



## ***Mobility Working Group Agenda***

**Thursday, November 14, 2024**

**9:30 a.m.**

Welcome to SANDAG. The Mobility Working Group (MOBWG) meeting scheduled for Thursday, November 14, 2024, will be held in person in the SANDAG Board Room. While MOBWG members will attend in person, members of the public will have the option of participating either in person or virtually.

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**Vision Statement:** *Pursuing a brighter future for all*

**Mission Statement:** *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

**Our Commitment to Equity:** *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

*We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.*

*We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.*

# Mobility Working Group

Thursday, November 14, 2024

## Comments and Communications

### 1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Mobility Working Group (MOBWG) on any issue within the jurisdiction of the MOBWG that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. MOBWG members and SANDAG staff also may present brief updates and announcements under this agenda item.

## Consent

### +2. Approval of Meeting Minutes

*Tessa Lero, SANDAG*

Approve

The MOBWG is asked to approve the minutes from its October 10, 2024, meeting.  
[Meeting Minutes](#)

### +3. 2025 Mobility Working Group Meeting Calendar

*Ashley Wiley, SANDAG*

Approve

The MOBWG is asked to approve the proposed meeting dates for 2025.  
[2025 MOBWG Meeting Calendar](#)

## Reports

### +4. Regional Digital Infrastructure Network Master Plan

*Michael Terlep, SANDAG*

Discussion

Staff will present an update on the Regional Digital Infrastructure Network Master Plan and request feedback on how to best utilize the plan and supporting tools.  
[Regional Digital Infrastructure Network Masterplan](#)

### +5. Airport Transit Connection Update

*Marisa Mangan, SANDAG*

Discussion

Staff will present an update on the advanced planning and outreach for the Airport Transit Connection project.

[Airport Transit Connection Update Presentation](#)

### +6. Purple Line Planning Overview

*Cecily Taylor, SANDAG*

Discussion

Staff will present an overview of the Purple Line Conceptual Planning Study findings and next steps in project planning.

[Purple Line Overview Presentation](#)

## **Adjournment**

### **7. Adjournment**

The next MOBWG meeting is scheduled for Thursday, December 12, 2024, at 9:30 a.m.

+ next to an agenda item indicates an attachment

\* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item



November 14, 2024

## October 10, 2024, Meeting Minutes

### [View Meeting Video](#)

Chair Jose Rodriguez (National City) called the meeting of the Mobility Working Group (MOBWG) to order at 9:38 a.m.

#### **1. Non-Agenda Public Comments/Member Comments**

Public Comments: None.

Member Comments: None.

#### **Consent**

#### **2. Approval of Meeting Minutes**

The MOBWG was asked to approve the minutes from its September 12, 2024, meeting.

#### **3. Fixing America's Surface Transportation Act: Performance Management Targets**

The MOBWG was asked to recommend that the Transportation Committee adopt the Performance Management Targets.

Public Comments: None.

Action: Upon a motion by Carol Seabury (Imperial Beach), and a second by Michael Kenney (County of San Diego), the MOBWG voted to approve the Consent Agenda.

The motion passed.

Yes: Nathan Schmidt (Carlsbad), Patrick Moneda (Chula Vista), Mario Sanchez (El Cajon), Carol Seabury, Tracy Beach (Poway), Tait Galloway (City of San Diego), Ed Alberto (San Marcos), Darra Woods (Vista), Michael Kenney, Larry Renteria-Luna (Metropolitan Transit System), Lisa Madsen (Port of San Diego), and Sjohnna Knack (Airport Authority).

No: None.

Abstain: Steve Manganiello (National City), Teala Cotter (Oceanside), and Minjie Mei (Santee).

Absent: Coronado, Del Mar, Encinitas, Escondido, La Mesa, Lemon Grove, Solana Beach, and North County Transit District.

#### **Reports**

#### **4. Overview of Flexible Fleet Program Guidelines**

Senior Regional Planner Khalisa Bolling and Regional Planner Emily Doss presented the Draft Flexible Fleet Program guidelines.

This item was postponed to the next scheduled meeting.

#### **5. Transit Fare Discount Study and Transit Equity Pilot Update**

Senior Regional Planner Brian Lane and Associate Administrative Analyst Ashley Wiley presented an update on the Transit Fare Discount Study and discussed next steps for the Transit Equity Pilot that includes the Youth Opportunity Pass and transit investments in underserved areas.

Public Comments: None.

Action: Discussion.

## **6. Regional Safety Planning Updates**

Senior Regional Planner Sam Sanford and Associate Regional Planner Jacqueline Sisk presented an update on regional safety efforts in developing the Regional Vision Zero Action Plan.

Public Comments: None.

Action: Discussion.

## **7. Adjournment**

The next MOBWG meeting is scheduled for Thursday, November 14, 2024, at 9:30 a.m.

Chair Rodriguez adjourned the meeting at 10:49 a.m.

DRAFT

## Confirmed Attendance at Mobility Working Group Meeting

Jurisdiction	Name	Attended
City of Carlsbad	Tom Frank	No
	Nathan Schmidt	Yes
City of Chula Vista	William Valle	No
	Eddie Flores	No
	Patrick Moneda	Yes
City of Coronado	Tricia Olsen	No
	Richard Gunrow	No
	Jasmine Bridges	No
City of Del Mar	Joe Bride	No
	Karen Brindley	No
City of El Cajon	Yazmin Arrellano	No
	Mario Sanchez	Yes
	Olga Reyes	No
City of Encinitas	Abe Bandegan	No
	Evan Jedynak	No
City of Escondido	Jonathan Schauble	No
	Owen Tunnell	No
City of Imperial Beach	Eric Minicilli	No
	Reyna Ayala	No
	Carol Seabury	Yes
City of La Mesa	Michael Thorne	No
	Vacant	n/a
City of Lemon Grove	Vacant	n/a
	Vacant	n/a
City of National City	Steve Manganiello	Yes
	Luca Zappiello	No
	Ricardo Rodriguez	No
City of Oceanside	Teala Cotter	Yes
	Tam Tran	No
City of Poway	Tracy Beach	Yes
	Andrea Thomas	No
	Alex Ubaldo	No
City of San Diego	Bethany Bezak	No
	Heather Werner	No
	Tait Galloway	Yes
City of San Marcos	Stephanie Kellar	No
	Kryenne Chua	No
	Isaac Etchamendy	No
	Damian Schoencke	No
	Ed Alberto	Yes
City of Santee	Minjie Mei	Yes
	Carl Schmitz	No
City of Solana Beach	Mo Sammak	No
	Dan Goldberg	No
	Jim Greenstein	No

City of Vista	Greg Mayer	No
	Husam Hasenin	No
	Darra Woods	Yes
County of San Diego	William Morgan	No
	Tara Lieberman	No
	Michael Kenny	Yes
North County Transit District	Katie Persons	No
	Lilian Doherty	No
	Mary Dover	No
Metropolitan Transit System	Larry Renteria-Luna	Yes
	Beverly Neff	No
Port of San Diego	Lisa Madsen	Yes
	Anna Buzaitis	No
Airport Authority	Ted Anasis	No
	Sjohnna Knack	Yes
<b>Advisory Members</b>		
	<b>Name</b>	<b>Attended</b>
Caltrans	Ann Fox	No
	Karen Jewel	No
	Roy Abboud	No
DOD	Muska Laiq	Yes
	Lorena Cordova	No
SoCal Tribal	Vacant	n/a
	Vacant	n/a
FACT	Arun Prem	No
	Sofia Hughes	No
	Ali Poorman	No
	Christian Hernandez	No
<b>Non-Voting Member</b>		
Chair	Jose Rodriguez	Yes

November 14, 2024

## 2025 Mobility Working Group Meeting Calendar

### Overview

The Mobility Working Group is asked to review and approve the proposed meeting dates for 2025. Meetings are held on the second Thursday of every month from 9:30 a.m. to 11:30 at the SANDAG offices.

### Action: **Approve**

The Mobility Working Group is asked to approve the proposed meeting dates for 2025.

### Proposed Meeting Dates

- January 9, 2025
- February 13, 2025
- March 13, 2025
- April, 10, 2025
- May 8, 2025
- June 12, 2025
- July 10, 2025
- August 14, 2025
- September 11, 2025
- October 9, 2025
- November 13, 2025
- December 11, 2025

### Fiscal Impact:

None

### Schedule/Scope Impact:

None

***Antoinette Meier, Senior Director of Regional Planning***

November 14, 2024

## Regional Digital Infrastructure Masterplan

### Background

In January 2021, the SANDAG Board of Directors passed [Resolution 2021-09](#) to rapidly increase broadband internet access in our region. This resolution recognized the importance of digital infrastructure to implement the Regional Plan and Sustainable Communities Strategies. Many smart city applications rely on broadband technology, including smart transportation systems that manage traffic in real time, real-time bus arrival information, and smart grid technology to better monitor peak energy usage.

To implement the Board's resolution, SANDAG developed a [Regional Digital Infrastructure Network Masterplan](#). This Masterplan explores the deployment of high-speed, resilient, and reliable fiber connecting to public facilities across the San Diego region. Leveraging this masterplan, SANDAG and partner agencies can align priority broadband projects needed to support emerging transportation technologies and other smart city initiatives and seek opportunities for implementation.

### Overview

The masterplan includes three core components: Gap Analysis, Regional Network Design, and Implementation Strategies.

#### *Gap Analysis*

- The Gap Analysis assesses current and future broadband infrastructure and demand across the San Diego region. Drawing from several sources, the plan identified key issues in governance, technology, and market demands. The gap analysis provides the foundation for the network design, ensuring that the established network is tailored to meet our regional needs, demands, and future growth.

#### *Regional Digital Infrastructure Network Preliminary Design*

- The Infrastructure Network Preliminary Design outlines a connected network spanning across the San Diego region that aims to bridge gaps in publicly available broadband infrastructure. This section identifies broadband projects needed to close existing network gaps needed for projects included in the Regional Plan. Three projects were identified for prioritization due to the volume of regionally broadband dependent projects and being critical in implementing Regional Plan projects:
  - SR 52 (between Santo Rd and SR 125),
  - SR 54 (between I-5 and SR 125), and
  - SR 125 (between SR 52 and SR 54).

Thirty percent design documents for these projects are provided in an appendix of the Masterplan. These design plans could be leveraged to seek grant funding to complete the design and construction of these segments.

### Action: Discussion

Staff will present on the Regional Digital Infrastructure Network Masterplan and request feedback on how to best utilize the plan and supporting tools.

### Fiscal Impact:

None

### Schedule/Scope Impact:

None.

### *Implementation Strategies*

- Finally, the plan provides implementation strategies for achieving the proposed network design. The implementation strategies section explores different governance and funding models, providing considerations to guide decision making. This section also identifies local, state, and federal sources that are available to fund regionally prioritized projects, and to support jurisdictions in their implementation efforts.

### **Next Steps**

SANDAG staff recently hosted a Regional Digital Infrastructure Masterplan Workshop with stakeholders from Caltrans and various regional jurisdictions. The workshop aimed to strategically align SANDAG's plan with other regional goals and initiatives, identifying priority corridors and projects, potential use cases, funding mechanisms, and key action items.

Staff will review and summarize the input received from both the workshop participants and the Mobility WG members to determine follow-up discussions on governance structures and how to best utilize the plan moving forward.

***Antoinette Meier, Senior Director of Regional Planning***



November 14, 2024

## Airport Transit Connection Update

### Overview

Since the last [status update](#) presented to the SANDAG Board of Directors in February 2024, staff have been carrying out additional analysis of the Airport Transit Connection to ensure alignment with the most recent regional forecasts, proposed 2025 Regional Plan network development, and additional stakeholder input. This analysis will be used to move the project forward into the environmental process.

### Key Considerations

Advanced planning work is underway to evaluate which ATC concepts are the most feasible and the best fit for the San Diego region before beginning the environmental analysis phase next year. Progress is being made in the following areas:

- An airport travel survey was launched this fall to collect post-pandemic data on travel habits to and from the airport from residents, tourists, and airport employees. The survey is key to updating the transportation model and informing the ATC planning process.
- Staff are updating ATC Trolley concept features in coordination with our local partner agencies. This includes determining if frequency better than 15 minutes can be achieved while reducing the time the Trolley operates at-grade in one of the most congested parts of Downtown between the airport and Santa Fe Depot.
- Staff have also developed an approach to significantly pare down the number of ATC concepts before entering the environmental analysis phase next year. A mix of metrics including transit connectivity, access, infrastructure requirements, and updated costs will be evaluated along with stakeholder input as part of this process.
- A public engagement strategy will be carried out next year to seek input on the ATC planning pare down process in preparation for environmental review.

Additionally, near-term strategies for enhancing bus and shuttle connections are being developed. These could include more frequent service from Downtown and Old Town to the airport. Transit priority treatments for these services could also be implemented so that MTS Route 992, the San Diego Flyer, and other shuttle services could benefit. This would ensure better transit options to the airport are available prior to the implementation of the proposed project.

### Action: Information

Staff will present an update on the advanced planning and outreach for the Airport Transit Connection project.

### Fiscal Impact:

Funding for the Airport Transit Connection is included in Capital Improvement Project No. 1149100.

### Schedule/Scope Impact:

Additional planning analysis and public engagement is underway to prepare the project for environmental review in fall 2025.

**Next Steps**

Staff will obtain feedback from the Transportation Committee and the Board of Directors in the next month then conduct analysis and use public feedback to identify those ATC concepts that will advance to environmental review in fall 2025. Staff will continue collaborating with our peer agency stakeholders and state and federal funding partners to ensure the proposed project best meets the needs of the San Diego region and is highly competitive for state and federal funding.

***Jennifer Williamson, Deputy Director of Regional Planning***



## Airport Transit Connection Update

Mobility Working Group | Item 5  
Marisa Mangan, Senior Regional Planner  
November 14, 2024

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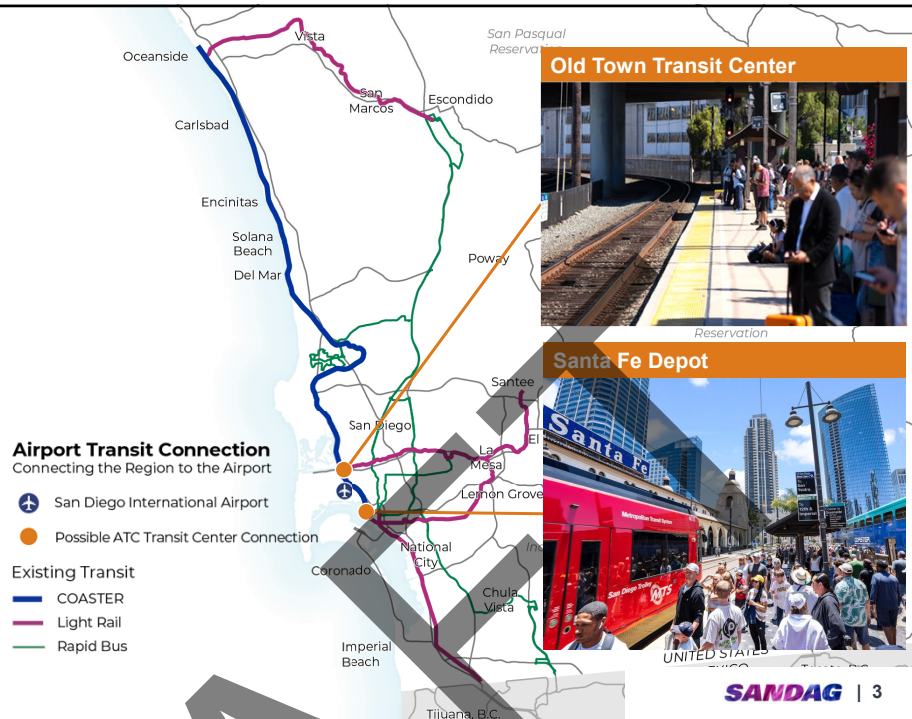
## Airport Transit Connection



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## Regional Level Considerations

Connecting to existing regional rail network



3

## Airport Transit Connection - Modes Considered



Automated  
People Mover



Light Rail Trolley  
Extension



Enhanced  
Bus Service

Automated People Mover Image Source:  
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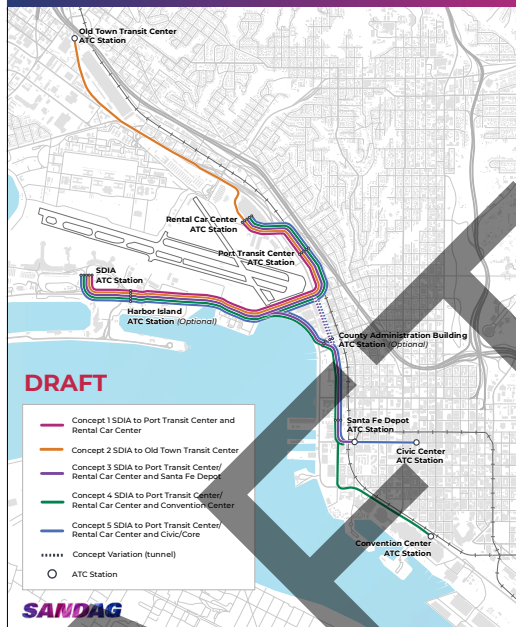
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## Automated People Mover Concepts

Five people mover concepts with 13 total variations

### AIRPORT TRANSIT CONNECTION Concepts 1-5: Automated People Mover



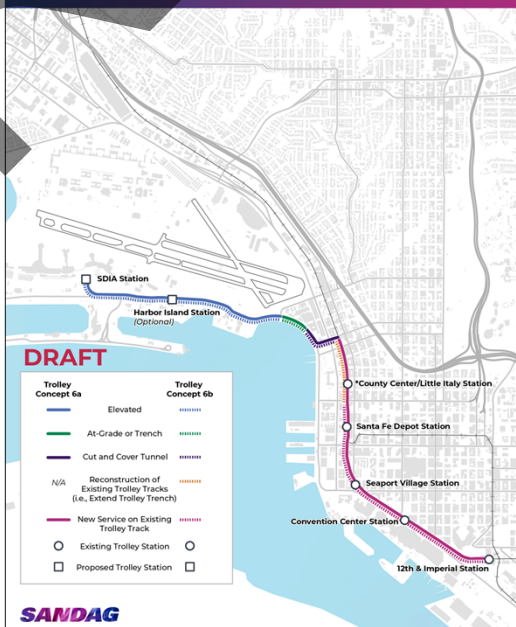
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## Trolley Concept Updates

- Concept 6a – Operational modeling in process
- Concept 6b – Trench extension concept variation added

### AIRPORT TRANSIT CONNECTION Concept 6: Light Rail Trolley Extension



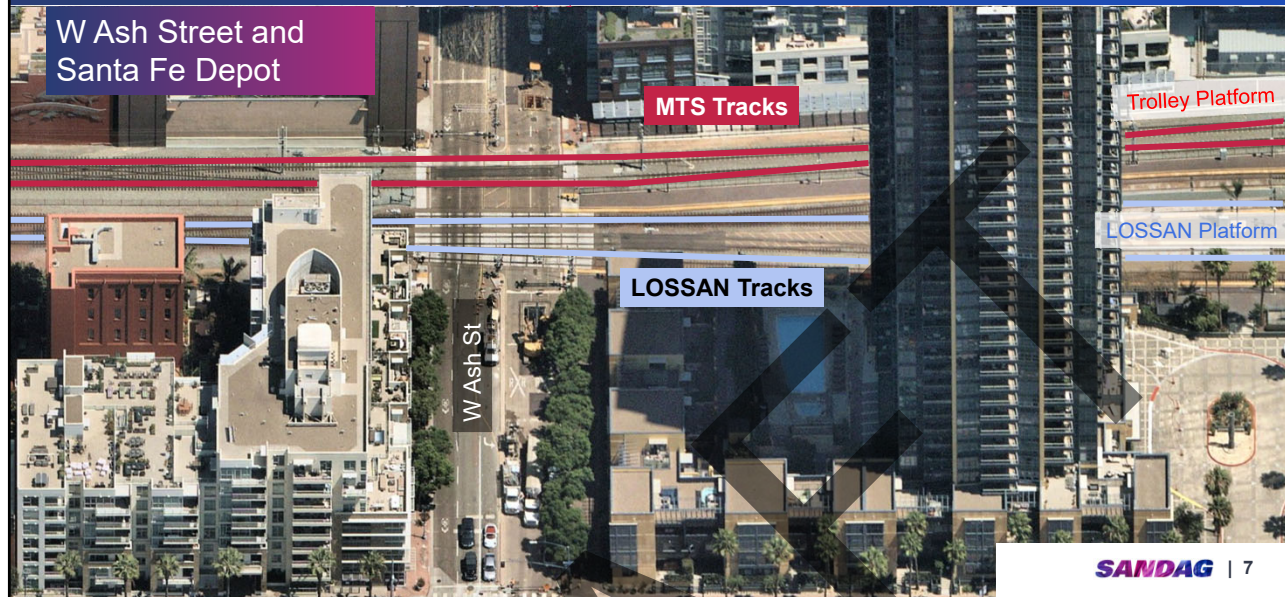
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\*The location of the County Center/Little Italy Station is still being evaluated for Trolley Concept 6b.

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# Trolley Concept Updates

West Hawthorn Street & West Ash Street Existing Conditions



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## Enhanced Bus Opportunities

Proposed Approach

### • Near-Term

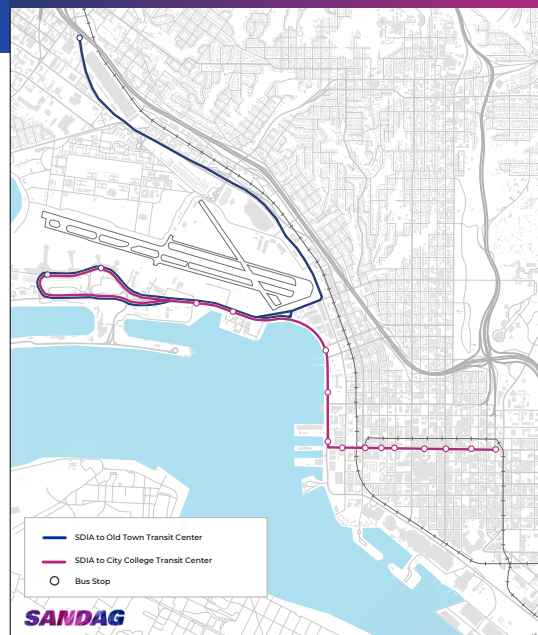
- Terminal 1-Phase 1A opening
- Increase MTS Route 992 and San Diego Flyer frequency

### • Mid-Term

- Terminal 1-Phase 1B opening
- Implement bus priority solutions between airport, Downtown, and Old Town
- Interim strategy prior to ATC rail connection

### AIRPORT TRANSIT CONNECTION

Concept 7: Enhanced Bus Service



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## Airport Transit Connection Concepts

### Proposed Pare Down Approach for Rail

- Eliminate two people mover concept variations that require either new heavy rail platform or direct access ramp in Middletown
- Evaluate 13 remaining ATC rail concept variations based on a variety of termini and station access metrics including airport travel survey results
- Assess south-leg only people mover options, infrastructure requirements for all variations, and update costs to 2024 dollars
- Reduce to a smaller, final set of concepts that advance to environmental review

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## Airport Travel Survey – Fall 2024

- Collecting post-pandemic data on how residents, visitors, and employees travel to/from the airport.
  - Intercept/face to face interviews
  - Online, self-administered survey
- ~4,500 survey responses are being collected at SDIA terminals and onboard shuttles/buses
- Survey data will update the SANDAG transportation model and inform the ATC planning process



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## Intercept Survey

### Early Data Insights\*

#### Survey Period

October 4-  
October 18

#### Survey Responses

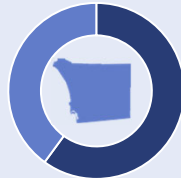
Collected  
**3,900**

Goal  
**3,450**

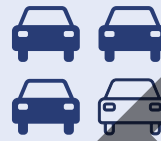
#### Survey Respondents: Residents, Employees, Visitors



~1 in 4 were  
**interested** in the  
optional survey



~60% visitor &  
40% San Diego  
County resident



Nearly **75% drove  
themselves** or  
**were dropped off**  
by someone or a  
taxi/TNC



**99% of sampling  
goal** for San Diego  
Flyer and MTS route  
992 riders achieved

#### Leading Trip Purposes So Far



~50% Leisure/family



~25% Business/work

*\*All results are provisional and subject to change*

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## Stakeholder Engagement Outlook

Fall 2024–Fall 2025

### Continued collaboration with partner agencies

- Regular project planning and public affairs touchpoints
- Joint partner agency workshop
- Partner agency board updates

### Public outreach

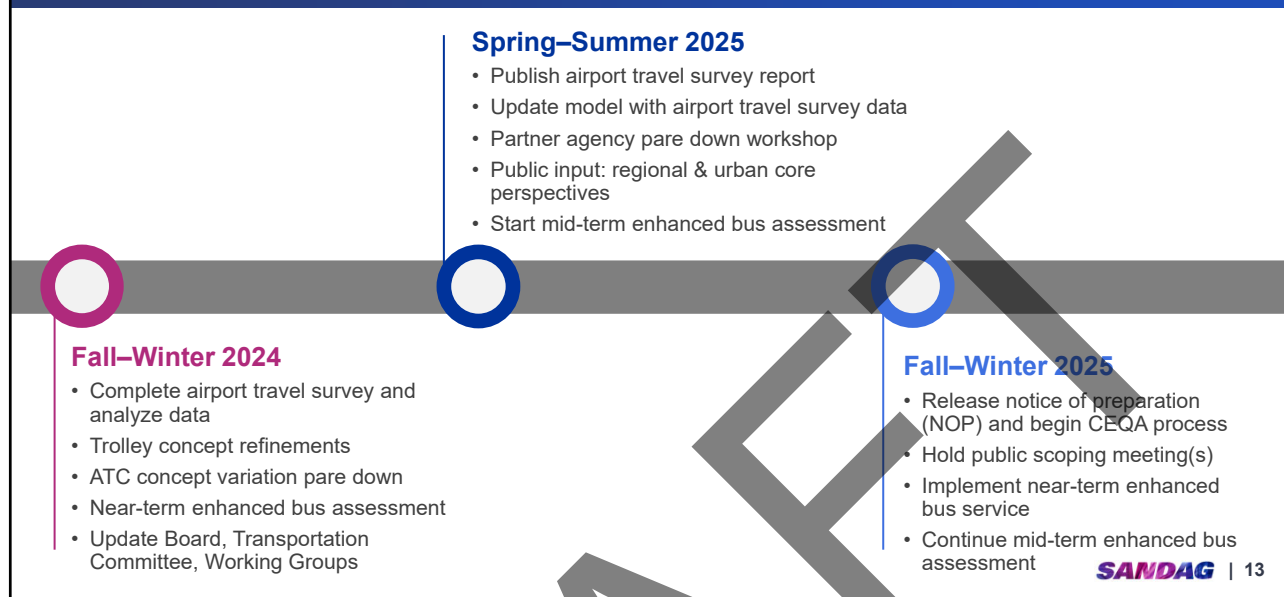
- Regional and urban core perspectives
- Stakeholder meetings
- In-person and online activities
- Environmental public scoping meetings



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## ATC Near-Term Activities



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**SANDAG**

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November 14, 2024

## Purple Line Planning Overview

### Overview

The Purple Line is envisioned as a high-capacity transit line from San Ysidro to Sorrento Mesa via Chula Vista, National City, City Heights, Mission Valley, Kearny Mesa, and University City. The idea for the Purple Line comes from many years of community advocacy and planning, including SANDAG 2021 *Regional Plan* and *South Bay to Sorrento Comprehensive Multimodal Corridor Plan* efforts. By connecting several densely populated communities as well as multiple major employment centers, the Purple Line could provide high-capacity, reliable, and equitable transit service to residents, employees, and visitors throughout San Diego and South Bay.

High-capacity transit can refer to many different kinds of transit modes, from high-frequency buses to light rail (like the Trolley) to heavy rail (like BART or subway systems). As a first step in planning the project, the Purple Line was evaluated as heavy rail as part of a Conceptual Planning Study. Over the last 18 months, SANDAG staff have coordinated with city and transit operator planning staff to analyze what it would take to build the Purple Line under these assumptions, focusing on the technical aspects of engineering considerations, operational needs, and forecasted ridership.

### Preliminary Findings

While the longer-term vision of the Purple Line would extend from San Ysidro to Sorrento Mesa, the Conceptual Planning Study focused on the section of the Purple Line between National City and Sorrento Mesa; for the section of the project between San Ysidro and National City, SANDAG staff are preparing a scope of work to holistically consider existing trolley service, future Purple Line service, and a future LOSSAN extension to the U.S.-Mexico border, and this work is expected to start in early 2025.

In the Purple Line Conceptual Planning Study, the project was assumed to be mostly underground to provide a direct path of travel and keep travel times low. Several route concepts were identified for this approximately 20-mile rail line that were found to be feasible from a conceptual engineering perspective. However, in reviewing similar recent projects in other regions, the team learned that such a complex project would likely take more than 20 years to implement, due to the length of the project and the amount of tunneling. There are also several engineering challenges, including the need to construct a new rail maintenance facility to support a new transit technology.

As part of the study, the team also performed new ridership modeling using the latest Series 15 regional growth forecast. While the project showed meaningful demand of over 20,000 daily riders, this ridership is not as strong as we see on existing trolley routes.

### Action: Discussion

Staff will present an overview of the Purple Line Conceptual Planning Study findings, and options for next steps in project planning.

### Fiscal Impact:

The project is funded under OWP #3322500. A future Alternatives Analysis study is funded under OWP #3322501.

### Schedule/Scope Impact:

The Purple Line Conceptual Planning Study will be finalized in December 2024. Once the Board provides direction on next steps, procurement for the next planning phase will occur in early 2025.

Finally, the Conceptual Planning Study developed high-level cost estimates for the alignment concepts based on the actual costs to build similar rail projects across the country. Preliminary cost projects indicate building the Purple Line as a subway between National City and Sorrento Mesa could cost approximately \$20 to 24 billion. Additional costs not reflected in this total would include construction of a maintenance facility, purchasing vehicles, right-of-way acquisition, finance charges, escalation, and ongoing operations and maintenance costs.

This study revealed that a heavy rail option for the Purple Line will be costly to build and would not perform strongly as compared with other existing routes. Further work needs to be done to evaluate other options for this project and find a balance among cost, performance, and impacts. For example, it will be important to evaluate whether implementing the project as a light rail could be done at a lower cost while still meeting the travel needs of communities served. It will also be important to evaluate potential phasing for the project, to identify a shorter segment that could be constructed faster.

### **Next Steps**

The Conceptual Planning Study report is expected to be finalized in December 2024. An executive summary will be posted on the SANDAG webpage and shared in an e-blast to those subscribed to the project newsletter, and the full report will be available by request.

The next step in Purple Line planning would be an Alternatives Analysis that would identify project alternatives and perform iterative screening based on regional goals and community needs to define recommended project concepts. Project decisions will be made through coordination and outreach with the public, community groups, stakeholders, and agency partners. An Alternatives Analysis effort is currently budgeted under OWPs 3322500 and 3322501 and is estimated to span 30 months. SANDAG staff will be seeking input from the Transportation Committee and Board of Directors on next steps.

Staff working on the Purple Line will also coordinate closely with the teams advancing the Rapid bus route planning for a route within the Purple Line corridor as well as the team studying the extension of LOSSAN to the border, including a market analysis to consider how multiple rail services can complement one another to serve the communities between Downtown San Diego and San Ysidro.

***Jennifer Williamson, Deputy Director of Regional Planning***



## Purple Line Planning Overview

Mobility Working Group | Item 6  
Cecily Taylor, Senior Regional Planner  
November 14, 2024

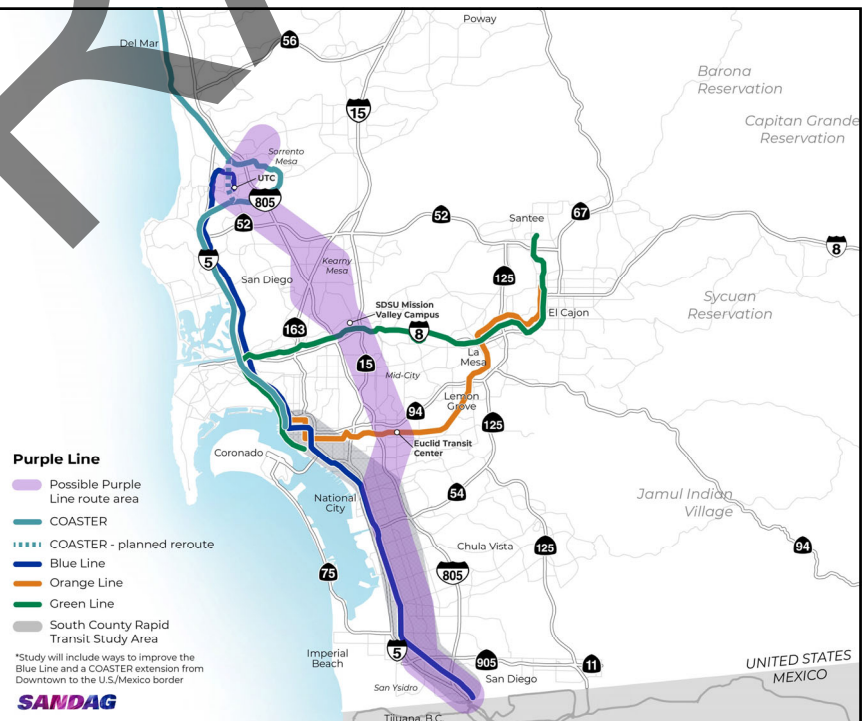
1

### Purple Line Overview

Reliable transit providing more mobility options with travel times competitive with driving

Improve quality of life and economic opportunities for vulnerable communities

Reduce greenhouse gas emissions, fight climate change, and contribute to cleaner air to breathe



2

## Planning Considerations: Urban Context



National City



Encanto



City Heights



Mission Valley



Kearny Mesa



University City

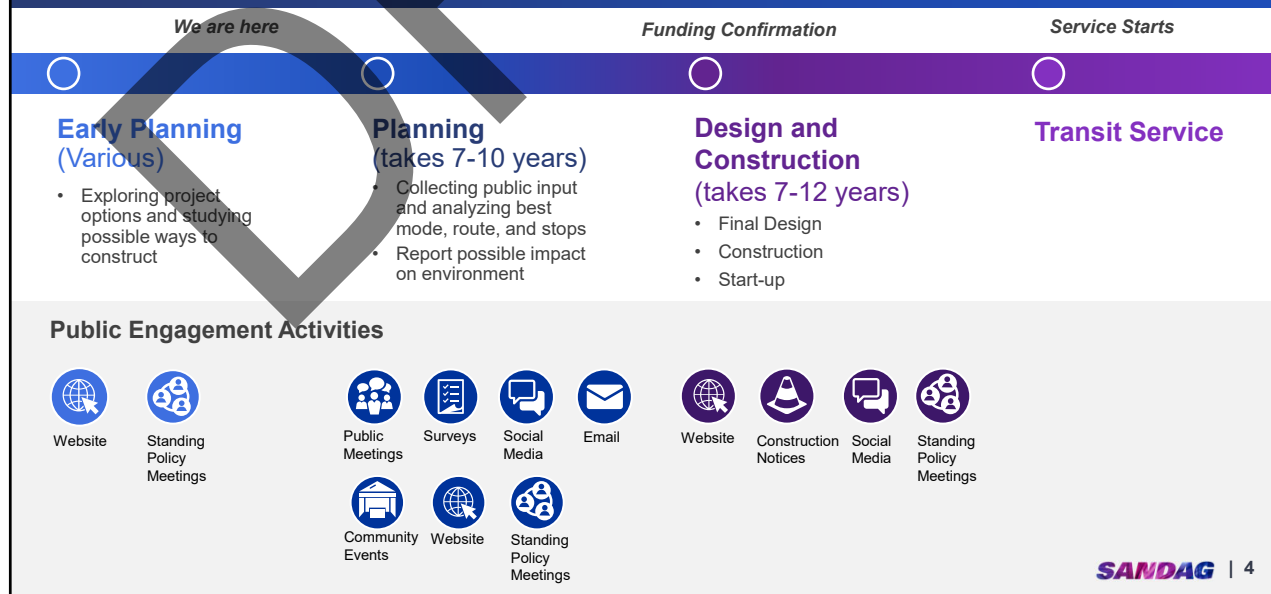


Sorrento Mesa

SANDAG | 3

3

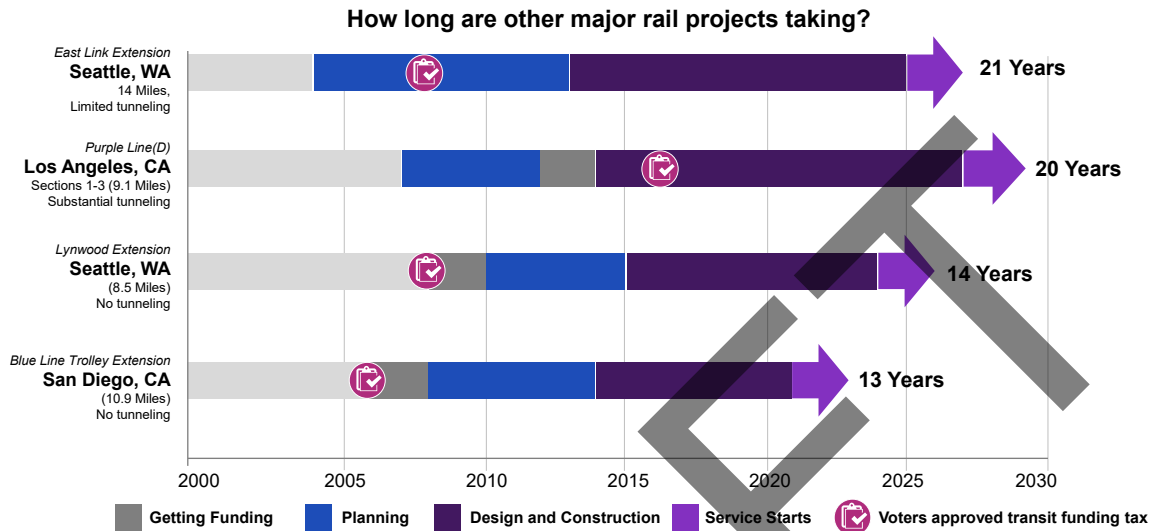
## Potential Implementation Timeline



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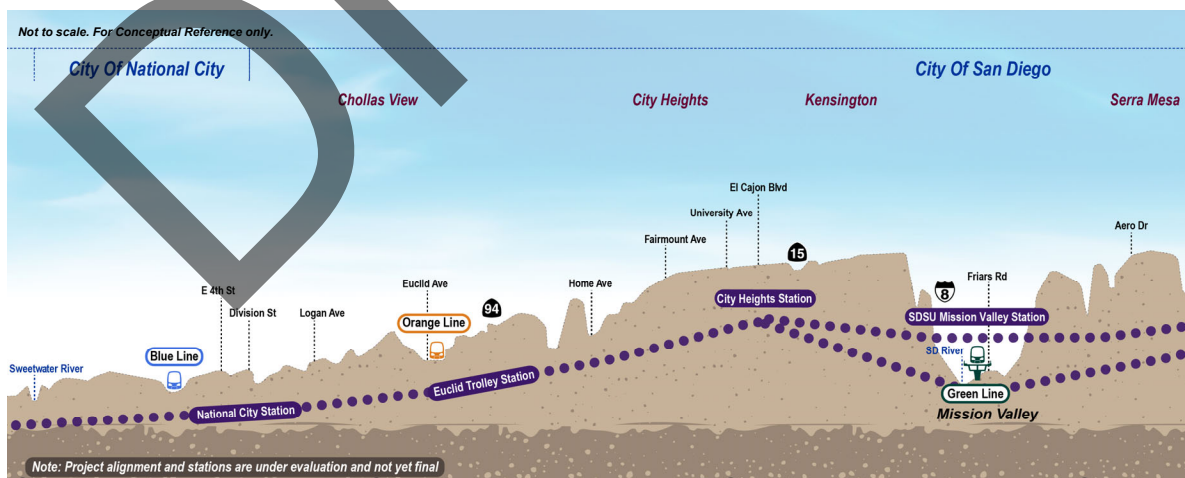
## Reference Timelines



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## Planning Considerations: Alignment

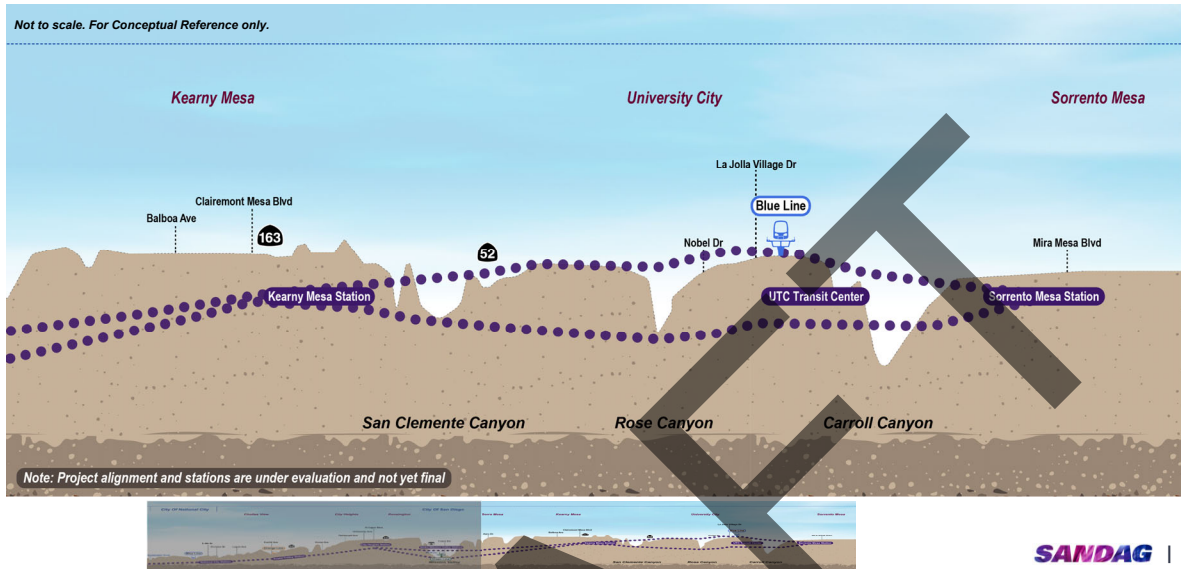


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# Planning Considerations: Alignment



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## Planning Considerations



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## Planning Studies

### Purple Line Alternatives Analysis

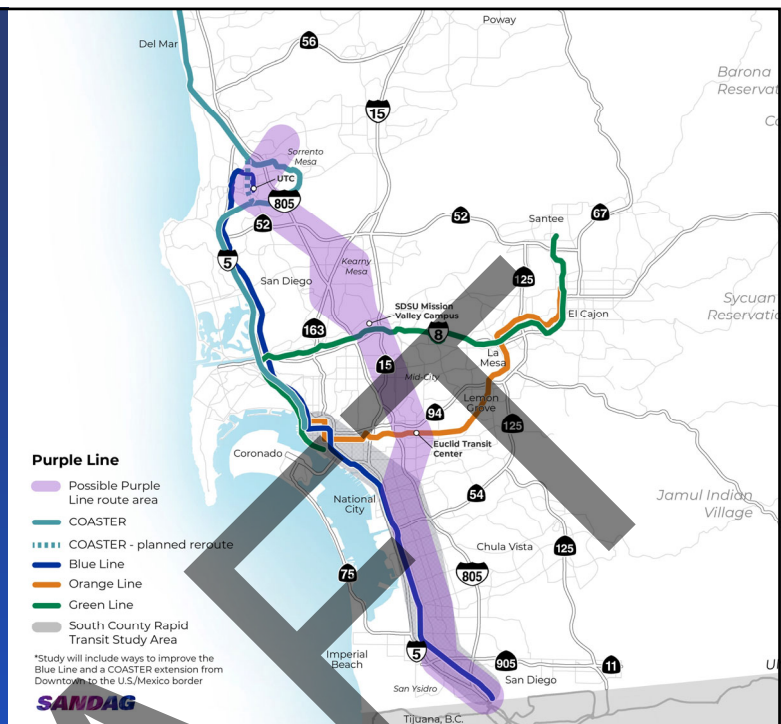
Identify the best solution with substantial community engagement

### Rapid Bus Planning

Identify alternatives for a near-term bus route including strategies for bus priority

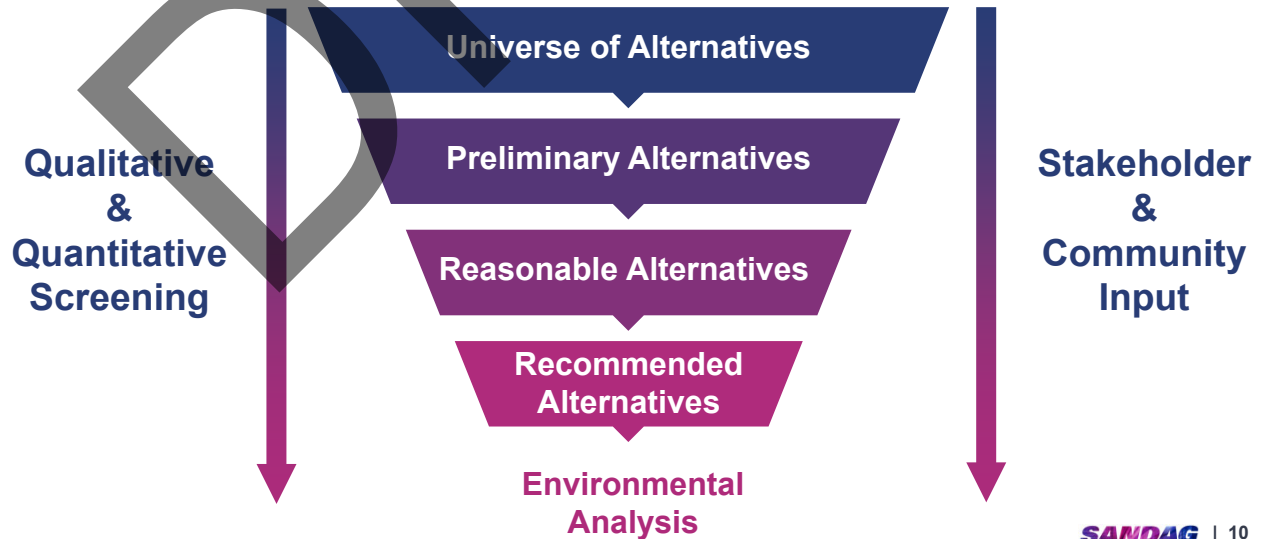
### LOSSAN to the border

Downtown through National City to San Ysidro, comprehensive evaluation of multiple transit modes

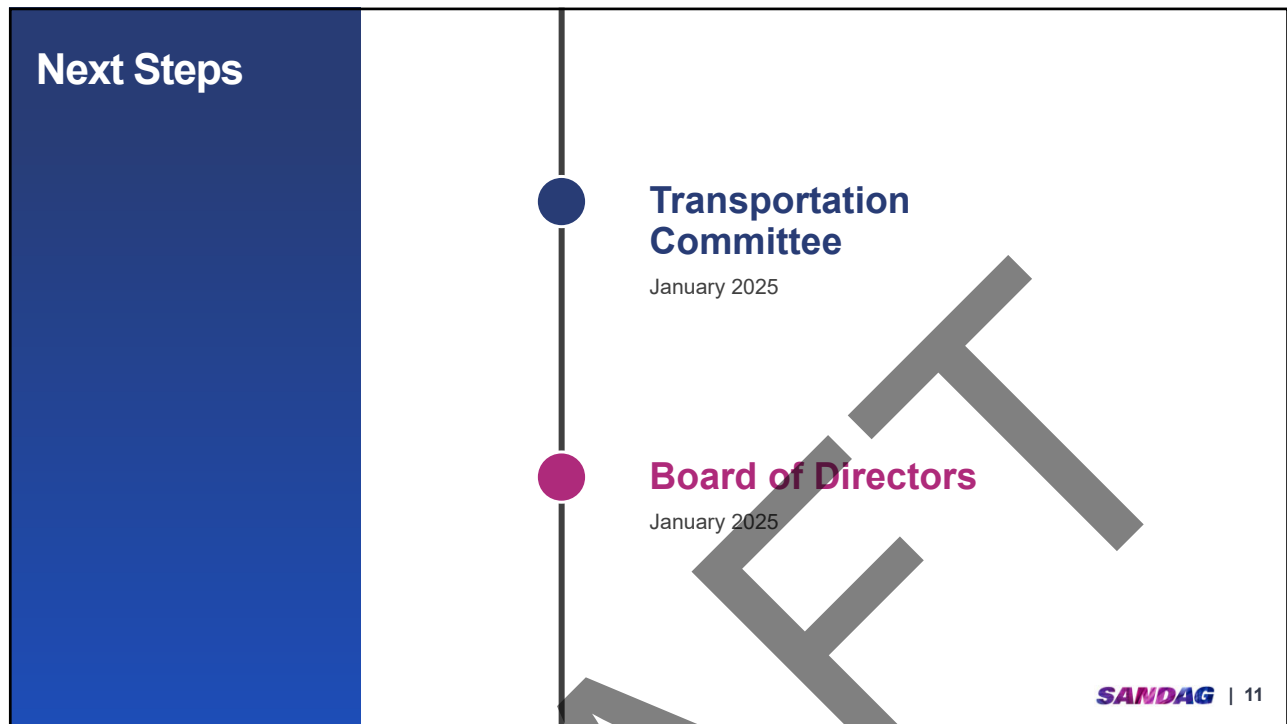


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## Alternatives Analysis



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