).

Comments per 100,000 Passengers – Average number of passenger comments for every 100,000 unlinked boardings.

Route Headway – Base weekday frequency of route.

Span of Service Consistency – Indication of consistency in service span for route groups that experience high levels of transfers between the services.

Service Availability – A general measure of the geographic distribution of service within the MTS service area.

In Service Miles – Scheduled miles of service available for loading, unloading, and transporting passengers (measured as scheduled miles between departure from the first stop and arrival to the last stop of a trip).

In-Service Hours – Scheduled hours of service available for loading, unloading, and transporting passengers (measured as scheduled hours between departure from the first stop and arrival to the last stop of a trip).

Peak Vehicle Requirement – Maximum number of vehicles available to provide scheduled service during the heaviest service period of the week.

In-Service Speed – Average scheduled speed of transit service between departure from the first stop and arrival to the last stop of a trip.

In-Service Miles/Total Miles – Percent of total miles operated that are attributed to service available for loading, unloading, and transporting passengers.

In-Service Hours/Total Hours – Percent of total hours operated that are attributed to service available for loading, unloading, and transporting passengers.

Farebox Recovery Ratio – Percent of total operating cost recovered through fare revenue.

Subsidy/Passenger – The amount of public subsidy required to provide service for each unlinked boarding (measured as total operating cost minus fare revenue divided by total passengers).

42.3 Performance Targets

Performance targets represent aggressive yet realistic service expectations based on service design, route characteristics, and operating environments. In addition to setting service expectations, targets are also used to flag and evaluate negative impacts that may occur when balancing an improvement in one aspect of performance at the expense of another aspect. Therefore, using targets ensures that service is designed to achieve the overall goals of the system through a balanced approach.

To ensure that targets are stable, yet reflect changes to market and operating conditions, they will be reviewed and adjusted, if needed, on a three-year basis. In addition to evaluating performance indicators against their targets, tracking the performance trend of each indicator will help ensure that no aspect of performance is unduly impacted over time as a result of overemphasizing other performance priorities. Attachment B presents the performance targets for each indicator.

42.4 Performance-Monitoring Process

Annual Service Evaluation - The MTS operating budget is adopted annually by the Board of Directors prior to the start of the fiscal year (July 1). This budget is developed around initial assumptions of service levels to be provided in the upcoming year, including anticipated service changes as well as expected performance in achieving the vision for MTS services.

The annual service evaluation will be conducted at the conclusion of each fiscal year to compare actual performance of the system with the targets outlined in Attachment B and to identify opportunities for adjustments and improvements based on this analysis.

Key indicators for flagging low-performing routes are passengers per revenue hour and subsidy per passenger. Routes on the bottom quartile of each route group for both of these indicators will be identified for further analysis on a segment basis (temporal and geographic) as well as closer look at other aspects of the route's performance.

Service Change Evaluation – The triannual service evaluation will be conducted at the conclusion of each regularly scheduled service change period. This evaluation will present initial results of service changes and provide an early indication of significant trends. The analysis also provides a basis for tracking the progress of performance throughout the year.

Attachment B identifies the key performance indicators that will be used for analysis during the triannual and annual service evaluations.

42.5 Service Changes

Changes to MTS bus and trolley services are implemented three times a year in the fall, winter, and summer. These regularly scheduled service changes provide an opportunity to: (1) improve the routing, operation, and schedules of the transit system consistent with service evaluation and customer comments, (2) implement changes as a result of service plans, including the implementation of new services, (3) optimize service according to the MTS service vision, and (4) adjust service levels according to budget constraints. Service changes can be classified into minor and major changes.

42.5a Minor Service Changes. Minor service changes generally include schedule adjustments for routes that are chronically late or to improve scheduling efficiencies or trip-level adjustments to address overcrowding and productivity improvements. Minor service changes can also include slight routing adjustments to serve a new trip generator, eliminate unproductive segments, or to streamline and optimize service.

Since minor service changes address service maintenance issues, it is important that they are implemented expeditiously. To streamline the process, these changes should not result in a significant impact to ridership. To ensure that impacts are minimized, minor service changes will not represent more than a 25 percent change in a route's weekly in-service miles or hours. Therefore, no action will be required of the MTS Board for approval and implementation of these changes, unless a Title VI report requires Board action as specified in Section 42.6.

42.5b Major Service Changes. Major service changes represent a change that is greater than 25 percent of a route's weekly in-service miles or hours. These changes are generally a result of in-depth research and analyses to address a significant change in a route's demand, operating environment, or performance. Changes may include significant route realignment, changes in scheduled headways, or subarea restructuring.

Although these changes are strategically designed to maximize public benefit and minimize negative impacts, they often result in tradeoffs or reduction in benefits for some riders. Due to the significance and potential negative impacts, approval of these changes is contingent on a properly noticed public hearing.

42.5c New Service Implementation. All new services will be implemented on a trial basis for one year. New service can include new routes, increased frequency during a significant part of the service day, new days of operation, or a significant route extension. These services should perform to equal or better than the system average for passenger per revenue hour and subsidy per passenger within the first year of operation. For a new service to be continued beyond 12 months, a Title VI analysis must be completed and presented to the MTS Board of Directors, which must take action to approve the new service as regular service.

42.6 Title VI

MTS is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. This includes the planning and scheduling of routes and services.

42.6a Analysis: Except as provided in Section 42.5c, any of the following changes would require that a Title VI analysis be presented to the MTS Board of Directors before a final implementation decision is made:

- A change that is greater than 25 percent of a route's weekly in-service miles or hours.
- An increase or reduction in the average weekly span-of service of more than 25 percent.
- The implementation of a new route or the discontinuation of an existing route.
- A routing change that affects more than 25% of a route's Directional Route Miles and more than 25% of the route's bus stops.

42.6b Disparate Impacts and Disproportionate Burdens: MTS' Title VI analysis for a Major Service Change will include a determination of whether or not disparate impacts to minority populations or disproportionate burdens to low-income populations would result from the change.

- A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority (by percentage of total MTS service area population) than the total MTS service area average. *For example, if the total MTS service area average is 55% minority, then a proposed service change that adversely affects a population that is 65% minority or greater would be defined as a disparate impact.* If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change.
- A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" (by percentage of total MTS service area population) than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average. *For example, if the total MTS service area average is 20% "low-income," then a proposed service*

change that benefits a population that is 90% or greater “non-low-income” would be defined as a disproportionate burden. If MTS chooses to implement a proposed change despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

42.6c Complaints: Persons alleging violations of Title VI by MTS would follow the procedures outlined in MTS Policy No. 48.

Attachments: A. Service Categories
B. FY 2016 – FY 2020 Performance Targets

Original Policy Accepted on 4/8/93.
Policy Revised on 12/8/94.
Policy Repealed and Readopted on 1/13/00.
Policy Revised on 10/26/00.
Policy Revised on 12/14/00.
Policy Revised on 4/25/02.
Policy Revised on 4/29/04.
Policy Revised on 6/14/07.
Policy Revised on 9/20/12.
Policy Revised on 6/20/13.
Policy Revised on 9/15/16.

Attachment A
Service Categories/Modes & Service Standards

Category/Mode	Routes (subject to change)	On-Time Performance Standard	Headway Standard (base wkdy)	Vehicle Load Factor (Standard = No more than 20% of trips exceed factor)
Premium Express – High-speed, point-to-point service geared toward commute markets. Service provided during weekday peak periods only and scheduled to meet primary work shift times. May use over-the-road coaches for maximum comfort and highway operations.	280, 290	90%	30 min.	1.0
Express – High-speed service geared toward linking major subregional residential, employment, and activity centers. Service is generally provided throughout the weekday and possibly on weekends. Operates primarily on highways and major arterials.	20, 50, 60, 110, 150, , 870, 950	90%	30 min.	1.5*
Light Rail – High-frequency service operating on exclusive railroad right-of-way. Serves multiple-trip purposes and generally experiences high turnover along the line.	Blue Line, Orange Line, Green Line, Silver Line	90%	15 min.	3.0
Rapid – High-frequency service primarily operated along major arterials in denser urban areas. Serves multiple-trip purposes and generally experiences high turnover along the route. May be operated as regular (all stops) or limited (stopping only at major transfer points and activity centers).	201/202, 204, 215, 235, 237, 225 (future South Bay Rapid 225)	85%	15 min.	1.5*
Urban Frequent – High-frequency service primarily operated along major arterials in denser urban areas. Serves multiple-trip purposes and generally experiences high turnover along the route. May be operated as regular (all stops) or limited (stopping only at major transfer points and activity centers).	1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 13, 30, 41, 44, 120, 701, 709, 712, 901, 906/907, 929, 932, 933/934, 955, 961, 992	85%	15 min.	1.5*
Urban Standard – Basic transit	4, 27, 28, 31, 35,	90%	30 min.	1.5*

service along major arterials throughout the MTS service area. Operates in less dense urban and suburban areas. Serves multiple-trip purposes and provides access to all stops.	105, 115, 703, 704, 705, 707, 815, 816, 832, 833, 834, 848, 854, 855, 856, 864, 871/872, 874/875, 904, 905, 916/917, 921, 923, 928, 936, 944, 945, 962, 963, 967, 968			
<u>Circulator</u> – Neighborhood feeder/distributor to transfer stations or shuttle service to local destinations. Operates on arterials and local streets to provide access to residences, businesses, activity, and transfer centers.	14, 18, 25, 83, 84, 88, 851, 964, 965, 972, 973, 978, 979	90%	60 min.	1.5*
<u>Rural</u> – Lifeline service that provides a link between rural communities and the San Diego urban core. Very limited service levels; generally a few round-trips operating a few days per week given limited demand.	888, 891, 892, 894	No specific goal	No specific goal	No specific goal
<u>Demand-Responsive</u> - Paratransit services that complement fixed-route services in accordance with the Americans with Disabilities Act (ADA) as well as services that provide transit access to areas difficult to serve by conventional fixed-routes (e.g., due to terrain, discontinuous street patterns, and extremely low densities).	MTS Access (ADA Paratransit)	No specific goal	n/a	No specific goal

*Load standard is 1.0 for routes operated with a minibus

Attachment B
FY 2016 – FY 2020 Performance Targets

		Performance Indicator	Level of Analysis	Freq	Target
CUSTOMER FOCUSED/COMPETITIVE	PRODUCTIVITY	Total Passengers	Sys, Cat, Rt	A,Q	• Year-over-year improvement by route, category, and system
		Average Weekday Passengers	Sys, Cat, Rt	A, Q	• Year-over-year improvement by route, category, and system
		Passengers/Revenue Hour	Sys, Cat, Rt	A, Q	• Improve route category average
		Passengers/In-Service Hour	Sys, Cat, Rt	A, Q	• Improve route category average
	QUALITY	Passenger Load Factor	Rt	A	• No more than 20% of trips exceed vehicle load factor
		On-Time Performance	Sys, Cat, Rt	A, Q	• 85% for Urban Frequent and Rapid, and 90% for all other route categories
		Mean Distance between Failures	Op	A	• Improve operator average
		Accidents/100,000 Miles	Op	A	• Improve operator average
		Comments/100,000 Passengers	Op	A	• Improve operator average
	INTEGRATED	CONNECTIVITY	Route Headway	Rt	A, Q
Span of Service Consistency			Sys	Q+	• Improve for routes that share common transfers
Service Availability			Sys	Q+	• 80% of residents or jobs within ½ mile of a bus stop or rail station in urban areas. • 100% of suburban residences within 5 miles of a bus stop or rail station. • One return trip at least 2 days/week to destinations from rural villages
SUSTAINABLE	RESOURCES	In-Service Miles	Op	Q, A	• Not to exceed budget
		In-Service Hours	Op	Q, A	• Not to exceed budget
		Peak Vehicle Requirement	Op	Q, A	• Not to exceed budget
	EFFICIENCY	In-Service Speeds	Op	Q, A	• Improve operator average
		In-Service/Total Miles	Op	Q, A	• Improve operator average
		In-Service/Total Hours	Op	Q, A	• Improve operator average
		Farebox Recovery Ratio	Sys, Cat, Rt	A	• TDA requirement of 31.9 percent system wide for fixed-route (excluding regional routes that have a 20 percent requirement)
		Subsidy/Passenger	Sys, Cat, Rt	A	• Improve route category average

Level of Analysis: Sys=System, Op=Operator, Cat=Route Category Rt=Route; Frequency: A=Annually, Q=Quarterly/Triannually
+ Staff analysis/Not included in Board report. **BOLD** indicates analysis level for the target.



MTS Board Workshop

Item #6

Draft Expenditure Plan



Expenditure Plan Development Update

- Two scenarios presented at December 12 Board Meeting
- Follow-up in January with outreach, committee updates, and polling
- Staff narrowing options to a single scenario
- **Update today on status of project and package evaluation with goal of having a plan to model**
 - **Present refined/final plan to the board by April**



Elevate Foundation

- Connect residential to work/education centers
- Immediate
- Provides alternative to cars
- Reduces emissions



Project Selection Process

- Project Data
 - TMD market and network performance analyses completed for TOP (2016-2018)
 - Determined where and when investments made sense
 - Network holes and pain points
 - MTS, peer, and industry best practices for added investment
 - Ridership and GHG projections modeled by Transpo Group
- Elevate Outreach
 - CAC and working groups
 - **Thousands of contacts at community meetings, outreach events**
 - *What does the public want from their transit system?*
- Elevate Market Research
 - Service-area polling in Fall 2019 and Winter 2020 to determine voter priorities
 - Four separate **focus groups** specific to Elevate and potential ballot measure

Blue Line/Purple Line Coordination

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.**

Elevate SD

I-805/I-5 High Speed Transit

Make an immediate impact

5-minute Blue Line frequency

I-5 all-night express

Builds market for SANDAG projects

5 Big Moves

High-speed transit from the border toward Sorrento

Long range vision

Supports current system, looks at new long-term high-investment options

Supports/complements Elevate SD effort to make immediate improvements





Draft Expenditure Plan Refinements:

- Increased Blue Line frequency to 5 minutes during weekday peaks (Dwtn-SY)
- Added new project for San Ysidro Transit Ctr. improvements, funded at \$100m
 - Also, SY Intermodal Station added to SANDAG partnership (increased by \$5m to \$35m)
- Grade separations funding increased from 50% to 100%
 - 5 out of 11 on the Blue Line
- Added new category of “Amenities” (separate from Security) and funded at \$1m annually (*\$101 million through 2070*)
- Reduced Mobility-on-Demand from \$5m to \$4m annually
- Continued refinement of estimates
- Increased local grants 50% to \$3 million/year





Elevate Plan

- Starting point only
- Projects must be modeled in network setting
- Benefits anticipated to grow

Ridership:

- 182,000 – new weekday passenger trips added
 - 64% increase over present day

Accessibility:

- 20.6 million – new transit miles traveled
 - 73% increase over present day

Emission Reduction:

- 51,000 metric tons – reduction in CO2 emissions

Economic Impact:

- Creates and supports 120,000 jobs
- \$96 billion economic impact

(Source: American Public Transportation Association)



Faster. More Frequent. Longer Hours.

- 68 routes improved frequency
- 9 routes w/24-hour service
- 120,000 new weekday riders
- 37,000 metric ton CO2 reduction

Faster. More Frequent. Longer Hours

Proposal:

- Vastly expand frequencies and span on most MTS Bus and Trolley routes.
- 67% of service in Communities of Concern
 - Within a convenient walk to service (0.25 miles for bus; 0.5 miles for trolley)
- Helps the 24-hour economy



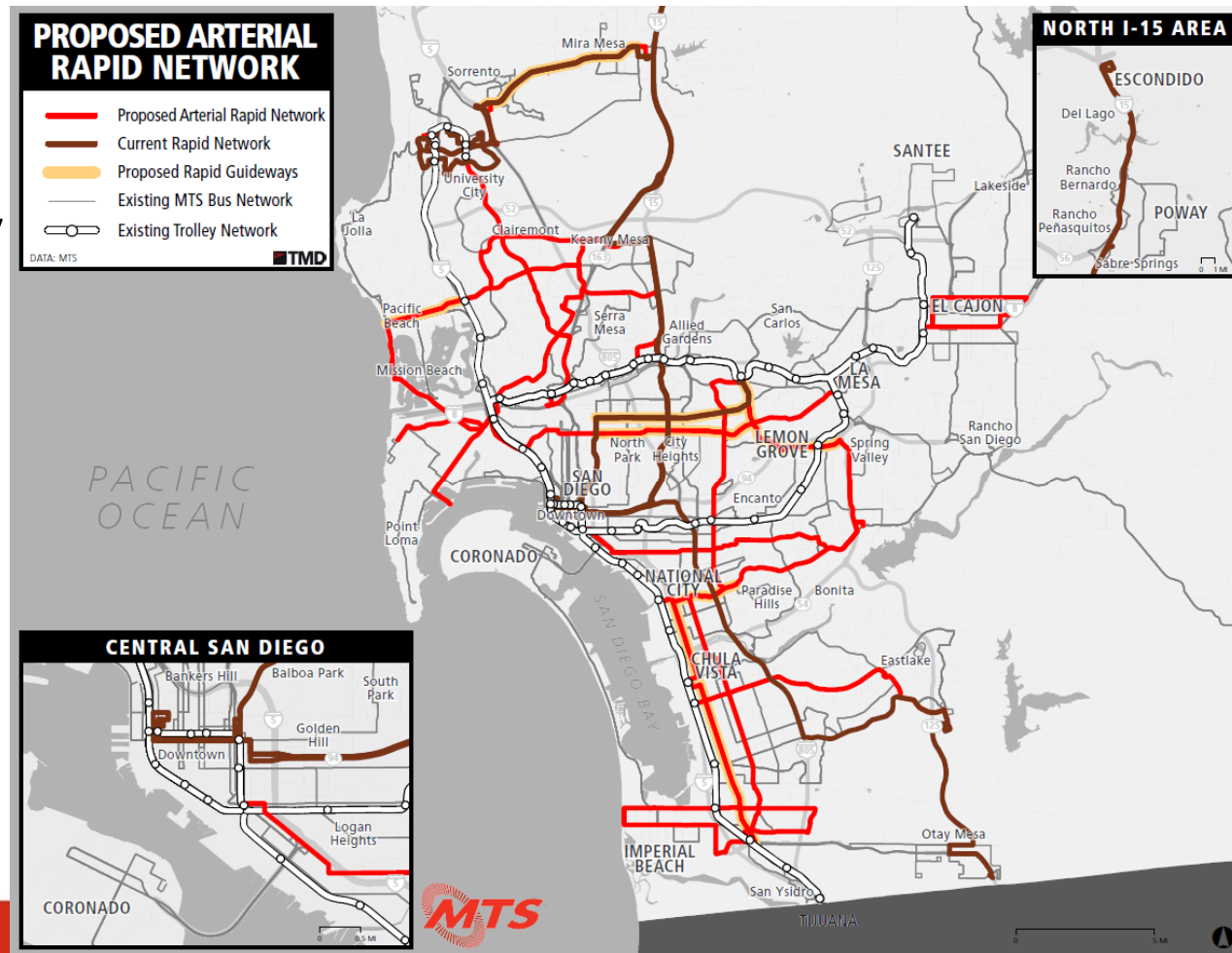
Create *Rapid* Network

- 18 new *Rapid* routes
- 30,000 new weekday riders
- 5,000 metric ton CO2 reduction

Create *Rapid* Network

Proposal:

- Build-out *Rapid* network with 18 new high-ridership, high-frequency routes
- 70% of service in Communities of Concern
 - Within a convenient walk to service (0.25 miles for bus; 0.5 miles for trolley)
- Prioritize route construction in areas ready for dedicated bus lanes



Create *Rapid* Network

Route	Description	MTS Jurisdictions Served
RAPID ROUTE CONVERSIONS		
7	Dwtn SD - Univ./College (Univ. Av. segment, + to La Mesa)	SAN DIEGO (Mid-City, Uptown, College, Rolando), LA MESA
8	Old Town - Mission Beach	SAN DIEGO (Midway, Mission Beach, Pacific Beach)
10	Old Town - University/College (east of Park Blvd.)	SAN DIEGO (Uptown, Mid-City, College)
12	Skyline Hills - Dwtn SD	SAN DIEGO (Dwtn., Logan, Skyline Hills, Bay Terraces)
27	Pacific Beach - Kearny Mesa	SAN DIEGO (Pac. Bch., Clairemont, Kearny Mesa)
28	Old Town - Rosecrans Corridor	SAN DIEGO (Rosecrans St. Corridor)
35	Ocean Beach - Old Town	SAN DIEGO (Midway, Ocean Beach)
41	Fashion Valley - UCSD	SAN DIEGO (Genesee Ave. Corridor)
44	Old Town - Clairemont	SAN DIEGO (Linda Vista Rd., Convoy St. Corridors)
709	H St - Eastlake (East H St. Corridor)	CHULA VISTA
815	El Cajon - E. Main St. (East Main St. Corridor)	EL CAJON
856	SDSU - Rancho SD - Cuyamaca Coll. (north of Spring Vly.)	SAN DIEGO (College Ave. Corridor), LEMON GROVE, COUNTY UNINCORPORATED (Spring Valley)
929	Iris - 3rd Av. - Highland - Dwtn SD (south of 8th St.)	SAN DIEGO (Otay West, Palm City), CHULA VISTA, NATIONAL CITY
932	Iris - Broadway (CV) - National City	SAN DIEGO (Otay West, Palm City), CHULA VISTA, NATIONAL CITY
933/934	Iris - Palm City - Imperial Beach Loop	SAN DIEGO (Otay West, Palm City, Nestor), IMPERIAL BEACH
955	National City - SDSU (combined with 929)	SAN DIEGO (Southcrest, Lincoln Park, Oak Park, College), NATIONAL CITY
962	National City - Spring Valley	SAN DIEGO (Paradise Hills, Bay Terraces), NATIONAL CITY, COUNTY UNINCORPORATED (Spring Valley)
NEW RAPID ROUTES		
New	Clairemont Mesa Blvd. Rapid	SAN DIEGO (Clairemont, Kearny Mesa)
UPGRADES TO EXISTING RAPID ROUTES		
215	Mid City Rapid - El Cajon Blvd.	SAN DIEGO (Dwtn., Uptown, Mid-City, College)
237	Mira Mesa - UTC Rapid	SAN DIEGO (Mira Mesa, Sorrento Mesa, University City)

Be Car Competitive

- 
- 43 new miles of high-speed transit enhancements
 - I-5, I-805, SR-52, SR-56
 - 17,000 new daily riders
 - 7,300 metric tons CO2 reduction

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 (similar to I-15) 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.



Sample Travel Time Savings

OTAY MESA to SORRENTO MESA

6am Weekday

CURRENT: 2 hours, 19 minutes



ELEVATE SD: 90 minutes



DRIVING: 40-80 minutes



Sample Travel Time Savings

UC SAN DIEGO to EL CAJON 4pm Weekday

CURRENT: 1 hour, 23 minutes



ELEVATE SD: 57 minutes



DRIVING: 40-75 minutes



Sample Travel Time Savings

SPRING VALLEY to KEARNY MESA 7am Weekday

CURRENT: 1 hour, 42 minutes



ELEVATE SD: 57 minutes



DRIVING: 40-75 minutes



Sample Travel Time Savings

MISSION BEACH to SORRENTO MESA 8am Weekday

CURRENT: 1 hour, 11 minutes



ELEVATE SD: 55 minutes



DRIVING: 26-55 minutes



Sample Travel Time Savings

RANCHO BERNARDO to SORRENTO MESA 7am Weekday

CURRENT: 58 minutes



ELEVATE SD: 45 minutes



DRIVING: 18-40 minutes



Bus Network Enhancements Summary

96 Current Bus Routes

- 17 existing corridors converted to *Rapid*
- 2 existing *Rapids* with guideway upgrades
- 39 routes with increased frequency **and** span
 - 8 routes with increased frequency
 - 7 Routes with increased span
- Routes with new weekend days: 6
- Routes with 24-hour “owl” service: 9
- Routes without specific Elevate proposal: 18

14 New Bus Routes

- 3 local routes
- 2 Rapid routes (1 surface, 1 freeway)
- 7 freeway express routes (5, 805, 52, 56)
- 2 worksite distribution shuttles

Remove Barriers for Youth

- Free transit for 600,000+ youth 18 & under
- 7,500 new riders



Remove Barriers for Youth

Proposal:

- Include funding for a Youth Opportunity Pass for riders 18 and under.
- 2.3 million extra trips annually
- Short implementation time frame



Trolley to the Airport

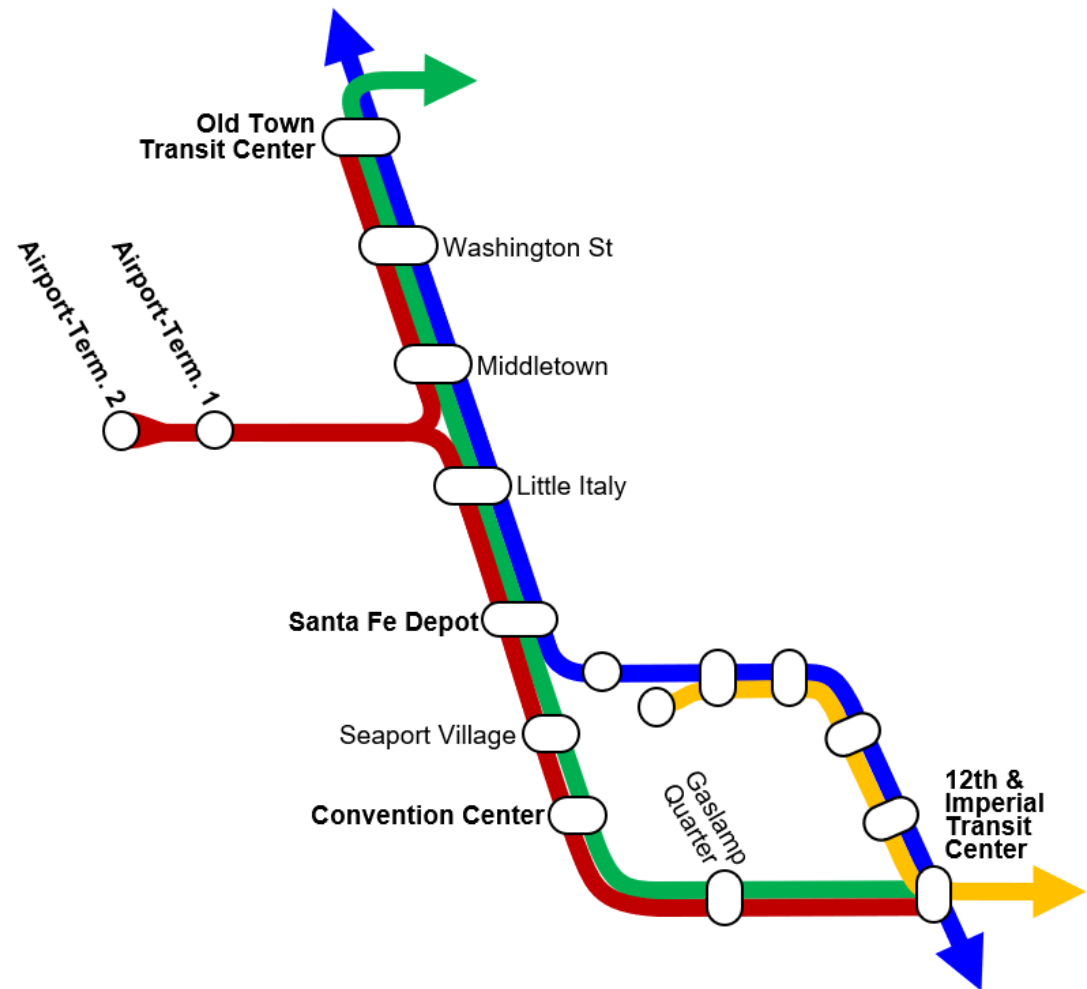
- 4,000 new riders
- Direct Access from Downtown and Old Town



Trolley to the Airport

Proposal:

- Include extension of rail network to San Diego Airport
- Significant investment in construction
- Several additional grade separations





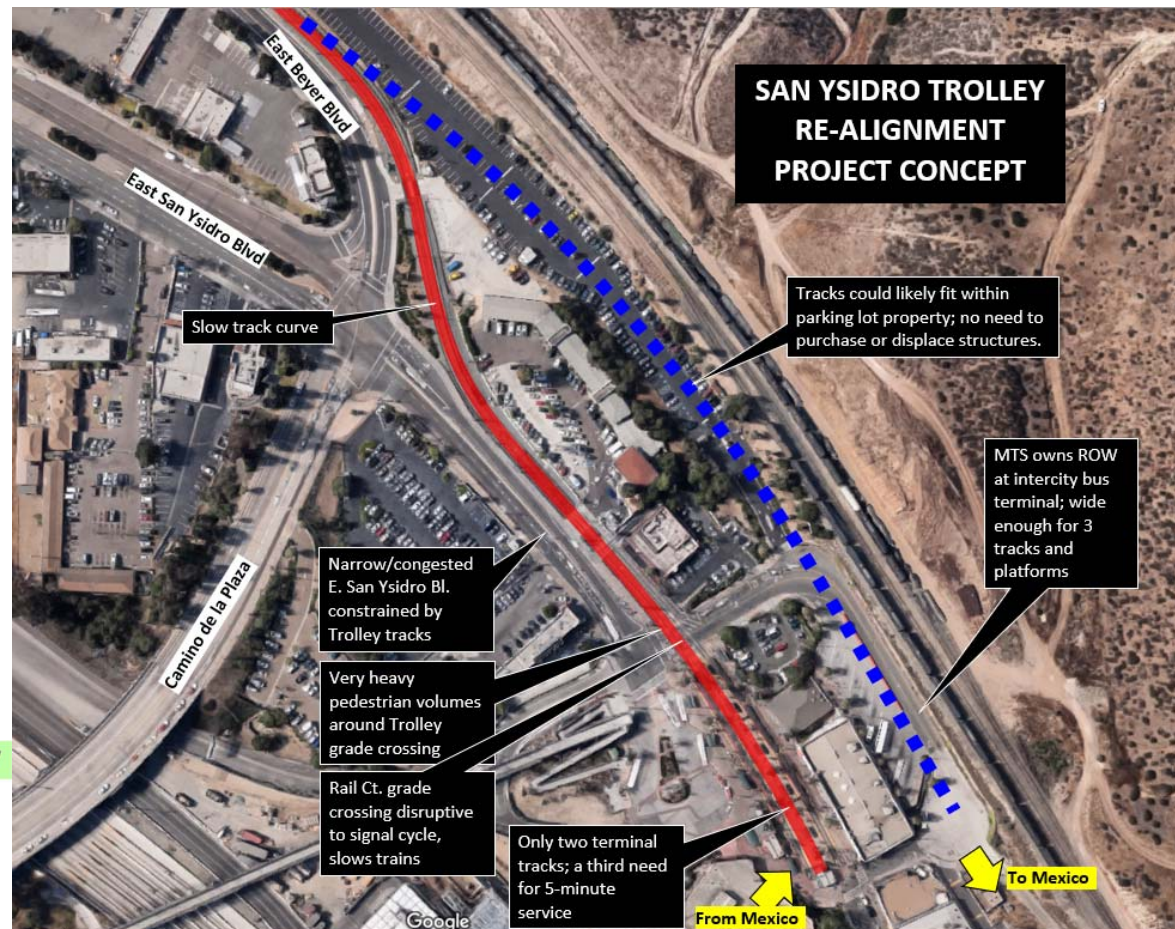
\$100M for San Ysidro Transit Center Improvements

San Ysidro Project Concept

- 11,000 riders daily use the Trolley at San Ysidro
- 53% of daily pedestrian border crossers use MTS
- Increase service to every 5 minutes

San Ysidro Community Plan and Local Coastal Program Land Use Plan, October 2017

3.4.8 Coordinate with MTS and SANDAG to reduce trolley, vehicle, and pedestrian conflicts. Strategies may include elevated tracks and platforms, rail realignment, and aesthetic improvements to strengthen pedestrian access and walkability.



Eliminate Conflict with Cars

11 Grade Separations totaling \$800M



Eliminate Conflict with Cars

Grade Separations Proposal:

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



***Additional grades separations for Airport Trolley and San Ysidro projects**

Connect Major Job Centers

- **UTC/Sorrento Valley Skyway**
- **3,700 new weekday riders**

Connect Major Job Centers

Proposal:

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





Mobility on Demand

- **3,500 new riders**
- **Access in underserved communities**

Mobility on Demand

Proposal:

- Provide mobility on-demand in MTS service territory with little or no transit.
- Seniors/people with disabilities
- Students getting to school
- Employees accessing jobs from transit centers
- Shift workers during off-peak hours



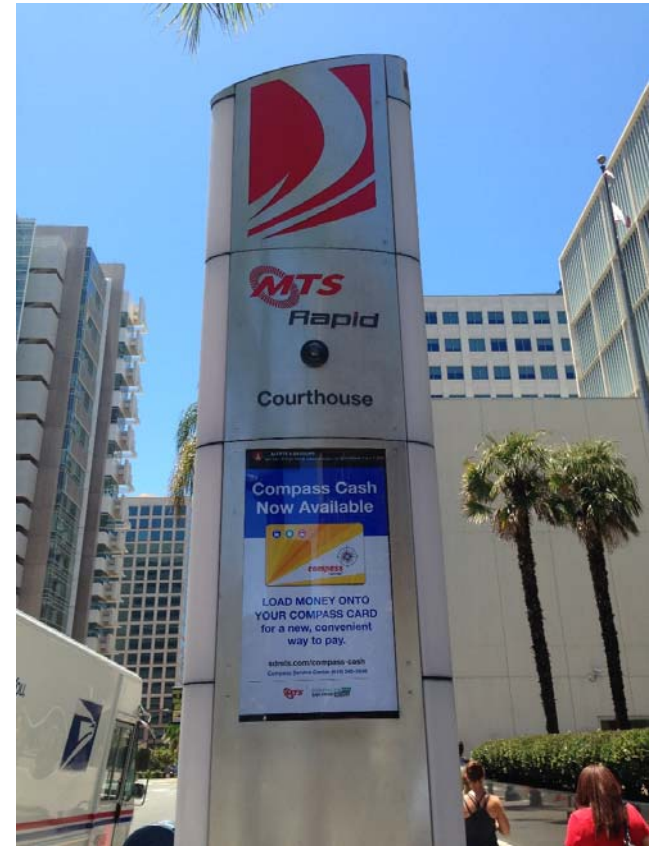


Improve Amenities

\$101 Million in Upgrades

Improve Amenities

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



Add Security Measures



Add Security Measures

Proposal:

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



Helping Cities Helps Transit

\$273 million for city infrastructure improvements

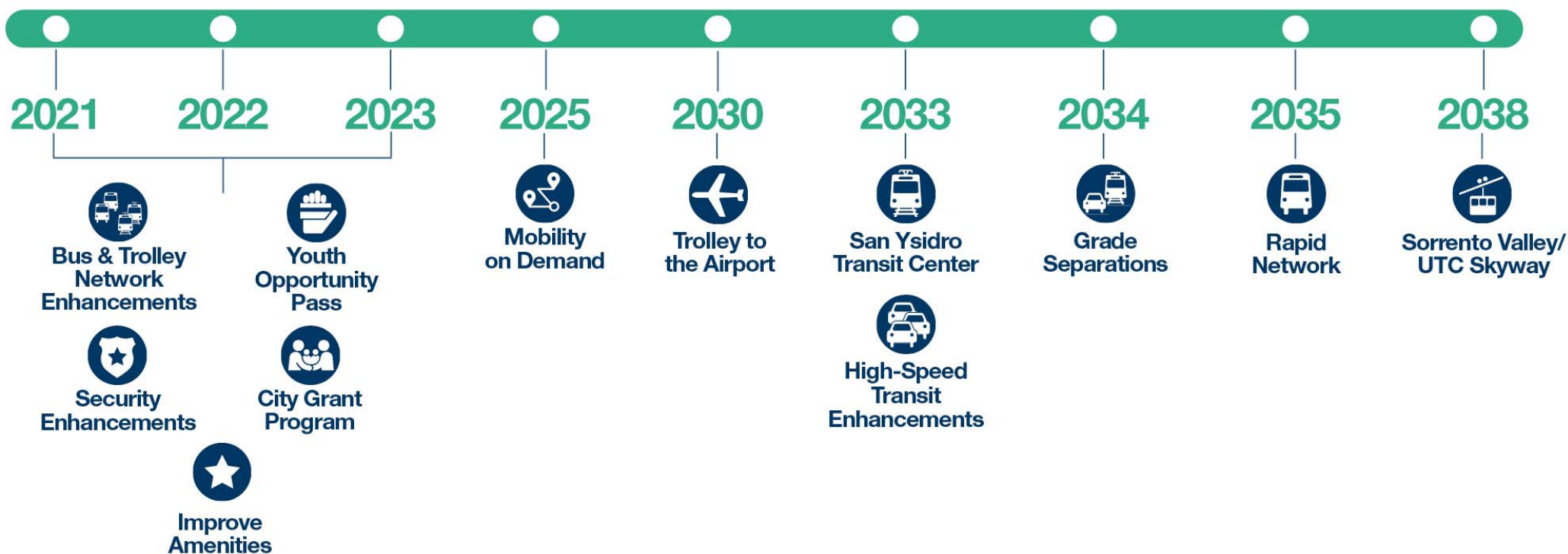


Helping Cities Helps Transit

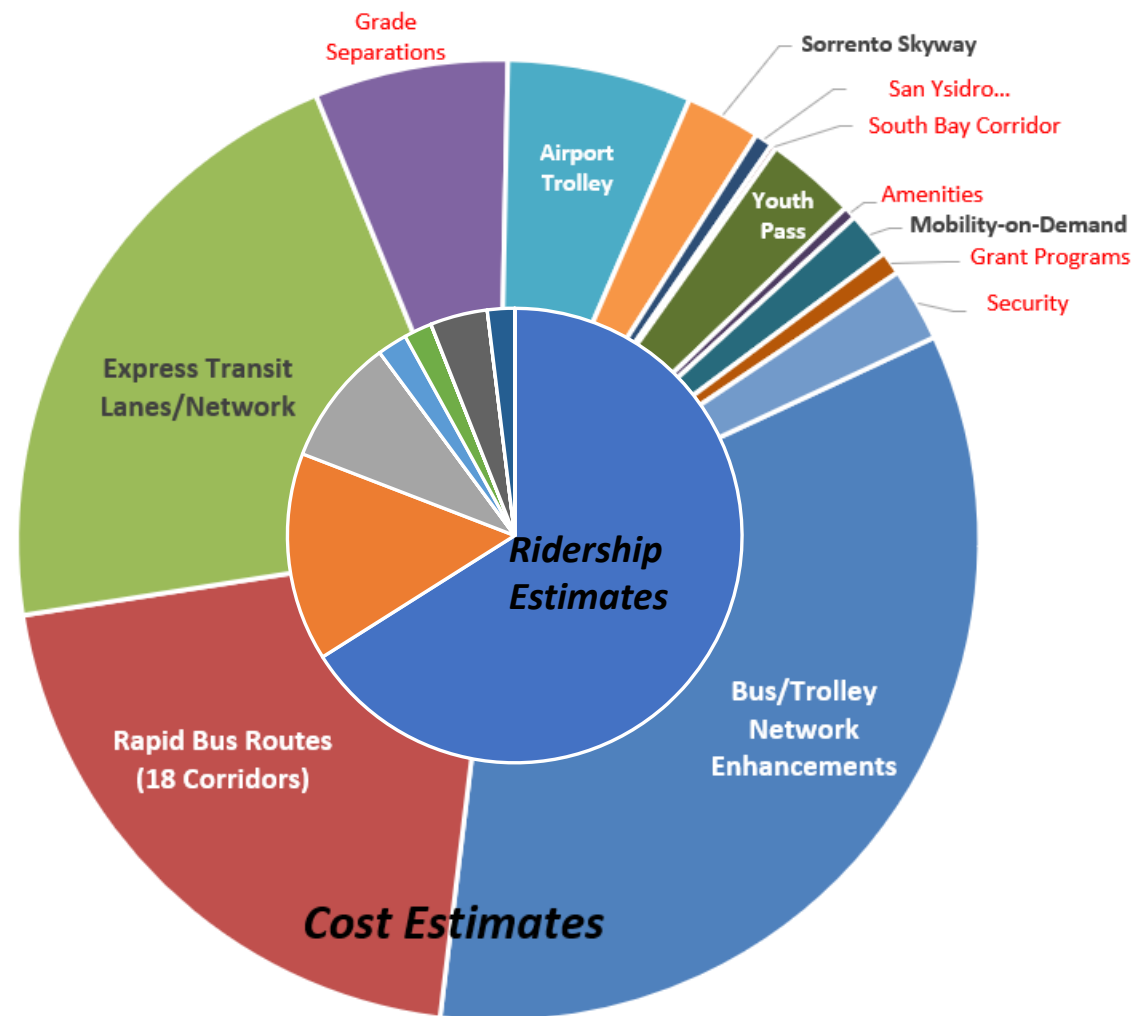
- Transit-Supportive City Grant Program:
 - Active transportation
 - Access-to-transit
 - ‘Safe routes to schools’
 - Traffic studies for transit improvements
 - Capital for transit priority elements (TSP, queue jumps, bus lanes, etc.)
 - Mobility Hub infrastructure
 - **Include strategies to mitigate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



Tentative Implementation Timeline



- Overall project costs, percentage of total
 - Capital
 - Vehicles
 - Operating through 2070
 - Borrowing costs
- Ridership estimates
 - Average weekday, percentage of total
- Ridership estimates are not based on full network buildout



Current Draft Program for Discussion

(Amounts in thousands)

Project	Capital	Net Operating	
Express Transit Lanes/Network - I5	341,365	516,358	
Express Transit Lanes/Network - I805	1,011,621	1,567,861	
Express Transit Lanes/Network - SR52	338,062	312,633	
Express Transit Lanes/Network - SR56	693,560	202,730	
Network Enhancements - Bus Phase 1	-	1,146,463	
Network Enhancements - Bus Phase 2	623,009	1,116,910	
Network Enhancements - Bus Phase 3	355,686	1,088,986	
Network Enhancements - Bus Phase 4	400,329	521,928	
Rapid Bus Routes - Phase 1	1,151,823	1,195,135	
Rapid Bus Routes - Phase 2	1,472,915	994,932	
San Ysidro Station	142,021	-	
Service Frequency/Span - Rail Phase 1	56,091	639,519	
Service Frequency/Span - Rail Phase 2	377,334	534,659	
Service Frequency/Span - Rail Phase 3	151,577	433,823	
Service Frequency/Span - Rail Blue @ 5	87,002	390,681	
Skyway - Sorrento Valley	309,531	276,778	
Airport Trolley	1,060,459	387,213	
Trolley Grade Separations - Airport	275,394	-	
Trolley Grade Separations - Chula Vista	196,094	-	
Trolley Grade Separations - La Mesa	259,837	-	
Trolley Grade Separations - Lemon Grove	140,169	-	
Trolley Grade Separations - San Diego	649,739	-	
South Bay Project Contribution	39,962	-	
Youth Opportunity Pass (18 & under)	-	576,463	
Local Grant Programs	-	272,582	
Amenities	-	101,035	
Security	-	711,353	
Mobility-on-Demand	-	361,177	
Program Administration	-	243,712	
Debt Service	-	2,104,824	
Total	10,133,580	15,697,755	Total Expenses 25,831,335





Next Steps

- Collect feedback from Board on draft expenditure plan
- Continue public outreach
- Continue refining package
- Model entire package of projects into a network setting
- Bring back draft expenditure plan in ordinance form for Board review at March 19 meeting



Discussion

ELEVATE SD 2020 DRAFT SERVICE CHANGE SUMMARY

DRAFT: February 1, 2020

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Blue	San Ysidro - South Bay - Dwtn SD (- UTC)	Weekday Peak	7.5	5		
		Weekday Midday	7.5	5		
		Saturday	15	15		
		Sunday	15	15		
Orange	Dwtn SD - Southeast - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
Green	Dwtn SD - Mission Valley - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
Airport Trolley	Dwtn SD - Airport - Old Town	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
LOCAL & EXPRESS BUS SERVICE						
1	Fashion Vly - EC Bl. Corridor - La Mesa	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	10		
		Sunday	30	10		
2	Dwtn SD - Golden Hill - North Park	Weekday Peak	12	10		
		Weekday Midday	15	10		
		Saturday	20	15		
		Sunday	30	15	+2 hrs	
3	Hillcrest - Dwtn SD - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12	24 Hrs	Modified
		Saturday	20	15	24 Hrs	Modified
		Sunday	30	15	24 Hrs	Modified
4	Dwtn - Imperial Ave. Corridor - Lomita Village	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	30	15	+2 hrs	
		Sunday	60	15	+5 hrs	
5	Dwtn SD - Market St. Corridor - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12		
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+4 hrs	
6	North Park - Fashion Valley	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	10	+2 hrs	
		Sunday	30	10	+4 hrs	
7	Dwtn SD - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
8	Old Town - Mission Beach	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
9	Old Town - SeaWorld - Pacific Beach	Weekday Peak	20	15		
		Weekday Midday	20	15	+3 hrs	
		Saturday	20	20	+3 hrs	
		Sunday	30	30	+4 hrs	
10	Old Town - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
11	SDSU - Normal Heights - Dwtn SD	Weekday Peak	15	10		
		Weekday Midday	15	10	+2 hrs	
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+4 hrs	
12	Skyline Hills - Dwtn SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
13	Grantville - City Heights - National City	Weekday Peak	12	12		
		Weekday Midday	12	12	+1 hr	
		Saturday	20	15		
		Sunday	30	15	+3 hrs	

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
14	Grantville - Allied Gardens - SDSU - La Mesa	Weekday Peak	60	30		
		Weekday Midday	60	30	+6 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
18	Grantville - Camino del Rio N & S	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Express 20	Dwtn SD - SR163 Corridor - Rancho Bernardo	Weekday Peak	15/30	15/30		
		Weekday Midday	30	15/30	+4 hrs	
		Saturday	30/60	15/30	+4 hrs	
		Sunday	60	30/60	+4 hrs	
25	Fashion Valley - Tierrasanta - Kearny Mesa	Weekday Peak	60	15		
		Weekday Midday	60	15	+3 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
27	Pacific Beach - Kearny Mesa	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
28	Old Town - Rosecrans Corridor	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
30	Dwtn SD - Pacific Beach - La Jolla - UTC	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	15/30	15/30		
		Sunday	15/30	15/30		
31	UTC - Miramar Rd. Corridor - Mira Mesa	Weekday Peak	30	15		
		Weekday Midday	No Svc	30	+6 hrs	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
35	Ocean Beach - Old Town	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
41	Fashion Valley - UCSD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
44	Old Town - Clairemont	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
Express 50	UTC - Clairemont - Dwtn SD	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Express 60	Euclid - Kearny Mesa - UTC	Weekday Peak	20/30	15		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
83	Mission Hills Circulator	Weekday Peak	60	30		
		Weekday Midday	60	30	+4 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
84	Point Loma Circulator	Weekday Peak	60	60		
		Weekday Midday	60	60		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
88	Hotel Circle N & S	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	30	15	+1 hr	
		Sunday	No Svc	15	NEW	
105	Old Town - Clairemont - UTC	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	60	15	+3 hrs	
		Sunday	60	15	+3 hrs	
Express 110	Mira Mesa - Dwtn SD via SR-163	Weekday Peak	20/30	20/30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
115	El Cajon - San Carlos - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+2 hrs	
		Saturday	60	60	+3 hrs	
		Sunday	60	60	+6 hrs	

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
120	Dwtn SD - Kearny Mesa	Weekday Peak	15/30	10/20		
		Weekday Midday	15/30	10/20	+1 hr	
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+2 hrs	
121	NEW: Mira Mesa - Scripps Poway Pkwy	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	30	NEW	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
125	NEW: UTC - Carmel Vly./Del Mar Hts Rd.	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	30	NEW	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
Express 150	Dwtn SD - Old Town - UTC	Weekday Peak	7.5/15/30	7.5/15/30		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	No Svc	No Svc		
701	H St - Hilltop Dr - Palomar St	Weekday Peak	15	10		
		Weekday Midday	15	10	+2 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+4 hrs	
704	E St - Medical Center - Palomar St	Weekday Peak	30	15		
		Weekday Midday	30	15	+3 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+5 hrs	
705	E St - Plaza Bonita	Weekday Peak	30/60	30		
		Weekday Midday	30/60	30	+1 hr	
		Saturday	30/-	30/-	+4 hrs	
		Sunday	No Svc	30/-	NEW	
707	Otay Ranch - Southwestern Coll.	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
709	H St - Eastlake	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
712	Palomar - Southwestern Coll.	Weekday Peak	15	10		
		Weekday Midday	15	10	+2 hrs	
		Saturday	30	15	+3 hrs	
		Sunday	60	30	+5 hrs	
714	NEW: Eastlake/Heritage Rd	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	30	NEW	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
815	El Cajon - E. Main St	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
816	El Cajon - Rancho SD - Cuyamaca Coll.	Weekday Peak	30	30		
		Weekday Midday	30	30	+5 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
832	North Santee Loop	Weekday Peak	60	30		
		Weekday Midday	60	30	+4 hrs	
		Saturday	60	30	+7 hrs	
		Sunday	60	30	+7 hrs	
833	Santee - El Cajon	Weekday Peak	35-45	35-45		
		Weekday Midday	35-45	35-45	+6 hrs	
		Saturday	60	60	+8 hrs	
		Sunday	60	60	+8 hrs	
834	West Santee Loop	Weekday Peak	60	30		
		Weekday Midday	60	30		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
838	Alpine - East Co. Square	Weekday Peak	60	60		
		Weekday Midday	60	60		
		Saturday	60	60		
		Sunday	60	60		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
848	El Cajon - Lakeside	Weekday Peak	30	15		
		Weekday Midday	30	15	+3 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+4 hrs	
851	Spring Valley - La Mesa	Weekday Peak	60	15		
		Weekday Midday	60	15	+3 hrs	
		Saturday	No Svc	30		
		Sunday	No Svc	30		
852	La Mesa/University Ave.	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	30	30		
854	Grossmont Transit Ctr -- Grossmont Coll.	Weekday Peak	30/60	30/60		
		Weekday Midday	30/60	30/60		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
855	Rancho SD - La Mesa	Weekday Peak	30	30		
		Weekday Midday	30	30	+1 hr	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+6 hrs	
856	SDSU - Rancho SD - Cuyamaca Coll.	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
864	El Cajon - East Co. Square	Weekday Peak	30	30		
		Weekday Midday	30	30	+2 hrs	
		Saturday	60	30	+2 hrs	
		Sunday	60	30	+4 hrs	
872	El Cajon Shuttle Loop	Weekday Peak	30	30		
		Weekday Midday	30	30	+4 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
874/875	El Cajon Broadway/Washington Loop	Weekday Peak	30	30		
		Weekday Midday	30	30	+3 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	60		
888	Jacumba - El Cajon (Rural Service)	Weekday Peak	2 trips/wk	2 trips/wk		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
891	Borrego - El Cajon via Shelter Valley (Rural Service)	Weekday Peak	1 trip/wk	1 trip/wk		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
892	Borrego - El Cajon via Ranchita (Rural Service)	Weekday Peak	1 trip/wk	1 trip/wk		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
894	Morena - Campo - Tecate - El Cajon (Rural Service)	Weekday Peak	4 RTs/day	4 RTs/day		
		Weekday Midday				
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
901	Iris - Imp. Beach - Coronado - Dwtn SD	Weekday Peak	15	15		
		Weekday Midday	30	15		
		Saturday	30	15		
		Sunday	60	30		
904	Coronado Shuttle	Weekday Peak	60	30		
		Weekday Midday	60	30	+4 hrs	
		Saturday	60	30	+4 hrs	
		Sunday	60	30	+4 hrs	
905	Iris - Otay Mesa	Weekday Peak	15/30	15/30		
		Weekday Midday	30	30	+3 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+3 hrs	
906/907	Iris - San Ysidro	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	10	+1 hr	
		Sunday	15/30	10	+1 hr	

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
909	Otay Mesa Circulator	Weekday Peak	60+	60+		
		Weekday Midday	60+	60+		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
916/917	Oak Park - Emerald Hills Loop	Weekday Peak	30/60	30/60		
		Weekday Midday	30/60	30/60	+3 hrs	
		Saturday	60	60	+3 hrs	
		Sunday	No Svc	60	NEW	
921	UTC - Mira Mesa	Weekday Peak	30	30		
		Weekday Midday	30	30	+5 hrs	
		Saturday	60	30	+5 hrs	
		Sunday	60	30	+4 hrs	
923	Dwtn SD - Pt. Loma - Ocean Beach	Weekday Peak	30	15		
		Weekday Midday	30	15	+5 hrs	
		Saturday	No Svc	15		
		Sunday	No Svc	15		
928	Fashion Valley - Kearny Mesa	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+6 hrs	
929	Iris - 3rd Av. - Highland - Dwtn SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
932	Iris - Broadway (CV) - National City	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
933/934	Iris - Palm City - Imp. Beach Loop	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
936	Spring Valley - Lemon Grove - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+3 hrs	
		Saturday	30	30	+3 hrs	
		Sunday	30	30	+4 hrs	
944	Sabre Springs - Poway	Weekday Peak	30	15		
		Weekday Midday	30	15	+5 hrs	
		Saturday	60	60	+5 hrs	
		Sunday	No Svc	60	NEW	
945	Rancho Bernardo - Poway	Weekday Peak	30	15		
		Weekday Midday	30	15	+4 hrs	
		Saturday	35-45	35-45	+6 hrs	
		Sunday	No Svc	35-45	NEW	
Express 950	Otay Mesa - Iris (Future Iris Rapid)	Weekday Peak	12/20	12/20		
		Weekday Midday	20	20		
		Saturday	20/30/-	20/30/-		
		Sunday	30/-	30/-		
955	National City - SDSU	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
961	National City - Encanto	Weekday Peak	15/30	10/20		
		Weekday Midday	15/30	10/20	+2 hrs	
		Saturday	30	15	+3 hrs	
		Sunday	60	30	+5 hrs	
962	National City - Spring Valley	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
963	National City - Paradise Hills	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	60	30		
		Sunday	60	30		
964	Mira Mesa - Scripps Ranch	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
965	City Heights Circulator	Weekday Peak	35-45	15		
		Weekday Midday	35-45	15	+1 hr	
		Saturday	35-45	15	+2 hrs	
		Sunday	No Svc	15	NEW	
967	National City - Alta Vista	Weekday Peak	60	60		
		Weekday Midday	60	60	+5 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
968	National City - Plaza Bonita	Weekday Peak	60+	60+		
		Weekday Midday	60+	60+	+3 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
972	Sorrento Mesa Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
973	Carroll Canyon Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
974	UCSD Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
978	Torrey Pines Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
979	N. University City Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
992	Airport - Dwtn SD (Future Trolley)	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	15	15		
		Sunday	15	15		
RAPID BUS SERVICE						
7	Dwtn SD - University/College	Weekday Peak	10	10		
		Weekday Midday	10	10		
		Saturday	12	12		
		Sunday	12	12		
8	Old Town - Mission Beach	Weekday Peak	20	10		
		Weekday Midday	20	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
10	Old Town - University/College	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
12	Skyline Hills - Dwtn SD	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
27	Pacific Beach - Kearny Mesa	Weekday Peak	30	10		
		Weekday Midday	30	10		
		Saturday	60	15		
		Sunday	No Svc	15		
28	Old Town - Rosecrans Corridor	Weekday Peak	15/30	10		
		Weekday Midday	30	10		
		Saturday	30	15		
		Sunday	60	15		
35	Ocean Beach - Old Town	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
41	Fashion Valley - UCSD	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
44	Old Town - Clairemont	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
46	NEW: Clairemont Mesa Blvd. Rapid	Weekday Peak	No Svc	10	NEW	
		Weekday Midday	No Svc	10	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
Rapid 201/202	Super Loop	Weekday Peak	5	5		
		Weekday Midday	10	10	24 Hrs	201 only
		Saturday	15	15	24 Hrs	201 only
		Sunday	15	15	24 Hrs	201 only
Rapid 204	Super Loop East	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Rapid 215	Mid-City Rapid	Weekday Peak	10	7.5		
		Weekday Midday	15	7.5	24 Hrs	@ 30 min
		Saturday	15	10	24 Hrs	@ 30 min
		Sunday	15	10	24 Hrs	@ 30 min
Rapid 225	South Bay Rapid	Weekday Peak	15	15		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	30	30		
Rapid 235	I-15 Rapid	Weekday Peak	15	10		
		Weekday Midday	15	10	24 Hrs	Dwtn-MM
		Saturday	30	15	24 Hrs	Dwtn-MM
		Sunday	30	15	24 Hrs	Dwtn-MM
237	Mira Mesa - UTC	Weekday Peak	15	10		
		Weekday Midday	No Svc	10		
		Saturday	No Svc	15		
		Sunday	No Svc	15		
709	H St - Eastlake	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	60	15		
815	El Cajon - E. Main St	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
856	SDSU - Rancho SD - Cuyamaca Coll.	Weekday Peak	30	10		
		Weekday Midday	30	10		
		Saturday	60	15		
		Sunday	60	15		
929	Iris - 3rd Av. - Highland - Dwtn SD	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	20	15	24 Hrs	@ 30 min
932	Iris - Broadway (CV) - National City	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	20	15		
		Sunday	30	15		
933/934	Iris - Palm City - Imp. Beach Loop	Weekday Peak	12	10		
		Weekday Midday	15	10		
		Saturday	20	15		
		Sunday	30	15		
955	National City - SDSU	Weekday Peak	12	10		
		Weekday Midday	12	10		
		Saturday	20	15		
		Sunday	30	15		
962	National City - Spring Valley	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
HIGH-SPEED EXPRESS SERVICE						
Rapid Exp. 280	Escondido - Del Lago - Dwtn SD	Weekday Peak	15	10		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
Rapid Exp. 290	Rancho Bernardo - Sabre Springs - Dwtm SD	Weekday Peak	10	7.5		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 5	Iris - Dwtm SD	Weekday Peak	No Svc	10	NEW	
		Weekday Midday	No Svc	No Svc	24 Hrs	@ 30 min
		Saturday	No Svc	10 Pk Only	24 Hrs	@ 30 min
		Sunday	No Svc	10 Pk Only	24 Hrs	@ 30 min
Corridor 52	El Cajon - Sorrento Mesa	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 56 Rt A	Sabre Springs - UTC	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 56 Rt B	Sabre Springs - Sorrento Mesa	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X1	Eastlake - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X2	Paradise Valley - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X3	Eastlake - Sorrento Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
NEW LAST-MILE SHUTTLE SERVICE						
805-Sh1	Mesa Coll./Hospitals Shuttle	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
805-Sh2	Kearny Mesa Shuttle	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
SM-ShA	Sorrento Mobility Hub Shuttle A	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
SM-ShB	Sorrento Mobility Hub Shuttle B	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
SKYWAY						
Sorrento Skyway	University City - Sorrento Mesa	Weekday Peak	No Svc	Continuous	NEW	
		Weekday Midday	No Svc	Continuous	NEW	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

City of Chula Vista

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Blue	San Ysidro - South Bay - Dwtm SD (- UTC)	Weekday Peak	7.5	5		
		Weekday Midday	7.5	5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
701	H St - Hilltop Dr - Palomar St	Weekday Peak	15	10		
		Weekday Midday	15	10	+2 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+4 hrs	
704	E St - Medical Center - Palomar St	Weekday Peak	30	15		
		Weekday Midday	30	15	+3 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+5 hrs	
705	E St - Plaza Bonita	Weekday Peak	30/60	30		
		Weekday Midday	30/60	30	+1 hr	
		Saturday	30/-	30/-	+4 hrs	
		Sunday	No Svc	30/-	NEW	
707	Otay Ranch - Southwestern Coll.	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
709	H St - Eastlake	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
712	Palomar - Southwestern Coll.	Weekday Peak	15	10		
		Weekday Midday	15	10	+2 hrs	
		Saturday	30	15	+3 hrs	
		Sunday	60	30	+5 hrs	
714 NEW	NEW: Eastlake/Heritage Rd	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	30	NEW	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
929	Iris - 3rd Av. - Highland - Dwtm SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
932	Iris - Broadway (CV) - National City	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
RAPID BUS SERVICE						
Rapid 225	South Bay Rapid	Weekday Peak	15	15		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	30	30		
709	H St - Eastlake	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	60	15		
929	Iris - 3rd Av. - Highland - Dwtm SD	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	20	15	24 Hrs	@ 30 min
932	Iris - Broadway (CV) - National City	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	20	15		
		Sunday	30	15		
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
HIGH-SPEED EXPRESS SERVICE						
Corridor 805 X1	Eastlake - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X3	Eastlake - Sorrento Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS	City of Chula Vista
Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.	
Youth Opportunity Passes for 18 & Under.	
Grade Separations: 100% funded at E Street, H Street, and Palomar Street.	
South Bay Corridor Planning: Contribution of \$35 million to SANDAG to launch the South Bay - Northern Area project that incorporates the mobility and equity goals of the Purple Line, Blue Line Express, and potential redevelopment of the San Ysidro Intermodal Transit Center area.	
Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.	
Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.	

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

City of Coronado

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
LOCAL & EXPRESS BUS SERVICE						
901	Iris - Imp. Beach - Coronado - Dwtm SD	Weekday Peak	15	15		
		Weekday Midday	30	15		
		Saturday	30	15		
		Sunday	60	30		
904	Coronado Shuttle	Weekday Peak	60	30		
		Weekday Midday	60	30	+4 hrs	
		Saturday	60	30	+4 hrs	
		Sunday	60	30	+4 hrs	

OTHER IMPROVEMENTS/PROJECTS

City of Coronado

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

City of El Cajon

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Orange	Dwtm SD - Southeast - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
Green	Dwtm SD - Mission Valley - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
115	El Cajon - San Carlos - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+2 hrs	
		Saturday	60	60	+3 hrs	
		Sunday	60	60	+6 hrs	
815	El Cajon - E. Main St	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
816	El Cajon - Rancho SD - Cuyamaca Coll.	Weekday Peak	30	30		
		Weekday Midday	30	30	+5 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
833	Santee - El Cajon	Weekday Peak	35-45	35-45		
		Weekday Midday	35-45	35-45	+6 hrs	
		Saturday	60	60	+8 hrs	
		Sunday	60	60	+8 hrs	
848	El Cajon - Lakeside	Weekday Peak	30	15		
		Weekday Midday	30	15	+3 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+4 hrs	
854	Grossmont Transit Ctr - Grossmont Coll.	Weekday Peak	30/60	30/60		
		Weekday Midday	30/60	30/60		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
864	El Cajon - East Co. Square	Weekday Peak	30	30		
		Weekday Midday	30	30	+2 hrs	
		Saturday	60	30	+2 hrs	
		Sunday	60	30	+4 hrs	
872	El Cajon Shuttle Loop	Weekday Peak	30	30		
		Weekday Midday	30	30	+4 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
874/875	El Cajon Broadway/Washington Loop	Weekday Peak	30	30		
		Weekday Midday	30	30	+3 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	60		
888	Jacumba - El Cajon (Rural Service)	Weekday Peak	2 trips/wk	2 trips/wk		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
891	Borrego - El Cajon via Shelter Valley (Rural Service)	Weekday Peak	1 trip/wk	1 trip/wk		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
892	Borrego - El Cajon via Ranchita (Rural Service)	Weekday Peak	1 trip/wk	1 trip/wk		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
894	Morena - Campo - Tecate - El Cajon (Rural Service)	Weekday Peak	4 RTs/day	4 RTs/day		
		Weekday Midday				
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
RAPID BUS SERVICE						
815	El Cajon - E. Main St	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
HIGH-SPEED EXPRESS SERVICE						
Corridor 52	El Cajon - Sorrento Mesa	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS	City of El Cajon
Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.	
Youth Opportunity Passes for 18 & Under.	
Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.	
Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.	

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

City of Imperial Beach

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Blue	San Ysidro - South Bay - Dwtn SD (- UTC)	Weekday Peak	7.5	5		
		Weekday Midday	7.5	5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
901	Iris - Imp. Beach - Coronado - Dwtn SD	Weekday Peak	15	15		
		Weekday Midday	30	15		
		Saturday	30	15		
		Sunday	60	30		
933/934	Iris - Palm City - Imp. Beach Loop	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
Express 950	Otay Mesa - Iris (Future Iris Rapid)	Weekday Peak	12/20	12/20		
		Weekday Midday	20	20		
		Saturday	20/30/-	20/30/-		
		Sunday	30/-	30/-		
RAPID BUS SERVICE						
933/934	Iris - Palm City - Imp. Beach Loop	Weekday Peak	12	10		
		Weekday Midday	15	10		
		Saturday	20	15		
		Sunday	30	15		
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
HIGH-SPEED EXPRESS SERVICE						
Corridor 5	Iris - Dwtn SD	Weekday Peak	No Svc	10	NEW	
		Weekday Midday	No Svc	No Svc	24 Hrs	@ 30 min
		Saturday	No Svc	10 Pk Only	24 Hrs	@ 30 min
		Sunday	No Svc	10 Pk Only	24 Hrs	@ 30 min

OTHER IMPROVEMENTS/PROJECTS

City of Imperial Beach

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

City of La Mesa

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Orange	Dwtn SD - Southeast - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
Green	Dwtn SD - Mission Valley - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
1	Fashion Vly - EC Bl. Corridor - La Mesa	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	10		
		Sunday	30	10		
7	Dwtn SD - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
14	Grantville - Allied Gardens - SDSU - La Mesa	Weekday Peak	60	30		
		Weekday Midday	60	30	+6 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
115	El Cajon - San Carlos - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+2 hrs	
		Saturday	60	60	+3 hrs	
		Sunday	60	60	+6 hrs	
851	Spring Valley - La Mesa	Weekday Peak	60	15		
		Weekday Midday	60	15	+3 hrs	
		Saturday	No Svc	30		
		Sunday	No Svc	30		
852	La Mesa/University Ave.	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	30	30		
854	Grossmont Transit Ctr - Grossmont Coll.	Weekday Peak	30/60	30/60		
		Weekday Midday	30/60	30/60		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
855	Rancho SD - La Mesa	Weekday Peak	30	30		
		Weekday Midday	30	30	+1 hr	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+6 hrs	
RAPID BUS SERVICE						
7	Dwtn SD - University/College (- La Mesa)	Weekday Peak	10	10		
		Weekday Midday	10	10		
		Saturday	12	12		
		Sunday	12	12		

OTHER IMPROVEMENTS/PROJECTS**City of La Mesa**

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Grade Separations: 100% funded at Allison Ave./University Ave. and Severin Drive.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

City of Lemon Grove

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Orange	Dwtn SD - Southeast - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
856	SDSU - Rancho SD - Cuyamaca Coll.	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
916/917	Oak Park - Emerald Hills Loop	Weekday Peak	30/60	30/60		
		Weekday Midday	30/60	30/60	+3 hrs	
		Saturday	60	60	+3 hrs	
		Sunday	No Svc	60	NEW	
936	Spring Valley - Lemon Grove - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+3 hrs	
		Saturday	30	30	+3 hrs	
		Sunday	30	30	+4 hrs	
RAPID BUS SERVICE						
856	SDSU - Rancho SD - Cuyamaca Coll.	Weekday Peak	30	10		
		Weekday Midday	30	10		
		Saturday	60	15		
		Sunday	60	15		

OTHER IMPROVEMENTS/PROJECTS

City of Lemon Grove

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Grade Separation: 100% funded at Broadway/North Avenue.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

City of National City

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Blue	San Ysidro - South Bay - Dwtm SD (- UTC)	Weekday Peak	7.5	5		
		Weekday Midday	7.5	5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
13	Grantville - City Heights - National City	Weekday Peak	12	12		
		Weekday Midday	12	12	+1 hr	
		Saturday	20	15		
		Sunday	30	15	+3 hrs	
705	E St - Plaza Bonita	Weekday Peak	30/60	30		
		Weekday Midday	30/60	30	+1 hr	
		Saturday	30/-	30/-	+4 hrs	
		Sunday	No Svc	30/-	NEW	
929	Iris - 3rd Av. - Highland - Dwtm SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
932	Iris - Broadway (CV) - National City	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
955	National City - SDSU	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
961	National City - Encanto	Weekday Peak	15/30	10/20		
		Weekday Midday	15/30	10/20	+2 hrs	
		Saturday	30	15	+3 hrs	
		Sunday	60	30	+5 hrs	
962	National City - Spring Valley	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
963	National City - Paradise Hills	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	60	30		
		Sunday	60	30		
967	National City - Alta Vista	Weekday Peak	60	60		
		Weekday Midday	60	60	+5 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
968	National City - Plaza Bonita	Weekday Peak	60+	60+		
		Weekday Midday	60+	60+	+3 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
RAPID BUS SERVICE						
929	Iris - 3rd Av. - Highland - Dwtm SD	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	20	15	24 Hrs	@ 30 min
932	Iris - Broadway (CV) - National City	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	20	15		
		Sunday	30	15		
955	National City - SDSU	Weekday Peak	12	10		
		Weekday Midday	12	10		
		Saturday	20	15		
		Sunday	30	15		
962	National City - Spring Valley	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
HIGH-SPEED EXPRESS SERVICE						
Corridor 805 X1	Eastlake - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X2	Paradise Valley - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X3	Eastlake - Sorrento Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS	City of National City
Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.	
Youth Opportunity Passes for 18 & Under.	
South Bay Corridor Planning: Contribution of \$35 million to SANDAG to launch the South Bay - Northern Area project that incorporates the mobility and equity goals of the Purple Line, Blue Line Express, and potential redevelopment of the San Ysidro Intermodal Transit Center area.	
Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.	
Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.	

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

City of Poway

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
LOCAL & EXPRESS BUS SERVICE						
121 NEW	NEW: Mira Mesa - Scripps Poway Pkwy	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	30	NEW	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
944	Sabre Springs - Poway	Weekday Peak	30	15		
		Weekday Midday	30	15	+5 hrs	
		Saturday	60	60	+5 hrs	
		Sunday	No Svc	60	NEW	
945	Rancho Bernardo - Poway	Weekday Peak	30	15		
		Weekday Midday	30	15	+4 hrs	
		Saturday	35-45	35-45	+6 hrs	
		Sunday	No Svc	35-45	NEW	
RAPID BUS SERVICE						
Rapid 235	I-15 Rapid	Weekday Peak	15	10		
		Weekday Midday	15	10	24 Hrs	Dwtn-MM
		Saturday	30	15	24 Hrs	Dwtn-MM
		Sunday	30	15	24 Hrs	Dwtn-MM
HIGH-SPEED EXPRESS SERVICE						
Rapid Exp. 290	Rancho Bernardo - Sabre Springs - Dwtn SD	Weekday Peak	10	7.5		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 56 Rt A	Sabre Springs - UTC	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 56 Rt B	Sabre Springs - Sorrento Mesa	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS

City of Poway

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

Funding for MOBILITY-ON-DEMAND services in areas that cannot be effectively served with fixed-route transit. This could include flexible shuttle van services, taxi vouchers, TNC discounts, and non-profit partnerships.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

City of Santee

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Green	Dwtn SD - Mission Valley - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
832	North Santee Loop	Weekday Peak	60	30		
		Weekday Midday	60	30	+4 hrs	
		Saturday	60	30	+7 hrs	
		Sunday	60	30	+7 hrs	
833	Santee - El Cajon	Weekday Peak	35-45	35-45		
		Weekday Midday	35-45	35-45	+6 hrs	
		Saturday	60	60	+8 hrs	
		Sunday	60	60	+8 hrs	
834	West Santee Loop	Weekday Peak	60	30		
		Weekday Midday	60	30		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
HIGH-SPEED EXPRESS SERVICE						
Corridor 52	El Cajon - Sorrento Mesa	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS

City of Santee

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

San Diego Council District 1

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
LOCAL & EXPRESS BUS SERVICE						
30	Dwtn SD - Pacific Beach - La Jolla - UTC	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	15/30	15/30		
		Sunday	15/30	15/30		
31	UTC - Miramar Rd. Corridor - Mira Mesa	Weekday Peak	30	15		
		Weekday Midday	No Svc	30	+6 hrs	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
41	Fashion Valley - UCSD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
Express 50	UTC - Clairemont - Dwtn SD	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Express 60	Euclid - Kearny Mesa - UTC	Weekday Peak	20/30	15		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
105	Old Town - Clairemont - UTC	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	60	15	+3 hrs	
		Sunday	60	15	+3 hrs	
125 NEW	NEW: UTC - Carmel Vly./Del Mar Hts Rd.	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	30	NEW	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
Express 150	Dwtn SD - Old Town - UTC	Weekday Peak	7.5/15/30	7.5/15/30		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	No Svc	No Svc		
921	UTC - Mira Mesa	Weekday Peak	30	30		
		Weekday Midday	30	30	+5 hrs	
		Saturday	60	30	+5 hrs	
		Sunday	60	30	+4 hrs	
972	Sorrento Mesa Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
973	Carroll Canyon Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
974	UCSD Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
978	Torrey Pines Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
979	N. University City Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAPID BUS SERVICE						
41	Fashion Valley - UCSD	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
Rapid 201/202	Super Loop	Weekday Peak	5	5		
		Weekday Midday	10	10	24 Hrs	201 only
		Saturday	15	15	24 Hrs	201 only
		Sunday	15	15	24 Hrs	201 only
Rapid 204	Super Loop East	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Rapid 237	Mira Mesa - UTC	Weekday Peak	15	10		
		Weekday Midday	No Svc	10		
		Saturday	No Svc	15		
		Sunday	No Svc	15		
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
HIGH-SPEED EXPRESS SERVICE						
Corridor 56 Rt A	Sabre Springs - UTC	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 56 Rt B	Sabre Springs - Sorrento Mesa	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
SKYWAY						
Sorrento Skyway	University City - Sorrento Mesa	Weekday Peak	No Svc	Continuous	NEW	
		Weekday Midday	No Svc	Continuous	NEW	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS

San Diego Council District 1

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

Funding for MOBILITY-ON-DEMAND services in areas that cannot be effectively served with fixed-route transit. This could include flexible shuttle van services, taxi vouchers, TNC discounts, and non-profit partnerships.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

San Diego Council District 2

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Green	Dwtm SD - Mission Valley - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
Airport Trolley	Dwtm SD - Airport - Old Town	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
LOCAL & EXPRESS BUS SERVICE						
8	Old Town - Mission Beach	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
9	Old Town - SeaWorld - Pacific Beach	Weekday Peak	20	15		
		Weekday Midday	20	15	+3 hrs	
		Saturday	20	20	+3 hrs	
		Sunday	30	30	+4 hrs	
10	Old Town - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
27	Pacific Beach - Kearny Mesa	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
28	Old Town - Rosecrans Corridor	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
30	Dwtm SD - Pacific Beach - La Jolla - UTC	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	15/30	15/30		
		Sunday	15/30	15/30		
35	Ocean Beach - Old Town	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
44	Old Town - Clairemont	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
Express 50	UTC - Clairemont - Dwtm SD	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
84	Point Loma Circulator	Weekday Peak	60	60		
		Weekday Midday	60	60		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
105	Old Town - Clairemont - UTC	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	60	15	+3 hrs	
		Sunday	60	15	+3 hrs	
923	Dwtm SD - Pt. Loma - Ocean Beach	Weekday Peak	30	15		
		Weekday Midday	30	15	+5 hrs	
		Saturday	No Svc	15		
		Sunday	No Svc	15		
992	Airport - Dwtm SD (Future Trolley)	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	15	15		
		Sunday	15	15		
RAPID BUS SERVICE						
8	Old Town - Mission Beach	Weekday Peak	20	10		
		Weekday Midday	20	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
10	Old Town - University/College	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
27	Pacific Beach - Kearny Mesa	Weekday Peak	30	10		
		Weekday Midday	30	10		
		Saturday	60	15		
		Sunday	No Svc	15		
28	Old Town - Rosecrans Corridor	Weekday Peak	15/30	10		
		Weekday Midday	30	10		
		Saturday	30	15		
		Sunday	60	15		
35	Ocean Beach - Old Town	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
44	Old Town - Clairemont	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
46	NEW: Clairemont Mesa Blvd. Rapid	Weekday Peak	No Svc	10	NEW	
		Weekday Midday	No Svc	10	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	

OTHER IMPROVEMENTS/PROJECTS

San Diego Council District 2

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Grade Separations for Airport Trolley: 100% funded at Sassafras St. and Washington St.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

San Diego Council District 3

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Blue	San Ysidro - South Bay - Dwtm SD (- UTC)	Weekday Peak	7.5	5		
		Weekday Midday	7.5	5		
		Saturday	15	15		
		Sunday	15	15		
Orange	Dwtm SD - Southeast - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
Green	Dwtm SD - Mission Valley - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
Airport Trolley	Dwtm SD - Airport - Old Town	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
LOCAL & EXPRESS BUS SERVICE						
1	Fashion Vly - EC Bl. Corridor - La Mesa	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	10		
		Sunday	30	10		
2	Dwtm SD - Golden Hill - North Park	Weekday Peak	12	10		
		Weekday Midday	15	10		
		Saturday	20	15		
		Sunday	30	15	+2 hrs	
3	Hillcrest - Dwtm SD - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12	24 Hrs	Modified
		Saturday	20	15	24 Hrs	Modified
		Sunday	30	15	24 Hrs	Modified
4	Dwtm - Imperial Ave. Corridor - Lomita Village	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	30	15	+2 hrs	
		Sunday	60	15	+5 hrs	
5	Dwtm SD - Market St. Corridor - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12		
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+4 hrs	
6	North Park - Fashion Valley	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	10	+2 hrs	
		Sunday	30	10	+4 hrs	
7	Dwtm SD - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
8	Old Town - Mission Beach	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
9	Old Town - SeaWorld - Pacific Beach	Weekday Peak	20	15		
		Weekday Midday	20	15	+3 hrs	
		Saturday	20	20	+3 hrs	
		Sunday	30	30	+4 hrs	
10	Old Town - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
11	SDSU - Normal Heights - Dwtm SD	Weekday Peak	15	10		
		Weekday Midday	15	10	+2 hrs	
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+4 hrs	
12	Skyline Hills - Dwtm SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
18	Grantville - Camino del Rio N & S	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Express 20	Dwtn SD - SR163 Corridor - Rancho Bernardo	Weekday Peak	15/30	15/30		
		Weekday Midday	30	15/30	+4 hrs	
		Saturday	30/60	15/30	+4 hrs	
		Sunday	60	30/60	+4 hrs	
28	Old Town - Rosecrans Corridor	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
30	Dwtn SD - Pacific Beach - La Jolla - UTC	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	15/30	15/30		
		Sunday	15/30	15/30		
35	Ocean Beach - Old Town	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
44	Old Town - Clairemont	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
Express 50	UTC - Clairemont - Dwtn SD	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Express 60	Euclid - Kearny Mesa - UTC	Weekday Peak	20/30	15		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
83	Mission Hills Circulator	Weekday Peak	60	30		
		Weekday Midday	60	30	+4 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
88	Hotel Circle N & S	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	30	15	+1 hr	
		Sunday	No Svc	15	NEW	
105	Old Town - Clairemont - UTC	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	60	15	+3 hrs	
		Sunday	60	15	+3 hrs	
Express 110	Mira Mesa - Dwtn SD via SR-163	Weekday Peak	20/30	20/30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
120	Dwtn SD - Kearny Mesa	Weekday Peak	15/30	10/20		
		Weekday Midday	15/30	10/20	+1 hr	
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+2 hrs	
Express 150	Dwtn SD - Old Town - UTC	Weekday Peak	7.5/15/30	7.5/15/30		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	No Svc	No Svc		
901	Iris - Imp. Beach - Coronado - Dwtn SD	Weekday Peak	15	15		
		Weekday Midday	30	15		
		Saturday	30	15		
		Sunday	60	30		
923	Dwtn SD - Pt. Loma - Ocean Beach	Weekday Peak	30	15		
		Weekday Midday	30	15	+5 hrs	
		Saturday	No Svc	15		
		Sunday	No Svc	15		
929	Iris - 3rd Av. - Highland - Dwtn SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
992	Airport - Dwtn SD (Future Trolley)	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	15	15		
		Sunday	15	15		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAPID BUS SERVICE						
7	Dwtn SD - University/College	Weekday Peak	10	10		
		Weekday Midday	10	10		
		Saturday	12	12		
		Sunday	12	12		
8	Old Town - Mission Beach	Weekday Peak	20	10		
		Weekday Midday	20	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
10	Old Town - University/College	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
12	Skyline Hills - Dwtn SD	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
28	Old Town - Rosecrans Corridor	Weekday Peak	15/30	10		
		Weekday Midday	30	10		
		Saturday	30	15		
		Sunday	60	15		
35	Ocean Beach - Old Town	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
44	Old Town - Clairemont	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
Rapid 215	Mid-City Rapid	Weekday Peak	10	7.5		
		Weekday Midday	15	7.5	24 Hrs	@ 30 min
		Saturday	15	10	24 Hrs	@ 30 min
		Sunday	15	10	24 Hrs	@ 30 min
Rapid 225	South Bay Rapid	Weekday Peak	15	15		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	30	30		
Rapid 235	I-15 Rapid	Weekday Peak	15	10		
		Weekday Midday	15	10	24 Hrs	Dwtn-MM
		Saturday	30	15	24 Hrs	Dwtn-MM
		Sunday	30	15	24 Hrs	Dwtn-MM
929	Iris - 3rd Av. - Highland - Dwtn SD	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	20	15	24 Hrs	@ 30 min
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
HIGH-SPEED EXPRESS SERVICE						
Rapid Exp. 280	Escondido - Del Lago - Dwtn SD	Weekday Peak	15	10		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Rapid Exp. 290	Rancho Bernardo - Sabre Springs - Dwtn SD	Weekday Peak	10	7.5		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
Corridor 5	Iris - Dwtm SD	Weekday Peak	No Svc	10	NEW	
		Weekday Midday	No Svc	No Svc	24 Hrs	@ 30 min
		Saturday	No Svc	10 Pk Only	24 Hrs	@ 30 min
		Sunday	No Svc	10 Pk Only	24 Hrs	@ 30 min
Corridor 805 X1	Eastlake - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X2	Paradise Valley - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X3	Eastlake - Sorrento Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS

San Diego Council District 3

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Grade Separations: 100% funded at Broadway and Taylor Street.

Grade Separations for Airport Trolley: 100% funded at Ash Street (and possibly Beech and Cedar Streets).

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

San Diego Council District 4

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Orange	Dwtm SD - Southeast - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
3	Hillcrest - Dwtm SD - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12	24 Hrs	Modified
		Saturday	20	15	24 Hrs	Modified
		Sunday	30	15	24 Hrs	Modified
4	Dwtm - Imperial Ave. Corridor - Lomita Village	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	30	15	+2 hrs	
		Sunday	60	15	+5 hrs	
5	Dwtm SD - Market St. Corridor - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12		
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+4 hrs	
7	Dwtm SD - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
10	Old Town - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
12	Skyline Hills - Dwtm SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
13	Grantville - City Heights - National City	Weekday Peak	12	12		
		Weekday Midday	12	12	+1 hr	
		Saturday	20	15		
		Sunday	30	15	+3 hrs	
Express 60	Euclid - Kearny Mesa - UTC	Weekday Peak	20/30	15		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
852	La Mesa/University Ave.	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	30	30		
856	SDSU - Rancho SD - Cuyamaca Coll.	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
916/917	Oak Park - Emerald Hills Loop	Weekday Peak	30/60	30/60		
		Weekday Midday	30/60	30/60	+3 hrs	
		Saturday	60	60	+3 hrs	
		Sunday	No Svc	60	NEW	
936	Spring Valley - Lemon Grove - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+3 hrs	
		Saturday	30	30	+3 hrs	
		Sunday	30	30	+4 hrs	
955	National City - SDSU	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
961	National City - Encanto	Weekday Peak	15/30	10/20		
		Weekday Midday	15/30	10/20	+2 hrs	
		Saturday	30	15	+3 hrs	
		Sunday	60	30	+5 hrs	
962	National City - Spring Valley	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
963	National City - Paradise Hills	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	60	30		
		Sunday	60	30		
967	National City - Alta Vista	Weekday Peak	60	60		
		Weekday Midday	60	60	+5 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAPID BUS SERVICE						
7	Dwtn SD - University/College	Weekday Peak	10	10		
		Weekday Midday	10	10		
		Saturday	12	12		
		Sunday	12	12		
10	Old Town - University/College	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
12	Skyline Hills - Dwtn SD	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
856	SDSU - Rancho SD - Cuyamaca Coll.	Weekday Peak	30	10		
		Weekday Midday	30	10		
		Saturday	60	15		
		Sunday	60	15		
955	National City - SDSU	Weekday Peak	12	10		
		Weekday Midday	12	10		
		Saturday	20	15		
		Sunday	30	15		
962	National City - Spring Valley	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
HIGH-SPEED EXPRESS SERVICE						
Corridor 805 X1	Eastlake - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X2	Paradise Valley - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X3	Eastlake - Sorrento Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS	San Diego Council District 4
Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.	
Youth Opportunity Passes for 18 & Under.	
Grade Separation: 100% funded at Euclid Avenue.	
Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.	
Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.	

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

San Diego Council District 5

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
LOCAL & EXPRESS BUS SERVICE						
Express 20	Dwtn SD - SR163 Corridor - Rancho Bernardo	Weekday Peak	15/30	15/30		
		Weekday Midday	30	15/30	+4 hrs	
		Saturday	30/60	15/30	+4 hrs	
		Sunday	60	30/60	+4 hrs	
121 NEW	NEW: Mira Mesa - Scripps Poway Pkwy	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	30	NEW	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
944	Sabre Springs - Poway	Weekday Peak	30	15		
		Weekday Midday	30	15	+5 hrs	
		Saturday	60	60	+5 hrs	
		Sunday	No Svc	60	NEW	
945	Rancho Bernardo - Poway	Weekday Peak	30	15		
		Weekday Midday	30	15	+4 hrs	
		Saturday	35-45	35-45	+6 hrs	
		Sunday	No Svc	35-45	NEW	
964	Mira Mesa - Scripps Ranch	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
RAPID BUS SERVICE						
Rapid 235	I-15 Rapid	Weekday Peak	15	10		
		Weekday Midday	15	10	24 Hrs	Dwtn-MM
		Saturday	30	15	24 Hrs	Dwtn-MM
		Sunday	30	15	24 Hrs	Dwtn-MM
HIGH-SPEED EXPRESS SERVICE						
Rapid Exp. 280	Escondido - Del Lago - Dwtn SD	Weekday Peak	15	10		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Rapid Exp. 290	Rancho Bernardo - Sabre Springs - Dwtn SD	Weekday Peak	10	7.5		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 56 Rt A	Sabre Springs - UTC	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 56 Rt B	Sabre Springs - Sorrento Mesa	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS**San Diego Council District 5**

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

Funding for MOBILITY-ON-DEMAND services in areas that cannot be effectively served with fixed-route transit. This could include flexible shuttle van services, taxi vouchers, TNC discounts, and non-profit partnerships.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

San Diego Council District 6

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
LOCAL & EXPRESS BUS SERVICE						
Express 20	Dwtn SD - SR163 Corridor - Rancho Bernardo	Weekday Peak	15/30	15/30		
		Weekday Midday	30	15/30	+4 hrs	
		Saturday	30/60	15/30	+4 hrs	
		Sunday	60	30/60	+4 hrs	
25	Fashion Valley - Tierrasanta - Kearny Mesa	Weekday Peak	60	15		
		Weekday Midday	60	15	+3 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
27	Pacific Beach - Kearny Mesa	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
31	UTC - Miramar Rd. Corridor - Mira Mesa	Weekday Peak	30	15		
		Weekday Midday	No Svc	30	+6 hrs	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
41	Fashion Valley - UCSD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
44	Old Town - Clairemont	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
Express 50	UTC - Clairemont - Dwtn SD	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Express 60	Euclid - Kearny Mesa - UTC	Weekday Peak	20/30	15		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
105	Old Town - Clairemont - UTC	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	60	15	+3 hrs	
		Sunday	60	15	+3 hrs	
Express 110	Mira Mesa - Dwtn SD via SR-163	Weekday Peak	20/30	20/30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
120	Dwtn SD - Kearny Mesa	Weekday Peak	15/30	10/20		
		Weekday Midday	15/30	10/20	+1 hr	
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+2 hrs	
121	NEW: Mira Mesa - Scripps Poway Pkwy	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	30	NEW	
		Saturday	No Svc	30	NEW	
		Sunday	No Svc	30	NEW	
921	UTC - Mira Mesa	Weekday Peak	30	30		
		Weekday Midday	30	30	+5 hrs	
		Saturday	60	30	+5 hrs	
		Sunday	60	30	+4 hrs	
928	Fashion Valley - Kearny Mesa	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+6 hrs	
964	Mira Mesa - Scripps Ranch	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
972	Sorrento Mesa Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
973	Carroll Canyon Coaster Conn.	Weekday Peak	30	30		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
RAPID BUS SERVICE						
27	Pacific Beach - Kearny Mesa	Weekday Peak	30	10		
		Weekday Midday	30	10		
		Saturday	60	15		
		Sunday	No Svc	15		
41	Fashion Valley - UCSD	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
44	Old Town - Clairemont	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
Rapid 235	I-15 Rapid	Weekday Peak	15	10		
		Weekday Midday	15	10	24 Hrs	Dwtn-MM
		Saturday	30	15	24 Hrs	Dwtn-MM
		Sunday	30	15	24 Hrs	Dwtn-MM
Rapid 237	Mira Mesa - UTC	Weekday Peak	15	10		
		Weekday Midday	No Svc	10		
		Saturday	No Svc	15		
		Sunday	No Svc	15		
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
HIGH-SPEED EXPRESS SERVICE						
Corridor 52	El Cajon - Sorrento Mesa	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 56 Rt A	Sabre Springs - UTC	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 56 Rt B	Sabre Springs - Sorrento Mesa	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X1	Eastlake - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X2	Paradise Valley - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X3	Eastlake - Sorrento Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
NEW LAST-MILE SHUTTLE SERVICE						
805-Sh1	Mesa Coll./Hospitals Shuttle	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
805-Sh2	Kearny Mesa Shuttle	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
SM-ShA	Sorrento Mobility Hub Shuttle A	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
SM-ShB	Sorrento Mobility Hub Shuttle B	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
SKYWAY						
Sorrento Skyway	University City - Sorrento Mesa	Weekday Peak	No Svc	Continuous	NEW	
		Weekday Midday	No Svc	Continuous	NEW	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS

San Diego Council District 6

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

Funding for MOBILITY-ON-DEMAND services in areas that cannot be effectively served with fixed-route transit. This could include flexible shuttle van services, taxi vouchers, TNC discounts, and non-profit partnerships.

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San Diego Council District 7

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Green	Dwtm SD - Mission Valley - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
1	Fashion Vly - EC Bl. Corridor - La Mesa	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	10		
		Sunday	30	10		
6	North Park - Fashion Valley	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	10	+2 hrs	
		Sunday	30	10	+4 hrs	
13	Grantville - City Heights - National City	Weekday Peak	12	12	+1 hr	
		Weekday Midday	12	12		
		Saturday	20	15		
		Sunday	30	15	+3 hrs	
14	Grantville - Allied Gardens - SDSU - La Mesa	Weekday Peak	60	30		
		Weekday Midday	60	30	+6 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
18	Grantville - Camino del Rio N & S	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Express 20	Dwtm SD - SR163 Corridor - Rancho Bernardo	Weekday Peak	15/30	15/30		
		Weekday Midday	30	15/30	+4 hrs	
		Saturday	30/60	15/30	+4 hrs	
		Sunday	60	30/60	+4 hrs	
25	Fashion Valley - Tierrasanta - Kearny Mesa	Weekday Peak	60	15		
		Weekday Midday	60	15	+3 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
41	Fashion Valley - UCSD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
44	Old Town - Clairemont	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
88	Hotel Circle N & S	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	30	15	+1 hr	
		Sunday	No Svc	15	NEW	
115	El Cajon - San Carlos - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+2 hrs	
		Saturday	60	60	+3 hrs	
		Sunday	60	60	+6 hrs	
120	Dwtm SD - Kearny Mesa	Weekday Peak	15/30	10/20		
		Weekday Midday	15/30	10/20	+1 hr	
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+2 hrs	
854	Grossmont Transit Ctr - Grossmont Coll.	Weekday Peak	30/60	30/60		
		Weekday Midday	30/60	30/60		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
928	Fashion Valley - Kearny Mesa	Weekday Peak	30	15		
		Weekday Midday	30	15	+2 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+6 hrs	

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAPID BUS SERVICE						
41	Fashion Valley - UCSD	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
44	Old Town - Clairemont	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
46	NEW: Clairemont Mesa Blvd. Rapid	Weekday Peak	No Svc	10	NEW	
		Weekday Midday	No Svc	10	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
HIGH-SPEED EXPRESS SERVICE						
Corridor 52	El Cajon - Sorrento Mesa	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X1	Eastlake - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X2	Paradise Valley - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X3	Eastlake - Sorrento Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
NEW LAST-MILE SHUTTLE SERVICE						
805-Sh1	Mesa Coll./Hospitals Shuttle	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	

OTHER IMPROVEMENTS/PROJECTS

San Diego Council District 7

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

San Diego Council District 8

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Blue	San Ysidro - South Bay - Dwtm SD (- UTC)	Weekday Peak	7.5	5		
		Weekday Midday	7.5	5		
		Saturday	15	15		
		Sunday	15	15		
Orange	Dwtm SD - Southeast - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
3	Hillcrest - Dwtm SD - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12	24 Hrs	Modified
		Saturday	20	15	24 Hrs	Modified
		Sunday	30	15	24 Hrs	Modified
4	Dwtm - Imperial Ave. Corridor - Lomita Village	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	30	15	+2 hrs	
		Sunday	60	15	+5 hrs	
5	Dwtm SD - Market St. Corridor - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12		
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+4 hrs	
12	Skyline Hills - Dwtm SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
901	Iris - Imp. Beach - Coronado - Dwtm SD	Weekday Peak	15	15		
		Weekday Midday	30	15		
		Saturday	30	15		
		Sunday	60	30		
905	Iris - Otay Mesa	Weekday Peak	15/30	15/30		
		Weekday Midday	30	30	+3 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+3 hrs	
906/907	Iris - San Ysidro	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	10	+1 hr	
		Sunday	15/30	10	+1 hr	
909	Otay Mesa Circulator	Weekday Peak	60+	60+		
		Weekday Midday	60+	60+		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
929	Iris - 3rd Av. - Highland - Dwtm SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
932	Iris - Broadway (CV) - National City	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
933/934	Iris - Palm City - Imp. Beach Loop	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
Express 950	Otay Mesa - Iris (Future Iris Rapid)	Weekday Peak	12/20	12/20		
		Weekday Midday	20	20		
		Saturday	20/30/-	20/30/-		
		Sunday	30/-	30/-		
955	National City - SDSU	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
RAPID BUS SERVICE						
12	Skyline Hills - Dwtm SD	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
Rapid 225	South Bay Rapid	Weekday Peak	15	15		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	30	30		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
929	Iris - 3rd Av. - Highland - Dwtm SD	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	20	15	24 Hrs	@ 30 min
932	Iris - Broadway (CV) - National City	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	20	15		
		Sunday	30	15		
933/934	Iris - Palm City - Imp. Beach Loop	Weekday Peak	12	10		
		Weekday Midday	15	10		
		Saturday	20	15		
		Sunday	30	15		
955	National City - SDSU	Weekday Peak	12	10		
		Weekday Midday	12	10		
		Saturday	20	15		
		Sunday	30	15		
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
HIGH-SPEED EXPRESS SERVICE						
Corridor 5	Iris - Dwtm SD	Weekday Peak	No Svc	10	NEW	
		Weekday Midday	No Svc	No Svc	24 Hrs	@ 30 min
		Saturday	No Svc	10 Pk Only	24 Hrs	@ 30 min
		Sunday	No Svc	10 Pk Only	24 Hrs	@ 30 min

OTHER IMPROVEMENTS/PROJECTS

San Diego Council District 8

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Grade Separations: 100% funded at 28th Street and 32nd Street.

San Ysidro Transit Center: \$100 million project to relocate existing tracks and station, remove four grade crossings (including Rail Court), and add a third terminal track to allow 5-minute service on the Blue Line.

South Bay Corridor Planning: Contribution of \$35 million to SANDAG to launch the South Bay - Northern Area project that incorporates the mobility and equity goals of the Purple Line, Blue Line Express, and potential redevelopment of the San Ysidro Intermodal Transit Center area.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

San Diego Council District 9

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
RAIL SERVICE						
Green	Dwtn SD - Mission Valley - East County	Weekday Peak	15	7.5		
		Weekday Midday	15	7.5		
		Saturday	15	15		
		Sunday	15	15		
LOCAL & EXPRESS BUS SERVICE						
1	Fashion Vly - EC Bl. Corridor - La Mesa	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	10		
		Sunday	30	10		
3	Hillcrest - Dwtn SD - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12	24 Hrs	Modified
		Saturday	20	15	24 Hrs	Modified
		Sunday	30	15	24 Hrs	Modified
4	Dwtn - Imperial Ave. Corridor - Lomita Village	Weekday Peak	30	15		
		Weekday Midday	30	15		
		Saturday	30	15	+2 hrs	
		Sunday	60	15	+5 hrs	
5	Dwtn SD - Market St. Corridor - Euclid	Weekday Peak	12	12		
		Weekday Midday	12	12		
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+4 hrs	
7	Dwtn SD - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
10	Old Town - University/College	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
11	SDSU - Normal Heights - Dwtn SD	Weekday Peak	15	10		
		Weekday Midday	15	10	+2 hrs	
		Saturday	30	15	+2 hrs	
		Sunday	30	15	+4 hrs	
12	Skyline Hills - Dwtn SD	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
13	Grantville - City Heights - National City	Weekday Peak	12	12		
		Weekday Midday	12	12	+1 hr	
		Saturday	20	15		
		Sunday	30	15	+3 hrs	
14	Grantville - Allied Gardens - SDSU - La Mesa	Weekday Peak	60	30		
		Weekday Midday	60	30	+6 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
18	Grantville - Camino del Rio N & S	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Express 60	Euclid - Kearny Mesa - UTC	Weekday Peak	20/30	15		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
115	El Cajon - San Carlos - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+2 hrs	
		Saturday	60	60	+3 hrs	
		Sunday	60	60	+6 hrs	
852	La Mesa/University Ave.	Weekday Peak	30	30		
		Weekday Midday	30	30		
		Saturday	30	30		
		Sunday	30	30		
856	SDSU - Rancho SD - Cuyamaca Coll.	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
936	Spring Valley - Lemon Grove - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+3 hrs	
		Saturday	30	30	+3 hrs	
		Sunday	30	30	+4 hrs	
955	National City - SDSU	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
965	City Heights Circulator	Weekday Peak	35-45	15		
		Weekday Midday	35-45	15	+1 hr	
		Saturday	35-45	15	+2 hrs	
		Sunday	No Svc	15	NEW	
RAPID BUS SERVICE						
7	Dwtn SD - University/College (- La Mesa)	Weekday Peak	10	10		
		Weekday Midday	10	10		
		Saturday	12	12		
		Sunday	12	12		
10	Old Town - University/College	Weekday Peak	12	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
12	Skyline Hills - Dwtn SD	Weekday Peak	7.5/15	10		
		Weekday Midday	15	10	24 Hrs	@ 30 min
		Saturday	20	15	24 Hrs	@ 30 min
		Sunday	30	15	24 Hrs	@ 30 min
Rapid 215	Mid-City Rapid	Weekday Peak	10	7.5		
		Weekday Midday	15	7.5	24 Hrs	@ 30 min
		Saturday	15	10	24 Hrs	@ 30 min
		Sunday	15	10	24 Hrs	@ 30 min
Rapid 235	I-15 Rapid	Weekday Peak	15	10		
		Weekday Midday	15	10	24 Hrs	Dwtn-MM
		Saturday	30	15	24 Hrs	Dwtn-MM
		Sunday	30	15	24 Hrs	Dwtn-MM
856	SDSU - Rancho SD - Cuyamaca Coll.	Weekday Peak	30	10		
		Weekday Midday	30	10		
		Saturday	60	15		
		Sunday	60	15		
955	National City - SDSU	Weekday Peak	12	10		
		Weekday Midday	12	10		
		Saturday	20	15		
		Sunday	30	15		
Corridor 805 Rapid	Iris - UTC Rapid	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	15	NEW	
		Saturday	No Svc	15	NEW	
		Sunday	No Svc	15	NEW	
HIGH-SPEED EXPRESS SERVICE						
Corridor 805 X1	Eastlake - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X2	Paradise Valley - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
Corridor 805 X3	Eastlake - Sorrento Mesa (Peak Exp.)	Weekday Peak	No Svc	30	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS**San Diego Council District 9**

Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.

Youth Opportunity Passes for 18 & Under.

Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.

Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.

ELEVATE SD 2020 SERVICE SUMMARY - DRAFT 2/1/2020

Unincorporated San Diego County

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
LOCAL & EXPRESS BUS SERVICE						
816	El Cajon - Rancho SD - Cuyamaca Coll.	Weekday Peak	30	30		
		Weekday Midday	30	30	+5 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
838	Alpine - East Co. Square	Weekday Peak	60	60		
		Weekday Midday	60	60		
		Saturday	60	60		
		Sunday	60	60		
848	El Cajon - Lakeside	Weekday Peak	30	15		
		Weekday Midday	30	15	+3 hrs	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+4 hrs	
851	Spring Valley - La Mesa	Weekday Peak	60	15		
		Weekday Midday	60	15	+3 hrs	
		Saturday	No Svc	30		
		Sunday	No Svc	30		
855	Rancho SD - La Mesa	Weekday Peak	30	30		
		Weekday Midday	30	30	+1 hr	
		Saturday	60	30	+3 hrs	
		Sunday	60	30	+6 hrs	
856	SDSU - Rancho SD - Cuyamaca Coll.	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
864	El Cajon - East Co. Square	Weekday Peak	30	30		
		Weekday Midday	30	30	+2 hrs	
		Saturday	60	30	+2 hrs	
		Sunday	60	30	+4 hrs	
888	Jacumba - El Cajon (Rural Service)	Weekday Peak	2 trips/wk	2 trips/wk		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
891	Borrego - El Cajon via Shelter Valley (Rural Service)	Weekday Peak	1 trip/wk	1 trip/wk		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
892	Borrego - El Cajon via Ranchita (Rural Service)	Weekday Peak	1 trip/wk	1 trip/wk		
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
894	Morena - Campo - Tecate - El Cajon (Rural Service)	Weekday Peak	4 RTs/day	4 RTs/day		
		Weekday Midday				
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
936	Spring Valley - Lemon Grove - SDSU	Weekday Peak	30	30		
		Weekday Midday	30	30	+3 hrs	
		Saturday	30	30	+3 hrs	
		Sunday	30	30	+4 hrs	
962	National City - Spring Valley	PROPOSED FOR RAPID CONVERSION - SEE RAPID SECTION BELOW.				
968	National City - Plaza Bonita	Weekday Peak	60+	60+		
		Weekday Midday	60+	60+	+3 hrs	
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		
RAPID BUS SERVICE						
856	SDSU - Rancho SD - Cuyamaca Coll.	Weekday Peak	30	10		
		Weekday Midday	30	10		
		Saturday	60	15		
		Sunday	60	15		

ROUTE	DESCRIPTION	TIME PERIOD/ DAY OF SERVICE	CURRENT FREQUENCY	PROPOSED FREQUENCY	SPAN CHANGES	24-HR OWL
962	National City - Spring Valley	Weekday Peak	15	10		
		Weekday Midday	15	10		
		Saturday	30	15		
		Sunday	30	15		
HIGH-SPEED EXPRESS SERVICE						
Corridor 805 X2	Paradise Valley - Kearny Mesa (Peak Exp.)	Weekday Peak	No Svc	15	NEW	
		Weekday Midday	No Svc	No Svc		
		Saturday	No Svc	No Svc		
		Sunday	No Svc	No Svc		

OTHER IMPROVEMENTS/PROJECTS	Unincorporated San Diego County
Local jurisdiction grant opportunities for access-to-transit, mobility hubs, safe routes to transit, active transportation, and anti-displacement strategies for transit projects.	
Youth Opportunity Passes for 18 & Under.	
Funding for additional security measures, potentially including added uniformed and/or ambassador personnel, infrastructure, and homeless outreach.	
Funding for additional amenities, potentially including restroom access, benches, shelters, ADA upgrades to bus stops, and electronic and static information at stations.	
Funding for MOBILITY-ON-DEMAND services in areas that cannot be effectively served with fixed-route transit. This could include flexible shuttle van services, taxi vouchers, TNC discounts, and non-profit partnerships.	

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

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(PLEASE PRINT)

DATE	Feb 1 2020		
Name	Jack Shu		
Address	8040 Wetherly St ^{La Brea} 91941		
Telephone	619 708 2050		
Email	jkshe52@gmail.com		
Organization Represented	self.		
Subject of Your Remarks	Expenditure Plan for Elevate SD2020		
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	February 1, 2020		
Name	Bee Mittermiller		
Address	7740 Ludington Place, La Bolla 92037		
Telephone	858-922-3328		
Email	beemitte@gmail.com		
Organization Represented	San Diego 350		
Subject of Your Remarks	Elevate SD 2020		
Regarding Agenda Item No.	11 # 6		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2/1/2020		
Name	Toshi Ishihara		
Address	8888 Pipestone Way, SD 92129		
Telephone	858-603-1102		
Email	toshiishihara58@gmail.com		
Organization Represented	SD 350 & SDTEWG		
Subject of Your Remarks	Flexibility & Establishment of advisory committee		
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2.1.20		
Name	Micah Mitrosky		
Address	4545 Viewridge #100 SD 92123		
Telephone	858-569-8200		
Email			
Organization Represented	IBEW 569		
Subject of Your Remarks			
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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Handout - Public Comment Micah Mitrosky



CITY HEIGHTS
COMMUNITY DEVELOPMENT



SAN DIEGO 350
CLIMATE CHANGE ACTION



11 December, 2019

Subject: ElevateSD 2020 Draft Expenditure Plan

Metropolitan Transit System Board of Directors & Staff
1255 Imperial Ave. Suite 100A.
San Diego, CA 92101

Dear MTS Board and Staff,

The San Diego Transportation Equity Working Group (SDTEWG) and partner organizations working to achieve social, economic, environmental, and transportation justice in San Diego's urban core and South Bay communities would like to thank you for your efforts to make ElevateSD 2020 a comprehensive proposal to transform San Diego's public transit system.

We have reviewed MTS Staff's draft expenditure plan summary and have found both scenarios to be insufficient when it comes to truly serving the greatest number of existing and future transit riders, and transforming our region's transportation system in a way that addresses our climate crisis and economic disparities head on.

The signatory organizations urge you to consider a third scenario for the ElevateSD 2020 expenditure plan that prioritizes the greatest benefit for the most riders through mass transit investments like major rail projects (Blue Line Express & Purple Line as Rail), prioritize bus frequency with electric buses in Environmental Justice communities, Extended Service Hours/24-Hour Service on major transit lines (Blue Line, Rapids 215, 235, 150, etc.), and the Youth Opportunity Pass at 24 years old and under.

We propose a third scenario called the “Elevate Mass Transit” scenario. This third alternative to your expenditure plan prioritizes service and infrastructure enhancements to our region’s most popular transit lines, realizes a 40-year promise to Environmental Justice communities, promotes lifelong transit ridership among future generations, and seeks alternative funding for projects that do not serve the largest amount of future and existing transit riders, and do not serve our region’s historically underserved communities.

The goal of “Elevate Mass Transit” is to provide the most benefit (time savings, financial savings, service enhancements, extended service hours, mode shift, regional GHG reductions) to the most people in our region with an equity lens that serves historically underserved Environmental Justice communities first.

We urge the Board to direct MTS staff to create a third expenditure plan scenario that includes the Elevate Mass Transit projects listed below, and conduct a ridership benefit analysis and GHG reduction analysis for each of the projects proposed in the existing scenarios and Elevate Mass Transit scenario proposal.

“Elevate Mass Transit” Project Breakdown

Project Name	Description	Communities Served	Benefits
Blue Line Express	Blue Line Express separated track with 24-Hr. Service and frequency enhancements, rail grade separations	Region-wide. South Bay, Tijuana, Downtown, UC San Diego, National City, Barrio Logan, Naval Bases, etc.	Time savings for 57,000 daily riders of up to 17 minutes. Overnight service for service, tourism, healthcare, industrial, construction sector workers, students, Tijuana residents working in San Diego, tourists, etc.

Youth Opportunity Pass (24 and under)	No Cost Transit Passes for all under 24 years old.	Region-wide. Students, emerging professionals, next generation of transit riders.	\$846-\$9,000 in yearly transportation savings for all San Diegans under 24 yrs old (monthly transit passes at \$72; car ownership estimated cost of \$9,000/yr by AAA). Significant regional mode shift targets met. Significant regional GHG reductions through mode shift.
Purple Line as Rail	Purple Line as Rail by 2035 connecting South Bay to Sorrento Valley through City Heights.	Region-wide. South Bay, Mid-City, Sorrento Valley, Kearny Mesa, Tijuana.	Time savings and new service for communities served. Regional GHG reductions through mode shift. Personal financial savings through mode shift. Access to jobs and schools in Sorrento Valley & Kearny Mesa for underserved communities South of the 8.
Extended Service Hours/24-Hr. Service, Frequency Enhancements for Major Transit Lines	Extended Service Hours, Frequency Enhancements, and 24 Hour Service for major transit lines like the Rapid 215, 235, 1, 7, 955, 150, etc. 24 Hour Service for Blue Line. Extended Service Hours for Green and Orange Lines.	Region-wide. Prioritizes Environmental Justice & historically underserved communities.	Major time savings for a majority of transit system's existing riders. Significant regional mode-shift targets met. Significant regional GHG reductions through mode shift.
Increase bus frequency in EJ communities with electric vehicles	Accelerate conversion to clean buses to improve air quality in EJ communities	National City, Barrio Logan, City Heights, & San Ysidro.	Improve air quality in communities most burdened by toxic pollution.

Respectfully,

Environmental Justice & South Bay
Mobility Justice Advocates:

Vianney Ruvalcaba
City Heights Community Development

Rosa Olascoaga
Mid City Community Action Network

Carolina Martinez
Environmental Health Coalition

Toshihiko Ishihara
SD 350

Anjleena Sahni
Center on Policy Initiatives

Jason Wells
San Ysidro Chamber of Commerce

David Flores
Casa Familiar

Gretchen Newsom
IBEW 569

Nate Fairman
IBEW 465

Kelvin Barrios
Laborers 89

Rick Bates
Unite Here

Sophie Wolfram
Climate Action Campaign

Alejandro Martinez
Border Click

Randy Armenta
Los Cruzadores, Transnational Bike Ride

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	2/1/2020		
Name	Alfonso Reynoso		
Address	1731 Via Encantadoras S.Y.		
Telephone	Sa (619) 805 5610		
Email	alfonso1reynoso@gmail.com		
Organization Represented			
Subject of Your Remarks	improvements to S.Y. MTS		
Regarding Agenda Item No.	# 6		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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(PLEASE PRINT)

DATE	2/1/2020		
Name	Nate Fairman		
Address	7444 Trade St		
Telephone	858-531-9209		
Email	Nate.Fairman@gmail.com		
Organization Represented	IBEW 465		
Subject of Your Remarks	Electric Buses		
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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3. DISCUSSION OF AGENDA ITEMS

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	02/01/2020		
Name	DAVID FLORES		
Address	119 W. Hall Ave		
Telephone	619. 428. 1115		
Email	davidf@casa familiar.org		
Organization Represented	CASA FAMILIAR / SYC Planning Group		
Subject of Your Remarks	No support for Prioritization of		
Regarding Agenda Item No.	6 Elevate Projects.		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	02/01/2020		
Name	Monica Hernandez		
Address	119 W Hall Ave San Ysidro		
Telephone	619-428-1115		
Email	monica.h@casafamiliar.org		
Organization Represented	Casa Familiar		
Subject of Your Remarks	Elevate SD		
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

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(PLEASE PRINT)

DATE	2/1/20	
Name	Sarina Vega	
Address	119 W Hall Ave	
Telephone	(619) 428/115	
Email	Sarinave@	
Organization Represented	Casa Familiar	
Subject of Your Remarks	transportation equity	
Regarding Agenda Item No.	6	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2/1/2020
Name	Beatriz Nunez
Address	
Telephone	(619)646-5888
Email	jayoyv8@gmail.com
Organization Represented	
Subject of Your Remarks	No support
Regarding Agenda Item No.	6
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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(PLEASE PRINT)

DATE	2/1/2020		
Name	Mirna Cruz		
Address	119 W. Hall Ave		
Telephone	(619) 428-1115		
Email	mirnac@casafamiliar.org		
Organization Represented	Casa Familiar		
Subject of Your Remarks	No support		
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2/01/20	2/01/20
Name	Hector Castro	
Address	3743 Via del Bordo	
Telephone	(619) 616 - 9511	
Email	hector-castro932@gmail.com	
Organization Represented	Madres Unidas	
Subject of Your Remarks	Trolley / Focus on San Ysidro	
Regarding Agenda Item No.	6	
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2/1/2020		
Name	Lisa Cuestas		
Address	119 W. Hall Ave, San Ysidro		
Telephone	619-428-1115 ext-202		
Email	lisac@casafamiliar.org		
Organization Represented	Casa Familiar		
Subject of Your Remarks	No support for Prioritization of		
Regarding Agenda Item No.	#6	Elevate Plan	
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2-1-20		
Name	Esperanza Gonzalez		
Address			
Telephone			
Email			
Organization Represented			
Subject of Your Remarks			
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2-1-20		
Name	### Maria Cortez		
Address			
Telephone			
Email			
Organization Represented	ITCH Mid City CAN		
Subject of Your Remarks			
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2-1-20		
Name	Denise Lopez		
Address			
Telephone			
Email			
Organization Represented	ITCH		
Subject of Your Remarks			
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2/1/20
Name	Vianney Ruvakaba
Address	5220 Prosperity Ln.
Telephone	
Email	
Organization Represented	City Heights CDC
Subject of Your Remarks	
Regarding Agenda Item No.	6
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	Feb 1		
Name	Peter Zschiesche		
Address	3121 HANFORD ST		
Telephone	619-252-8506		
Email	pzschiesche@webex.net		
Organization Represented	United Tax Workers of San Diego		
Subject of Your Remarks	community input		
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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UTWSD Remarks at MTS Elevate 2020 Community Board Meeting, Saturday, February 1, 2020

My name is Peter Zschiesche and I am speaking on behalf of Mikail Hussein, President, United Taxi Workers of San Diego, who could not be here today as he is out of town. We have reviewed the latest Elevate 2020 report, which has several references to TNCs and at least one reference to our taxis. There are several reasons for taxis to be your preferred partner in this plan, especially for “first mile/last mile” and “Mobility on Demand” transportation services.

First, we want to call to your attention the recent CA Air Resources Board report on carbon emissions for TNCs that shows their rates of emissions are 50% than the statewide passenger fleet. According to San Diego Airport data, TNC’s achieve this higher rate at our airport with a fleet that is over 80% gas powered vehicles. Compare that to our local taxi fleet that is 88% hybrid and you will see how our taxis are preferable for clean air in San Diego.

In order to meet San Diego’s Climate Action Plan goals and those of CARB, MTS should plan to make our taxis its preferred choice to incorporate personal transportation in Elevate 2020.

By investing in a hybrid taxi fleet our taxi drivers, as full-time workers, have shown a willingness to invest in fuel-efficient vehicles. With EV infrastructure, planned market, and good incentives they are most likely to make that investment again in our shared future of electric vehicles.

Second, taxis are already part of our public transportation system. They pay MTS fees, local business taxes, and submit to vetting by the Sheriff’s office to ensure our public safety. You regulate taxis to ensure high standards, service to the disabled, prevent discrimination and otherwise promote customer safety. They provide regular input to MTS through your Taxi Advisory Committee and are available to become full partners in Elevate 2020 plans.

By comparison, TNCs lobbied the state to NOT become part of the public transportation system under local regulation but rather be their own kind of private companies that pay no MTS fees or local business taxes without any public oversight for public or customer protections. Furthermore, their business model considers public transportation as part of its competition. This is not the kind of partner MTS should be investing public assets with in Elevate 2020.

Third, in order to best organize and manage First mile/Last mile services and Mobility on Demand, MTS needs rider data in real time. This kind of data will allow MTS best meet public demand and allocate transportation resources quickly and efficiently without having to negotiate with giant gig companies like Uber and Lyft. We propose that MTS add our taxis to its upcoming app platform enhancements and get the data it needs to build First mile/Last mile systems as quickly as possible and certainly before the 2025 Tentative Timeline presented.

Thank you.



AGENDA ITEM NO.

6

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	02.01.20
Name	Carolina Matheny
Address	2727 Hoover Ave NATIONAL CITY 91950
Telephone	714.580.2921
Email	carolinam@environmentalhealth.org
Organization Represented	Environmental Health Coalition
Subject of Your Remarks	
*Regarding Agenda Item No.	6
Your Comments Present a Position of:	<input type="checkbox"/> <input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> <input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2/1/2020		
Name	JASON WELLS		
Address	663 E SAN YSIDRO BLVD		
Telephone	619 428-5200		
Email	JWELLS@SANYSIDROCHAMBER.ORG		
Organization Represented	SAN YSIDRO CHAMBER OF COMMERCE		
Subject of Your Remarks	TAX INCREASE		
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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ORDER REQUEST RECEIVED

21

**PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM**

1. INSTRUCTIONS

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(PLEASE PRINT)

DATE	2/1/2020		
Name	Maria Rivera		
Address			
Telephone			
Email			
Organization Represented			
Subject of Your Remarks	GHG emission redux		
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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3. DISCUSSION OF AGENDA ITEMS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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AGENDA ITEM NO.

6

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	2/1/2020		
Name	John Brady		
Address			
Telephone	3104617000		
Email			
Organization Represented	Voices of Dignity		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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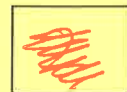
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REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	2/2/2020		
Name	Charles Miles		
Address	444 6 st #4, SO 92101		
Telephone	530-305-9235		
Email	cmiles48@gmail.com		
Organization Represented	Voices of our City Choir		
Subject of Your Remarks	Tickets on trolley		
Regarding Agenda Item No.	23 6		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

6

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	Feb 1 2020
Name	Minta Taylor
Address	3544 Utah st
Telephone	619 2975729
Email	MintaTaylor@Google
Organization Represented	Voices of Dignity
Subject of Your Remarks	Anti Ticketing destroys family
Regarding Agenda Item No.	6
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2/1/19 2020		
Name	Brandon Magee		
Address			
Telephone			
Email			
Organization Represented	Mid-City CAN		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	2/1/2020		
Name	Rosa Olascoaga Vidal		
Address			
Telephone			
Email			
Organization Represented	Mid-city CAN		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	2/1/2020		
Name	Jacob Babauta		
Address			
Telephone			
Email			
Organization Represented	Mid-city GAN		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	02/01/2020		
Name	Josue Arredondo		
Address	1703 Via Encantadoras, San Ysidro CA 92173		
Telephone	619 955 3536; 619 428 5616		
Email	josue.arredondo@gmail.com		
Organization Represented	San Ysidro resident		
Subject of Your Remarks	Elevate SD 2020 exclusion of San Ysidro		
Regarding Agenda Item No.	6		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	2/1/20
Name	Maya Rosas
Address	233 A ST # 206, 92101
Telephone	
Email	
Organization Represented	Circulate San Diego
Subject of Your Remarks	Expenditure Plan
Regarding Agenda Item No.	6
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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 Feb. 31, 2020

To: The Honorable Chairman Mr. Nathan Fletcher, members of the Board of the Metropolitan Transit System, the management and staff of cooperating corporate partners and to whom it may concern;

SUBJECT: HEALTH AND SANITATION CONCERNS IN THE 55 TRANSIT CENTERS RE: THE ABSENCE OF PUBLIC RESTROOMS_

The undersigned has travelled to all the transit centers around San Diego County via the trolleys and buses with a lot of walking. He is a disabled person. There are only (3) three existing restrooms, a pair each in America Plaza, SDSU and 12th and Imperial groundfloor. Only the later is open to the public subject to security checks by at least (6) security guards with body scanners and detector. All floors have restrooms but exclusively for employees only of MTS and the HHSA both housed in the building.

I have relayed my concerns to countless persons including government personnel but was referred to many other offices, legislative bodies including schools asking for their support to persuade the MTS to provide the long needed comfortrooms. The boys can do it anywhere but the girls will just have to hold it in. Unacceptable.

We acknowledge the facts that MTS is an indispensable member of the San Diego Community with its invaluable presence and contributions to our county and our lives the greatest of which are intangibles that can not be quantified.

As per all accounts gathered however I could only surmise that it appears,

MTS at this time is no longer amenable to solely shoulder the cost of anything the community needs. It implies that it's about time for all sectors to share the burden, a Consortium. Maybe even the State of California be included and the Federal government.

What have I done. I was just out there as part of my physical therapy so that I may be able to rid off my walking cane. I now have a longer way to reach the finish line but I am confident, the MTS will deliver me there. I have been denied to some access. confronted by Security Officials and Ignored because as somebody warned I am a nobody. We may have to travel to Sacramento or Washington but our government officials would know better. That's their territory.

by the way, congratulations and more power to chairman Fletcher and County hardworking people. I look forward to join you in celebrating and welcoming the arrival of the first batch of passengers of the " BULLET TRAIN" to San Diego. Here we go again. I bet the train will be restroom equipped and other amenities like Bars. Let us drink to that! Thank you.

GODSPEED!



BOBBY V. ANGEL

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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N/A: Does not want to speak
(and left meeting early)

(PLEASE PRINT)

DATE	2-2-2020		
Name	Marilyn Benefield		
Address	525 14th St #528 9210		
Telephone	619-403-4320		
Email	marilynbfree@icloud		
Organization Represented	Voices of Dignity / Voices of our City choir		
Subject of Your Remarks	7 Public comment		
Regarding Agenda Item No.	7		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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