



Mobility Working Group Special Session Agenda

**Thursday, June 13, 2024
9:30 a.m.**

Welcome to SANDAG. The Mobility Working Group (MOBWG) meeting scheduled for Thursday, June 13, 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, June 13, 2024

Comments and Communications

1. Public Comments/Communications/Member Comments

Members of the public shall have the opportunity to address the Mobility Working Group (MOBWG) on any issue within the jurisdiction of 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

Approve

Tessa Lero, SANDAG

The MOBWG is asked to review and approve the minutes from its May 9, 2024, meeting.

[Meeting Minutes](#)

Reports

3. SANDAG Passenger Counting Program Update - Transit Ridership Dashboard

Discussion

Cindy Burke, Grace Mino, Connor Vaughs, SANDAG

Staff will present an update of the Transit Ridership Dashboard currently under development.

[Supporting Materials](#)

+4. Advanced Air Mobility

Information

Antoinette Meier, Katelyn McCauley, SANDAG

Staff will present an overview of the Regional Advanced Air Mobility Strategy that is under development, the current state of practice, the planning role of regional and local agencies, and how the study will support future planning efforts.

[Advanced Air Mobility \(AAM\) Project.pdf](#)

[Att. 1 - SANDAG AAM Collaborative Guiding Principles](#)

[Supporting Materials](#)

+5. Smart Growth Incentive Program: Cycle 6 Call for Projects

Discussion

Susan Huntington, Jenny Russo, Stacey Cooper, SANDAG

Staff will present an overview of the SGIP and solicit feedback on evaluation criteria and other items for use in the Cycle 6 Call for Projects.

[SGIP Cycle 6 Call for Projects.pdf](#)

[Att. 1 - Draft Evaluation Criteria](#)

[Supporting Materials](#)

+6. San Diego Regional Vehicle Miles Traveled Mitigation Program

Antoinette Meier, Keith Greer, SANDAG; Jacob Armstrong, County of San Diego

Information

Staff will present the scope and timeline of the San Diego Regional Vehicle Miles Traveled Mitigation Program.

[San Diego Regional VMT Mitigation Program.pdf](#)

[Att. 1 - Project Schedule](#)

7. Transit Fare Discount Study

Antoinette Meier, Brian Lane, Ashley Wiley, SANDAG

Information

Staff will present the Transit Fare Discount Study including the fare scenarios and outcomes of the public engagement.

[Supporting Materials](#)

8. Adjournment

The next Mobility Working Group meeting is scheduled for Thursday, July 11, 2024, at 9:30 a.m.

+ next to an agenda item indicates an attachment

June 13, 2024

May 9, 2024, Meeting Minutes

[View Meeting Video](#)

Chair Jose Rodriguez (National City) called the meeting of the Mobility Working Group (MOBWG) to order at 9:30 a.m.

1. Public Comments/Communications/Member Comments

Agency Updates: Associate Administrative Analyst Ashley Wiley and Technology Planning Manager Alex Estrella.

Public Comments: The OriginalDra.

Member Comments: None.

Consent

2. Approval of Meeting Minutes

The MOBWG was asked to approve the minutes from its March 14, 2024, meeting.

Public Comments: The OriginalDra.

Action: Upon a motion by Ted Anasis (Airport Authority), and a second by Carol Seabury (Imperial Beach), the MOBWG voted to approve the Consent Agenda.

The motion passed.

Yes: Jasmine Bridges (Coronado), Mario Sanchez (El Cajon), Jonathan Schauble (Escondido), Carol Seabury, Steve Manganiello (National City), Teala Cotter (Oceanside), Tracy Beach (Poway), Stephanie Kellar (San Marcos), Carl Schmitz (Santee), Mo Sammak (Solana Beach), Husam Hasenin (Vista), Tara Lieberman (County of San Diego), Mary Dover (North County Transit District), Larry Renteria-Luna (Metropolitan Transit System), Anna Buzaitis (Port of San Diego), and Ted Anasis.

No: None.

Abstain: None.

Absent: Carlsbad, Chula Vista, Del Mar, Encinitas, La Mesa, Lemon Grove, and City of San Diego.

Reports

3. Update on TransNet Extension Ordinance Amendments

Manager of Financial Programming and Project Control Michelle Smith presented an update on the status of the TransNet Extension Ordinance Amendments.

Public Comments: The OriginalDra.

Action: Discussion.

4. Update on RAMS and Formation of a Task Force

Alex Estrella presented an update on decommissioning the existing cost-sharing RAMS funding agreement and the formation of a Transportation Systems Management and Operations Task Force for the Mobility Working Group's consideration.

Public Comments: The OriginalDra.

Action: Discussion.

5. Regional Zero-Emission Vehicle Incentive Program Update

Regional Planning Program Manager Susan Freedman presented an update on the development of a regional incentive program for zero-emission vehicles and requested input on the program's planned design and features.

Public Comments: The OriginalDra.

Action: Discussion.

6. Overview of Flexible Fleets and Pilots

Senior Regional Planner April DeJesus and Nicholas Sofoul, NCTD presented an overview of the draft Flexible Fleets program and an update on pilot projects.

Public Comments: The OriginalDra.

Action: Information.

7. SANDAG Passenger Counting Program Update – Transit Ridership Dashboard

This item was postponed to the next regular MOBWG meeting.

8. Adjournment

The next MOBWG meeting is scheduled on Thursday, July 11, 2024, at 9:30 a.m.

Chair Rodriguez adjourned the meeting at 11:19 a.m. water

Confirmed Attendance at Mobility Working Group Meeting

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

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



Transit Ridership Dashboard

Outreach Meeting – Mobility Working Group

SANDAG | Caltrans | MTS | NCTD | UTA | ESRI
Item 3 | June 13th, 2024
Grace Mino | Connor Vaughns

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Outline

For today's presentation



Background

(2 minutes)



Project Update

(2 minutes)



Remaining Project Timeline

(2 minutes)



Prototype

(4 minutes)



Discussion

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Background

- Automated Passenger Counter (APC) is a sensor that detects people getting on and off transit vehicles.
- SANDAG established Passenger Counting Program (PCP) in 2007 to be transit data clearinghouse.
- 2022 SANDAG awarded Caltrans Planning Grant to modernize and improve PCP and develop a public facing transit ridership dashboard.

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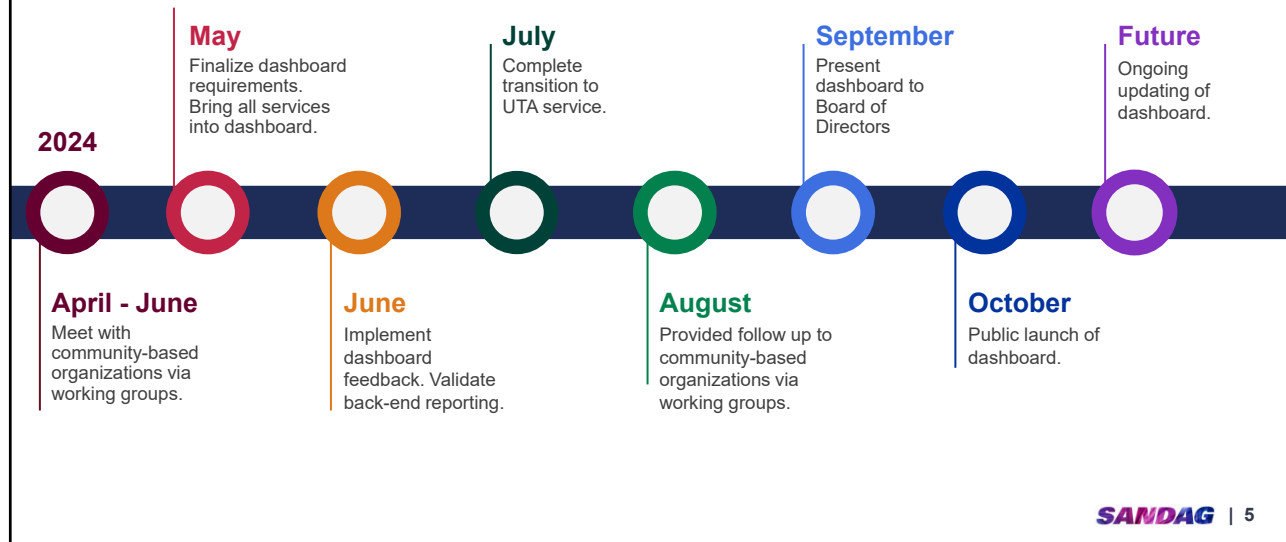
Project Update

- Consultants selected to complete this project:
Urban Transportation Associates (UTA) | ESRI
- Weekly project team meetings underway since December 2023
- Consultants have begun to receive/evaluate/process/visualize APC data
- Reporting tool has been drafted and training sessions are underway
- Draft dashboard has been produced

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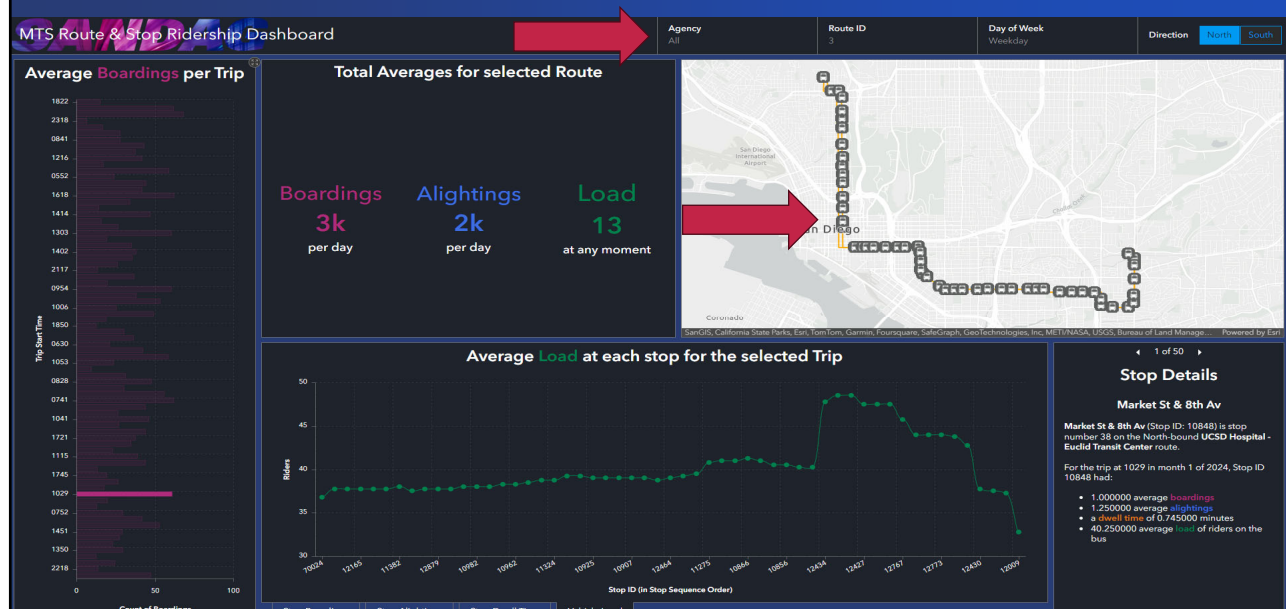
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Remaining Project Timeline



5

Example Prototype



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Discussion Questions

Filters

“How would you like to be able to summarize transit data by?”

- *Geographies/Areas (ex. Census Tract, School District, Cities)*
- *Route Classifications (ex. Type, Class, Project Area)*
- *Time Periods (ex. Month, Year, Peak Period)*

Map

“What information would you like to be able to view in addition to transit data from APC’s?”

- *Demographics (ex. Age, Race, Educational Attainment)*
- *Economic (ex. Jobs, Household Income)*
- *Environmental (ex. GHG emissions, Air Quality)*

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Email: grace.mino@sandag.org
connor.vaughns@sandag.org

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June 13, 2024

SANDAG Advanced Air Mobility (AAM) Project

Overview

As federal and state mandates become more stringent and difficult to attain, SANDAG is exploring the feasibility of emerging technologies that may support the development of the 2025 Regional Plan and to reach our goal of creating a more accessible, equitable, and sustainable San Diego. One such exploratory program that could help deliver future services is Advanced Air Mobility (AAM). AAM is a rapidly developing sector of the aerospace industry, encompassing a collection of highly autonomous aircraft and supporting digital technologies aimed to provide aerial capacity within a comprehensive multi-modal transportation system

Key Considerations

Jurisdictions and regulators globally and domestically are diligently preparing for the adoption and deployment of AAM technology. Preparation and planning have been prioritized in many regions due to the calamitous outcomes of other mobility option roll outs, such as scooters and bikeshare programs, that lacked the appropriate infrastructure necessary that would provide the highest value to communities for these options, with AAM we can mitigate against such mishaps. However, unlike more traditional modalities, the arduous process of research, development, and certification for aircraft has provided the opportunity for local and state jurisdictions to prepare the ample infrastructure requirements that AAM, and all next generation intelligent transportation systems, will demand. This unique opportunity enables our region, as a second wave adopter, to gather lessons learned, best practices, and save valuable tax dollars through intentional integration initiatives.

SANDAG is working in coordination alongside industry experts, spanning from Original Equipment Manufacturers (OEMS) to secondary and tertiary support markets, and regional aviation stakeholders to develop a focused framework to prepare local jurisdictions and the county for equitable and responsible AAM integration. This phase of the AAM project is assessing the current industry, policy trends, and best practices to provide regional jurisdictions with a tailored playbook on how to begin planning for AAM capabilities. This project will provide guidance to jurisdictions on local policy, ordinance, and land use recommendations that will enable a more seamless deployment of AAM infrastructure and services to meet regional and localized equity goals intended to enable greater access throughout our region. Additionally, as the market evolves and explores alternative renewable fueling mechanisms and connectivity requirements, the project will help us to determine the appropriate supporting infrastructure demands, such as electrification or hydrogen fueling options or if fiber expansion will be required prior to support uninterrupted data exchange.

Action: Information

Staff will present an overview of the Regional Advanced Air Mobility Strategy that is under development, the current state of practice, the planning role of regional and local agencies, and how the study will support future planning efforts.

Fiscal Impact:

The project is funded by a Caltrans planning grant under the Overall Work Program Project Number: 3401800.

Schedule/Scope Impact:

The project is ahead of schedule, all final deliverables are anticipated for internal review by December 2024.

While AAM is an emerging industry, in the U.S. alone, the market is anticipated to reach \$115 billion annually by 2035, yielding more than 280,000 high-paying jobs domestically¹. Given recent economic forecasts, and talent constraints that currently exist in the aviation sector, this new domain provides ample regional talent pipeline, workforce, and economic development opportunities as well.

Next Steps

SANDAG is working to develop a Public Outreach and Education Strategy, a Regional AAM Policy Framework, and a Regional AAM Implementation Strategy and will return to the transportation committee next year for feedback on said draft deliverables. The project will remain ongoing to develop and finalize the various concurrent strategic reports and will continue to conduct quarterly collaboratives with stakeholders. Staff welcomes additional inputs from our Board and regional jurisdictions on future phases of AAM. Steps post completion:

- Conduct an outreach campaign to regional leaders on AAM for feedback and refinement,
- Provide technical expertise to local jurisdictions interested in exploring the prospect of implementing AAM infrastructure,
- Identify projects that will prepare the region to best integrate the technology where appropriate.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. SANDAG AAM Collaborative Guiding Principles

¹ (Aijaz Hussain, 2021)

Guiding Principles

AAM in the San Diego Region
Developing a Comprehensive Framework

Advanced Air Mobility in the San Diego Region: Developing a comprehensive framework

The San Diego region is primarily interested in achieving regional readiness for Advanced Air Mobility (AAM) as opposed to early adoption of the technology. This involves a multi-modal approach to transportation and cross-jurisdictional collaboration for infrastructure investments. The focus is on achieving a connected, equitable, and safe AAM ecosystem, leveraging the collective insight and expertise of various stakeholders.

Early-Stage Planning

Focus Areas for AAM in San Diego Region

These emerging guiding principles will support the development of a comprehensive and scalable framework for the integration of AAM in the region.



Equity, Public Benefit
and Engagement



Operational
Efficiency



Safety and
Security



Environmental Sustainability
and Economic Viability



Infrastructure, Demand
Capacity and Technology
Scalability





Equity, Public Benefit and Engagement

Emergency Services and Public Safety

Utilize AAM for faster and more efficient emergency response, including medical evacuations and wildfire control.

Public Awareness and Acceptance

Conduct public outreach programs with transparency to educate communities about the benefits and challenges of AAM.

Stakeholder Collaboration

AAM is developed with a community first approach with early identification and tools to engage in ongoing dialogue with stakeholders.

Inclusive and Equitable Mobility

Develop strategies to make AAM services accessible and affordable for various communities, including low-income and underserved populations, thereby fulfilling social equity objectives in transportation.



Safety and Security

Comprehensive Safety and Security Framework

Consider a multi-faceted approach to safety and security that encompasses safe vehicle design and operation, robust physical and digital infrastructure, secure operational protocols, and a strong focus on personal safety for passengers and operators.

Crawl-Walk-Run

Adopt a "Crawl-Walk-Run" methodology in alignment with FAA guidelines to facilitate Entry into Service (EIS) operations using existing services and infrastructure as a foundation, while concurrently developing a strategic pathway for the integration of advanced AAM technologies, capabilities, and interoperability within the region, thereby supporting increasing scale and automation.



Operational Efficiency

Seamless Multi-modal Connectivity

AAM services are well-integrated with existing transportation modes, offering hassle-free transitions between AAM and ground-based services such as micro-mobility, public transit, and ride sharing.

Optimal Airspace Management

Collaborate with relevant regional authorities and stakeholders to create a shared understanding of airspace management and minimize conflicts with other air traffic.



Environmental Sustainability and Economic Viability

Low Emissions

Promote energy-efficient technologies and practices in line with environmental policies.

Noise Abatement

Understand potential noise impacts at the source and recommend noise reduction technologies and initial operational procedures to minimize community impact, including wildlife.

Financial Sustainability

Consider a sustainable business model that attracts investments and maintains operational viability over the long term.

Workforce Development

Utilize the integration of AAM to foster local employment opportunities in various domains, including operations, maintenance, and administrative roles.



Infrastructure, Demand Capacity and Technology Scalability

Vertiport Infrastructure

Update local government land development codes via a model vertiport permitting process to enable efficient AAM operations and minimize impacts on communities.

Grid and Fuel Sustainability

Address the stress on the electrical grid, plan for appropriate infrastructure improvements and supporting policies.

Demand Capacity Building (DCB)

The implementation strategy should provide a foundation that can support DCB from market entry to scalable operations and usage.

Flexible and Scalable Technology Development

Plan to build architecture for AAM services that is flexible and

Collaborative Outcomes

The insights and outcomes generated by the collaborative will inform tasks, which include:

Task 4: Public Outreach and Education Strategy: Develop a comprehensive plan to inform and educate the public about the benefits and challenges of AAM.

Task 5: AAM Regional Policy Framework: Formulate and refine regional policy guidelines that cater to the unique needs and constraints of the San Diego region.

Task 6: Regional AAM Implementation Strategy: Create a roadmap for regional implementation of AAM, keeping in view the broader transportation network.



Advanced Air Mobility

Mobility Working Group | Item 4
June 13th, 2024
Katelyn McCauley

1



SANDAG Advanced Air Mobility

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What is Advanced Air Mobility?

Advanced Air Mobility (AAM) is an overarching term to describe an emerging market within the aerospace industry exploring the use of novel aircraft and supporting infrastructure aimed to provide additional aerial capacity for various use cases, such as freight, emergency services, and people movement.

Regional Air Mobility (RAM)

- Air transport connecting inter-city and/or regional destinations
- Routes up to ~ 30 miles

Urban Air Mobility (UAM)

- Transportation of passengers and cargo in and around urban environments
- Routes up to ~ 30 miles

Early Deployment Examples:

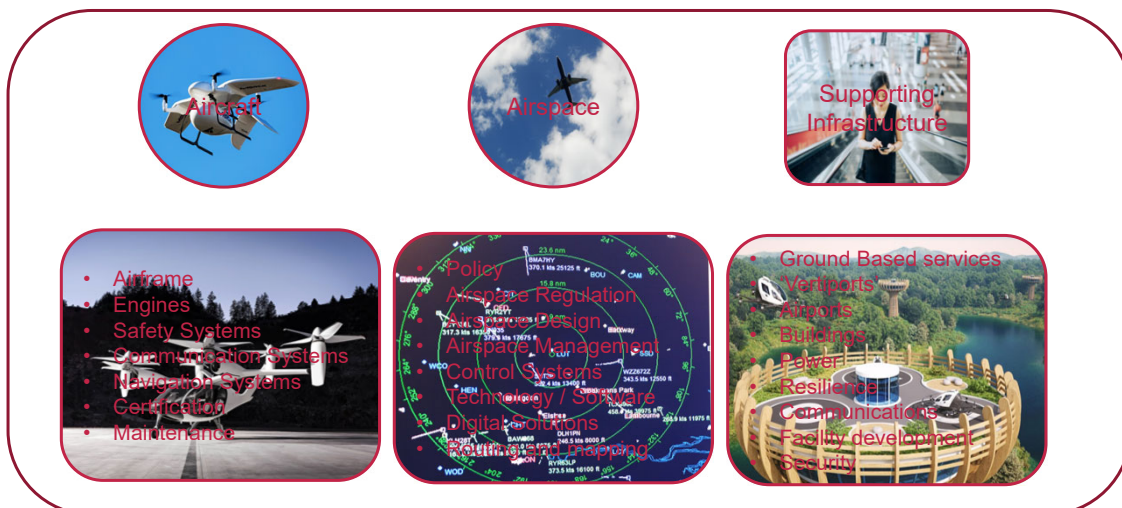
- Paris 2024 Olympics
- Innovate/LA 28
- Ohio DOT – Drive Ohio UAS Center
- New York
- San Diego IPP



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AAM Components



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Land Use and Infrastructure Considerations

“Vertiport” Infrastructure Concepts



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SANDAG AAM Vision for Early-Stage Planning

SANDAG AAM aims to develop a **comprehensive, equitable, sustainable, and resilient multi-modal transportation network**, with robust air transport, that extends beyond the San Diego jurisdictional line and enables the **safe, expeditious movement of goods, services, and people**.

Key concepts being developed through this phase of the project include

- an assessment of the AAM industry,
- a framework for regional AAM policy considerations,
- a high-level implementation strategy,
- and a stakeholder and public engagement strategy.



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SANDAG AAM Project & Collaborative

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Task 2: AAM Industry Assessment

Industry Assessment

Advanced Air Mobility in San Diego

A review of publications in the AAM Industry from OEMs and existing use cases through to industry guidance and regulations.

[View Document List](#)

Information by Focus Area

- Community Engagement
- Environment & Sustainability
- Infrastructure
- Commercial
- Regulatory
- Safety
- Technology
- Transport Connectivity
- Workforce Development

AAM Industry Assessment

- Completed in April 2024, the AAM Industry and Markey Assessment Report explore the current state of the market, AAM elements and key industry actors, as well as how these components are relevant to the priorities of the San Diego region.

AAM 101

- AAM 101 was presented to SANDAG's AAM Project Development Team (PDT) and the SANDAG AAM Collaborative in January 2024.

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Task 3: SANDAG AAM Collaborative



Establish a clear and uniform vision for integrating AAM in the region



Address major concerns and needs



Define individual roles and responsibilities



Identify non-negotiables as they relate to permitting and transportation integration



Consider CEQA & NEPA implications



Focus on designing efficient vertiport facilities and operations

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Task 3: Work Streams & Focus Areas

Operational Efficiency, Safety and Security

Seamless Multi-modal Connectivity

Optimal Airspace Management

Safety & Security Framework

Step-by-step

Infrastructure, Demand Capacity and Technology Scalability

Vertiport Infrastructure

Grid and Fuel Sustainability

Demand Capacity Building

Flexible and Scalable Technology Development

Environmental Sustainability and Economic Viability

Low Emissions

Noise Abatement

Financial Sustainability

Workforce Development

Equity, Public Benefit and Engagement

Emergency Services Enhancement

Public Awareness and Acceptance

Stakeholder Collaboration

Inclusive and Equitable Mobility

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Task 4: Public Outreach & Educational Strategy

AAM San Diego Stakeholder Engagement Phasing		When do they need to be engaged?		
Who are we engaging?		Now	Near-Mid Term	Long Term
	Aircraft Manufacturing, Maintenance & Operations			
	Airport and Port Authority			
	Community & Non-Profit Organizations			
	Economy and Workforce			
	Educational Institutions & Organizations			
	Emergency Services & Public Health			
	Environmental Management & Planning			
	Government Agencies & Representatives			
	Land Use, Development & Management			
	Planning and Modeling			
	Public Works & Utilities			
	Transportation Departments, Planners & Services			

Public Outreach & Education Strategy

- Work kicked off for this task in early March 2023.
- Our team developed a comprehensive list of regional and relevant stakeholder groups, vetted among our Collaborative participants in April 2024, to determine the appropriate engagement timeline for regional and relevant stakeholders as work progresses to better understand the opportunities for AAM integration within the region.

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Task 5: AAM Regional Policy Framework

AAM Regional Policy Framework

- Kicked off early March 2024.
- This task will focus on leveraging existing policies, zoning districts, land use, and land development codes in both urban and rural environments to assess the strengths and weaknesses of the region in its current state.
- The results and associated gap analysis will be shared to the AAM Collaborative and/or regional policy stakeholders as an example for municipalities to leverage to determine if AAM is an appropriate solution for their respective jurisdiction.

ORLANDO ADVANCED AIR MOBILITY	
Advanced Air Mobility Vertiport Checklist	
<input type="checkbox"/> Identify location of proposed vertiport site	Request/Date: _____
<input type="checkbox"/> Conduct upfront planning and environmental processes, as applicable	Request/Date: _____
<input type="checkbox"/> Determine applicable zoning requirements	Request/Date: _____
<input type="checkbox"/> Apply & receive Conditional Use Permit through the City of Orlando	Request/Date: _____
<input type="checkbox"/> Submit Vertiport Application to the City of Orlando (with copy to GOAA, if needed)	Request/Date: _____
<input type="checkbox"/> File FAA Part 119-1 Landing Area Proposal	Request/Date: _____
<input type="checkbox"/> Receive No Objection Letter from FAA	Request/Date: _____
<input type="checkbox"/> File FDOT Airport Site Approval Application	Request/Date: _____
<input type="checkbox"/> Receive Vertiport Application Approval from City of Orlando	Request/Date: _____
<input type="checkbox"/> Submit FAA 2010-5 Form to obtain LOC ID and Site Number	Request/Date: _____
<input type="checkbox"/> Receive FDOT Approval	Request/Date: _____
<input type="checkbox"/> Begin Construction	Request/Date: _____
<input type="checkbox"/> FAA site visit Post-construction prior to operation	Request/Date: _____
<input type="checkbox"/> Submit & receive Certificate of Occupancy for buildings on-site (if applicable)	Request/Date: _____
<input type="checkbox"/> Register vertiport with FDOT	Request/Date: _____
<input type="checkbox"/> Begin Operations	Request/Date: _____

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Task 6: Regional AAM Implementation Strategy



Developing an actionable roadmap for AAM in the San Diego Region

- Task 6 kicked off in April 2024 and is expected to be delivered ahead of schedule by December 2024.
- This task will identify near and longer-term projects and use cases to build upon in subsequent phases.
- It is anticipated that this deliverable will provide recommendations for foundational requirements, like energy and connectivity infrastructure, that will require near-term implementation to lay the groundwork for future deployment and scalability.

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Questions?

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- ✉ Email: katelyn.mccauley@sandag.org

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June 13, 2024

Smart Growth Incentive Program: Cycle 6 Call for Projects

Overview

The [TransNet Extension Ordinance](#) provides funding for several competitive grant programs that help implement the SANDAG Regional Plan, including the Smart Growth Incentive Program (SGIP). The SGIP provides funding to the region's 18 cities and the County of San Diego for transportation-related infrastructure and planning projects that catalyze compact, mixed-use development focused near public transit, jobs, services, and public facilities to maximize the use of existing infrastructure, preserve open space and natural resources, and increase housing and transportation choices around the region. Since 2009, the SGIP has invested approximately \$60 million dollars in planning and capital projects throughout our region.

Key Considerations

Similar to [previous funding cycles](#), staff proposes two categories of funding for planning and capital projects.

Additionally, a [mitigation measure](#) in the 2021 Regional Plan Environmental Impact Report includes providing grants to jurisdictions to prepare or make updates to their climate action plans. Therefore, a third category for climate action plans will also be included. The majority of funds would be made available in the capital category of funding.

With the adoption of the 2021 Regional Plan and Sustainable Communities Strategy, SANDAG embraced mobility hub areas as the land use strategy to concentrate housing and job growth in the region. In this upcoming cycle of funding, Smart Growth Opportunity Areas will be removed and staff is proposing no geographic boundaries to be eligible for funds. Funding will be prioritized for projects that best align with the 2021 Regional Plan and its mitigation measures.

Staff is bringing the draft evaluation criteria (Attachment 1) for discussion with SANDAG Working Groups and Policy Advisory Committees for input. Feedback received will be used in the development of the final call for projects.

Next Steps

Based on feedback received, Staff will update the evaluation criteria, and bring the final call for projects to the TransNet Independent Taxpayer Oversight, Regional Planning, and Transportation Committees for recommendation of approval by the SANDAG Board of Directors in November 2024.

Action: Discussion

Staff will present an overview of the SGIP and solicit feedback on evaluation criteria and other items for use in the Cycle 6 Call for Projects.

Fiscal Impact:

Up to \$35 million dollars could be made available through the Cycle 6 call for projects through OWP No. 3300100: TransNet Smart Growth & Active Transportation Grant Programs.

Schedule/Scope Impact:

Pending Board approval, staff anticipates releasing the SGIP Cycle 6 Call for Projects in November 2024.

Susan Huntington, Director of Financial Planning, Budgets, and Grants

Attachment: 1. Draft Evaluation Criteria

Smart Growth Incentive Program (SGIP) Cycle 6 Call for Projects Draft Evaluation Criteria

CAPITAL PROJECTS

No.	CRITERIA	POINTS POSSIBLE
1.	RELATIONSHIP TO REGIONAL TRANSIT	10
	The project is located within a Mobility Hub or Transit Priority Area	
2.	FURTHERS REGIONAL PLAN AND SUSTAINABLE COMMUNITIES IMPLEMENTATION STRATEGIES	20
A.	The degree to which the project furthers Mobility Hub implementation	5
B.	The degree to which the project furthers the Sustainable Communities Strategy	5
C.	The degree to which the project furthers Vision Zero policies and goals	5
D.	The degree to which the project furthers equity and benefits disadvantaged communities	5
3.	SMART GROWTH POLICY IMPLEMENTATION	15
	Land Use, Urban Design, Mobility, Sustainability, Resilience (3 points each)	
4.	PROJECT READINESS	20
A.	Project development milestones that are completed on or before the Application Deadline. <ul style="list-style-type: none"> Neighborhood level plan, corridor study, or community active transportation strategy. (2 points) Environmental clearance (CEQA) or evidence that environmental clearance is not required. (3 points) Completed right-of-way acquisition and all necessary entitlements or evidence that right-of-way acquisition is not required. (4 points) Progress toward the project being ready to bid for construction. (6 points) 	15
B.	The degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget.	5
5.	BOARD POLICY No. 033	25
A.	ProHousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	12.5
B.	Housing Equity/Affirmatively Furthering Fair Housing	12.5
6.	MATCHING FUNDS	10
	Points will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	
	TOTAL	100

PLANNING PROJECTS

No.	CRITERIA	POINTS POSSIBLE
1.	RELATIONSHIP TO REGIONAL TRANSIT	10
	The project is located within a Mobility Hub or Transit Priority Area	
2.	FURTHERS REGIONAL PLAN POLICIES AND IMPLEMENTATION STRATEGIES	20
A.	The degree to which the project furthers Mobility Hub implementation	5
B.	The degree to which the project furthers the Sustainable Communities Strategy	5
C.	The degree to which the project furthers Vision Zero policies and goals	5
D.	The degree to which the project furthers equity and benefits disadvantaged communities	5
3.	SMART GROWTH POLICY IMPLEMENTATION	15
	Land Use, Urban Design, Mobility, Sustainability, Resilience (3 points each)	
4.	PROJECT FEASIBILITY	10
	The degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget.	
6.	BOARD POLICY No. 033	25
A.	ProHousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	12.5
B.	Housing Equity/Affirmatively Furthering Fair Housing	12.5
7.	MATCHING FUNDS	5
	Points will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	
	TOTAL	100

CLIMATE ACTION PLANS

No.	CRITERIA	POINTS POSSIBLE
1.	CLIMATE ACTION PLAN CONTENTS	20
A.	The project includes a greenhouse gas (GHG) emissions inventory for an appropriate recent baseline year, in accordance with adopted protocols, and includes GHG emissions forecasts and reduction targets for 2035 and 2050.	10
B.	The degree to which the project will include specific, quantifiable GHG reduction measures that will achieve the GHG reduction targets.	10
2.	IMPLEMENTATION AND MONITORING	30
A.	Program for implementing each GHG emissions reduction measure, including but not limited to identification of responsible parties, key actions, timeline, costs, and funding sources.	15
B.	Inclusion of a program for monitoring progress toward achievement of the GHG emissions reduction target(s), including but not limited to metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.	15
4.	COMMUNITY ENGAGEMENT AND OUTREACH	10
	The degree to which community engagement will be incorporated into the development, implementation, and/or monitoring of the CAP.	
5.	PROJECT FEASIBILITY	10
	The degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget.	
6.	BOARD POLICY No. 033	25
A.	ProHousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	12.5
B.	Housing Equity/Affirmatively Furthering Fair Housing	12.5
7.	MATCHING FUNDS	5
	Points will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	
	TOTAL	100



Smart Growth Incentive Program (SGIP) Cycle 6 Call for Projects

Evaluation Criteria Discussion

Mobility Working Group | Item 5
Jenny Russo | Stacey Cooper
June 13, 2024

1

Agenda



Program Overview



SGIP Cycle 6 Updates



Evaluation Criteria



Discussion

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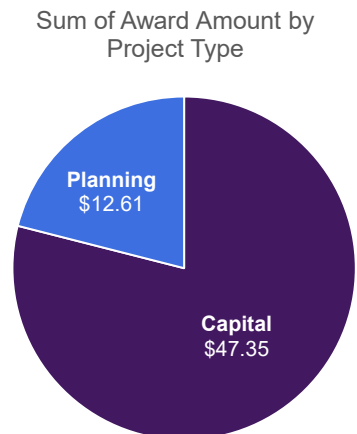
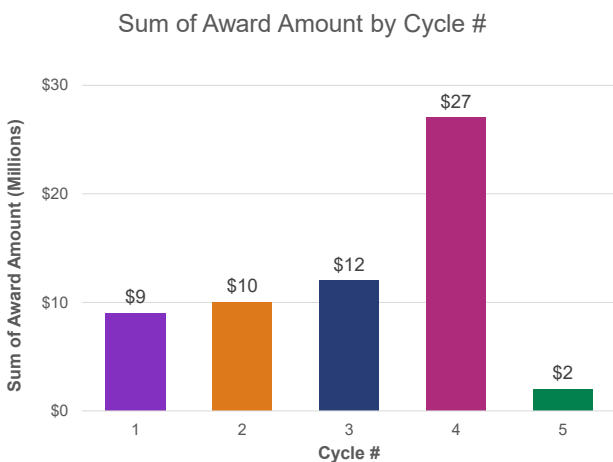
SGIP Overview

- Competitive grant program for local jurisdictions funded by TransNet
- Funds comprehensive public infrastructure projects and planning activities
- Facilitates compact, mixed-use, transit-oriented development and increases housing and transportation choices



3

SGIP Awards, Cycle 1 - 5



4

SGIP Projects

More than 70 planning & capital projects throughout the region

Projects include:

- Enhanced downtown streetscapes
- City plaza gathering and beautification projects
- Safer street design to include enhanced pedestrian and bike infrastructure
- Climate Action Plans, TOD Studies and Specific Plans, etc.

Third Avenue Streetscape Implementation



Armorlite Complete Street Corridor



Lemon Grove Trolley Plaza



Downtown Wayfinding Signage



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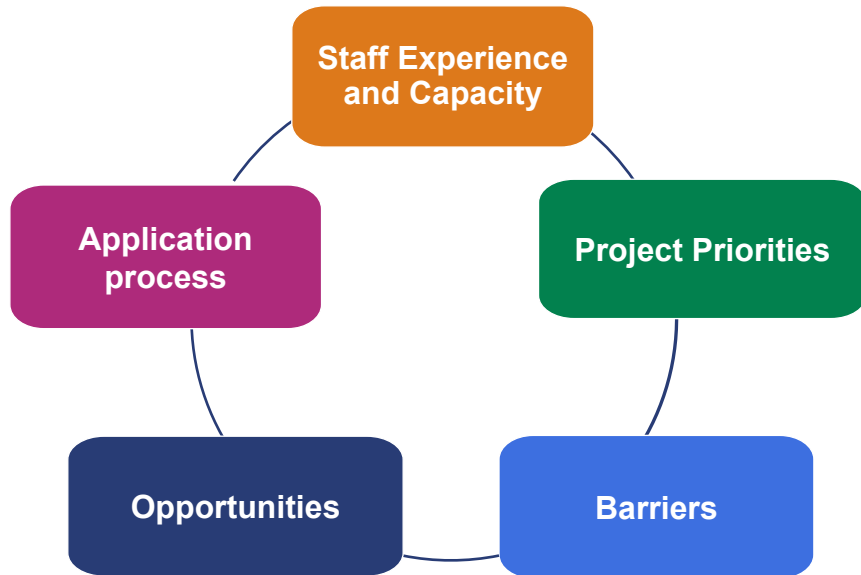
SGIP Cycle 6 Updates

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6

Local Staff Considerations

Feedback from the November 2023 Kickoff Event with staff from local jurisdictions.



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Program Description

SGIP, funded through TransNet, provides funding for transportation-related infrastructure improvements and planning efforts that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices.

New! Proposing no geographic constraints, but projects must:

- Advance multimodal transportation
- Better integrate transportation and land use
- Demonstrate meaningful reductions to vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions
- Advance equity
- Align with the 2021 Regional Plan and Sustainable Communities Strategy

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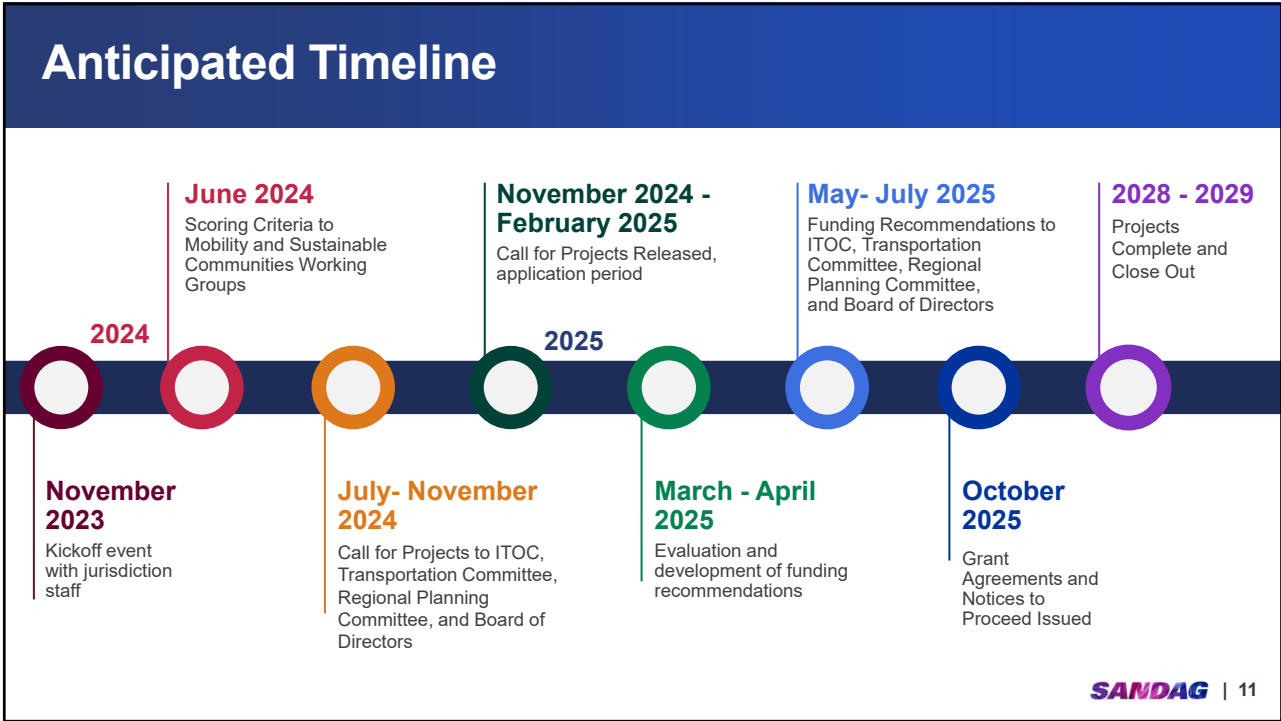
Grant Categories Three categories will be made available	SGIP Cycle 6 Call for Projects	Climate Action Planning	Planning	Capital
	Description	To prepare or update CAPs and GHG reduction plans that keep pace with state targets and goals for GHG emission reductions	Includes plans and processes that accelerate smart growth activities but will not directly result in the construction of a public improvement project.	Will eventually result in the construction of public improvements. Project phases can include environmental, design (conceptual, preliminary, or final), right-of-way, and construction.
	Example Projects	New or updates to existing climate action plans and GHG reduction plans	Curb management plans, specific or area plans, transit-oriented development plans, complete streets plans or policies, rezoning or zoning updates, Program-level environmental clearance, density bonus ordinance, etc.	Updating housing supportive infrastructure, bike and pedestrian infrastructure enhancements, traffic calming infrastructure such as roundabouts, streetscape or placemaking enhancements for pedestrians, projects listed in CAPs as applicable, etc.

Cycle 6 Funding Overview

Available Funding: \$35 million

Proposed Allocation

	Climate Action Planning	Planning	Capital
Minimum	\$150,000	\$150,000	\$500,000
Maximum	\$400,000	\$750,000	\$3,000,000
Performance Period (NTP +)	3 years (36 months)	3 years (36 months)	3.5 years (42 months)



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Evaluation Criteria

Proposed categories of evaluation criteria for further discussion

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Draft Evaluation Criteria

Planning and Capital

Planning	Percent	Capital	Percent
1. Relationship to Regional Transit	10%	1. Relationship to Regional Transit	10%
2. Furthers Regional Plan and Sustainable Communities Implementation Strategies	20%	2. Furthers Regional Plan and Sustainable Communities Implementation Strategies	15%
3. Smart Growth Policy Implementation	15%	3. Smart Growth Policy Implementation	15%
4. Project Feasibility	25%	4. Project Feasibility	30%
A. Efficient Use of Program Funds (15%)		A. Major Milestones Completed (10%)	
B. Community Engagement (10%)		B. Efficient Use of Program Funds (15%)	
		C. Community Engagement (5%)	
5. Board Policy 33	25%	5. Board Policy 33	25%
6. Matching Funds	5%	6. Matching Funds	5%

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Draft Evaluation Criteria

Climate Action Planning

New or updates to local Climate Action Plan

Climate Action Planning	Percent
1. Climate Action Plan Contents	20%
A. GHG Emissions Inventory (10%)	
B. GHG Reduction Measures (10%)	
2. Implementation and Monitoring	25%
A. Implementation Program (12.5%)	
B. Program Monitoring (12.5%)	
3. Project Feasibility	25%
A. Efficient Use of Program Funds (15%)	
B. Community Engagement (10%)	
5. Board Policy 33	25%
6. Matching Funds	5%

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Board Policy 33

Eligibility for Board Policy 33 points: Compliant housing element and submitted APR up to date.

Accounts for 25% of points

- 1. Pro-housing Policies*.** A local jurisdiction may earn up to half of the total points awarded under this Policy by demonstrating that it has implemented policies that accelerate the production of housing in the four categories listed below:
 - Favorable Zoning and Land Use.
 - Acceleration of Housing Production Timeframes
 - Reduction of Construction and Development Costs
 - Providing Financial Subsidies
- 2. Housing Equity/Affirmatively Furthering Fair Housing.** A local jurisdiction may earn up to half of the total points awarded under this Policy by addressing housing inequity and providing solutions to foster equitable and inclusive communities.

* Jurisdictions with Pro-housing designation will be awarded full points.

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2024 TransNet Triennial Performance Audit Recommendations

Performance Measures

More Detailed Scopes of Work

Stronger Performance Monitoring and Reporting

Detailed Site Visits

Photos and Documentation

Final Project Report and Closeout

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Changes to Call for Projects Process

More Detailed
Scoring Rubrics



Encourage
Evaluator
Consensus



Use Average
Scores



Geographic
Funding
Distribution



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June 13, 2024

San Diego Regional Vehicle Miles Traveled Mitigation Program

Overview

[California Senate Bill \(SB\) 743](#), also known as the Vehicle Miles Traveled (VMT) Policy, became effective on July 1, 2020. The bill requires local agencies to use VMT to assess the environmental impacts of land development projects on the transportation system. The San Diego Association of Governments (SANDAG) and the County of San Diego have received a Caltrans Strategic Partnership Grant for the development of a Regional VMT Mitigation program for the San Diego Region. The program will strive to develop an equitable and feasible path forward for new developments to mitigate their VMT related impacts through an interregional program-based on regional infrastructure needs.

Action: Information

Staff will present the scope and timeline of the San Diego Regional Vehicle Miles Traveled Mitigation Program.

Fiscal Impact:

The project is part of SANDAG's FY 2025 Budget and Overall Work Program.

Schedule/Scope Impact:

The project is expected to be completed by December 2025.

Key Considerations

- Auto delay, as measured by Level of Service (LOS), may no longer be used as the metric for assessing transportation impacts under the California Environmental Quality Act (CEQA).
- The State of California has indicated that VMT is the appropriate metric to evaluate transportation impacts under CEQA (see Office of Planning and Research [Technical Advisory](#) on Evaluating Transportation Impacts in CEQA).
- The change from LOS to VMT has resulted in significant challenges for developments within suburban and rural areas as they attempt to feasibly mitigate their impacts based on localized improvements.
- The San Diego Regional VMT Mitigation Program could help provide a bridge for development to feasibly mitigate their VMT related impacts by allowing them to invest in multi-modal infrastructure where it is most effective and provides the most benefit.
- It could also provide an equitable option for smaller developments that struggle to find affordable mitigation.

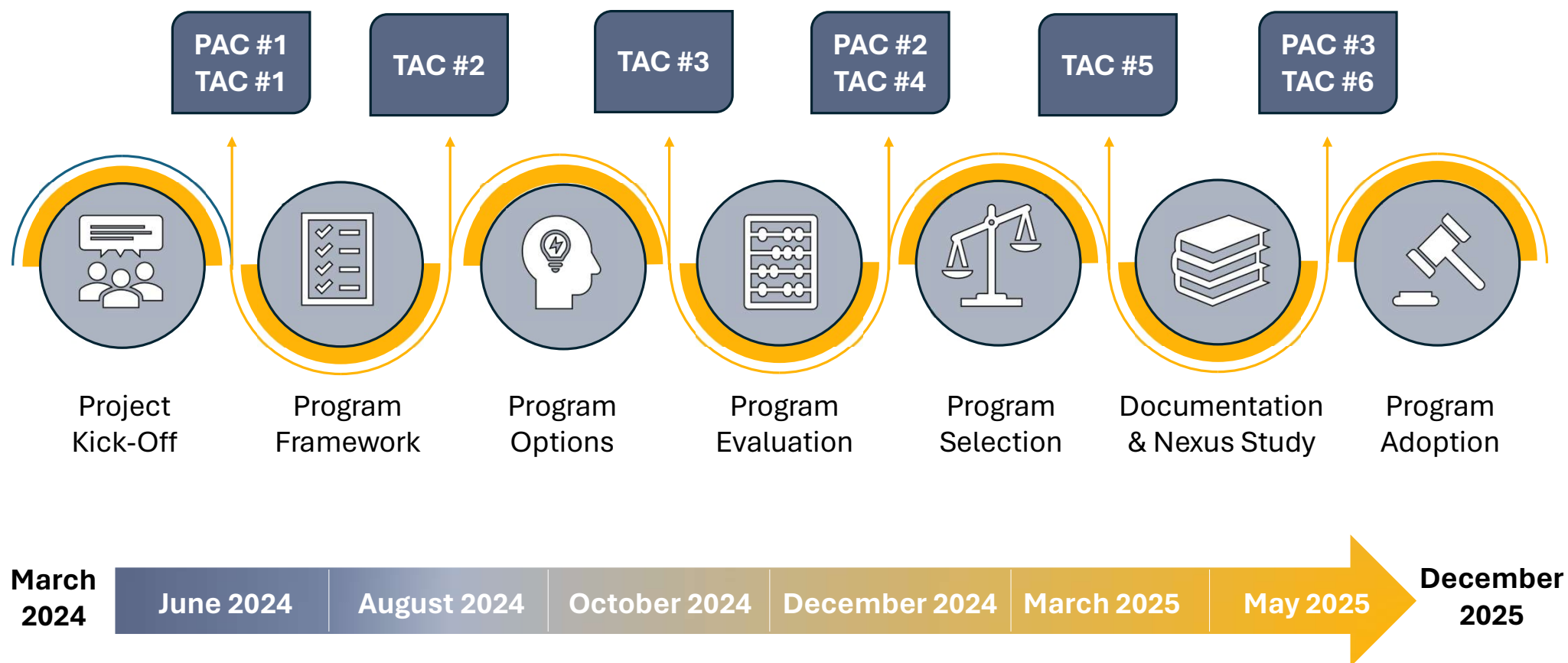
Next Steps

The project kicked off in late March with a final report and recommendations expected in December 2025 (Attachment 1). SANDAG and the County will be establishing a Technical Advisory Committee to assist with project development. Interim work products will be brought to the Mobility Working Group and Transportation Committee for discussion and input.

Keith Greer, Deputy Director, Environmental Compliance and Climate

Attachment: 1. Project Schedule

4 Schedule





Transit Fare Discount Study

Mobility Working Group

Mobility Working Group | Item 7
Ashley Wiley, Regional Planner
Brian Lane, Senior Transit Planner
June 13, 2024

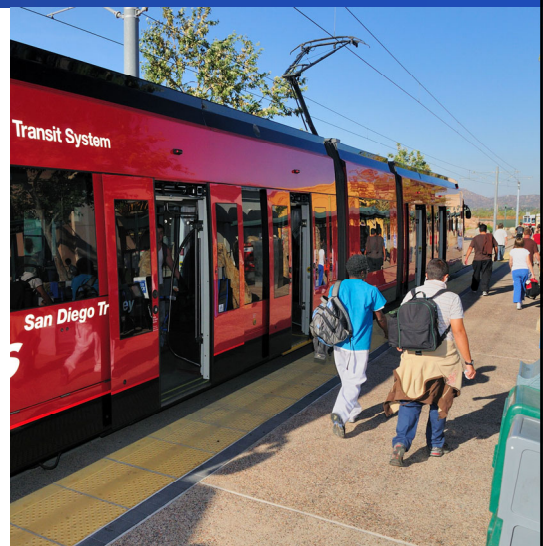
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Beyond Youth Opportunity Pass

Purpose of this Study:

1. Identify what other transit fare discount programs SANDAG could offer in the future*
2. Learn the community's priorities for these types of programs
3. Research which types of programs are most feasible

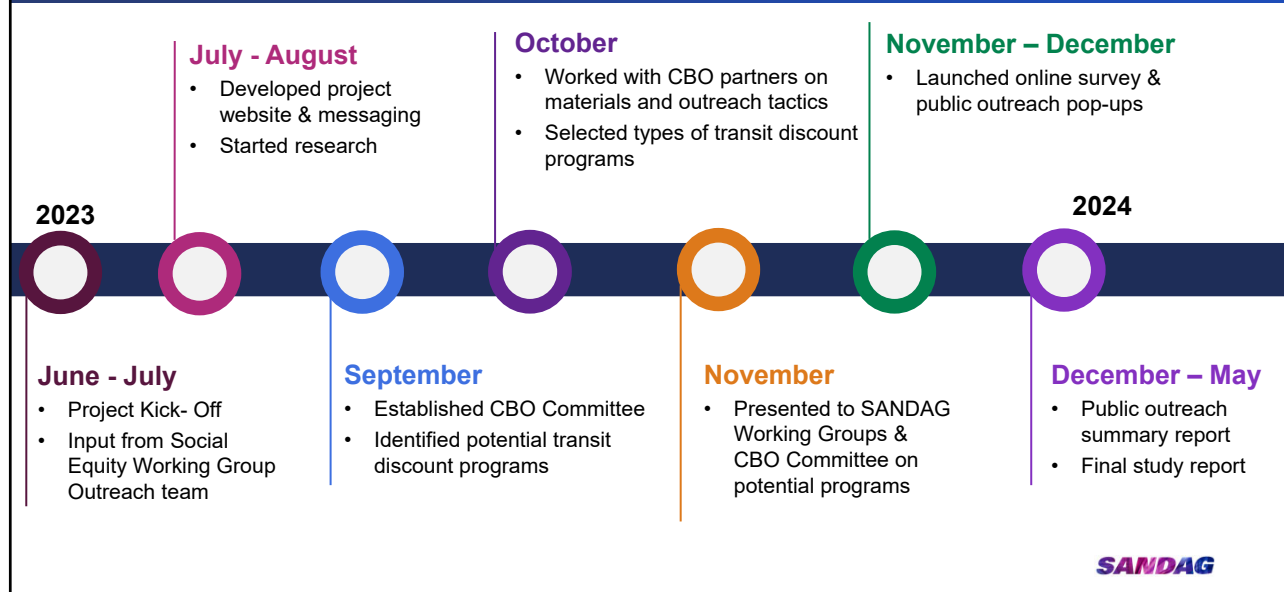
**if future funding sources become available, realizing there are tradeoffs between transit operation funding and discounts*



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Project Timeline



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Study Goals

1. Make transportation more equitable
2. Get more people riding
3. Improve climate/sustainability
4. Minimize transit cost impacts
5. Maintain a good customer experience
(including safety & security)
6. Maintain transit operations, performance, and maintenance as current conditions



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Analysis of Transit Fare Programs in Other Cities

1. **Kansas City** – RideKC
2. **Albuquerque** – ABQ Ride
3. **Seattle** – King County Metro
4. **Los Angeles** – LA Metro
5. **Denver** – RTD Denver
6. **San Francisco** – BART
7. **Philadelphia** – Septa



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Public Engagement



1. Surveys

- Online and paper made available

2. In-person pop-up activities in social equity focus communities

- Attended existing community events
- Hosted tables intercepting riders at transit centers
- Co-hosted these events with CBO partners

3. Stakeholder Engagement

- Mobility and Social Equity WGs

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Ranking Priorities under Circumstances of Limited Funding

- Keep transit coming frequently (ex. every 15 minutes)
- Keep all service hours (early morning, evenings and weekends)
- Lower or free fares (for some groups)
- Maintenance (cleaning and fixing things)
- Transit stop amenities (ex. benches, shade structures, or digital displays)
- Safety and security: ex. lighting and staff
- Expanding routes into new areas

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Ranking Potential Transit Discount Programs

1. Continue free youth transit program for 18 and under
2. Expand free youth transit to people 24 and under
3. Free or discounted passes for people with low incomes
4. Free or discounted passes for...
 - 65 and older
 - All students
 - Veterans

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In-Person Pop-Up Activities



Choose top 3 discount programs

Results:

1. Low-income
2. Seniors
3. Youth Opportunity Pass (current)

Preferences for investing transit funds

Results:

1. Frequent and fast transit
2. Safety
3. Fare discounts

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Survey Results



Prioritize transit fare discount programs

1. Low-income
2. Youth Opportunity Pass (current)
3. All students

Preferences for investing transit funds

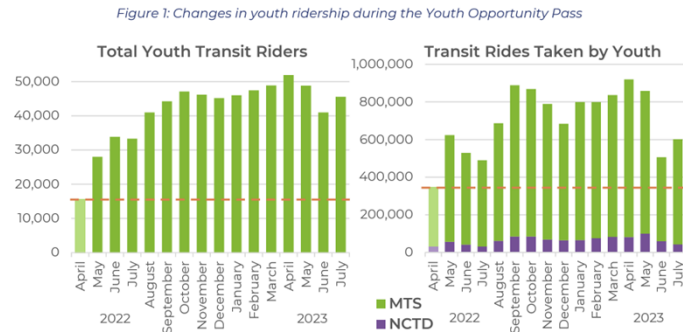
1. Frequent and fast transit
2. Service hours
3. Fare discounts

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Programs Analyzed

1. Continue Youth Opportunity Pass
2. Expand Youth Opportunity Pass to 24 and under
3. Youth Transit Discount for 19-24



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Other Programs Analyzed

4. Low-income Program
5. Program for Special User Types (Reduced)
6. Program for Special User Types (Zero Fare)



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Other Programs Analyzed

- 7. Fare discount for higher education students
- 8. Fare discount for all users
- 9. No-cost fares for all users



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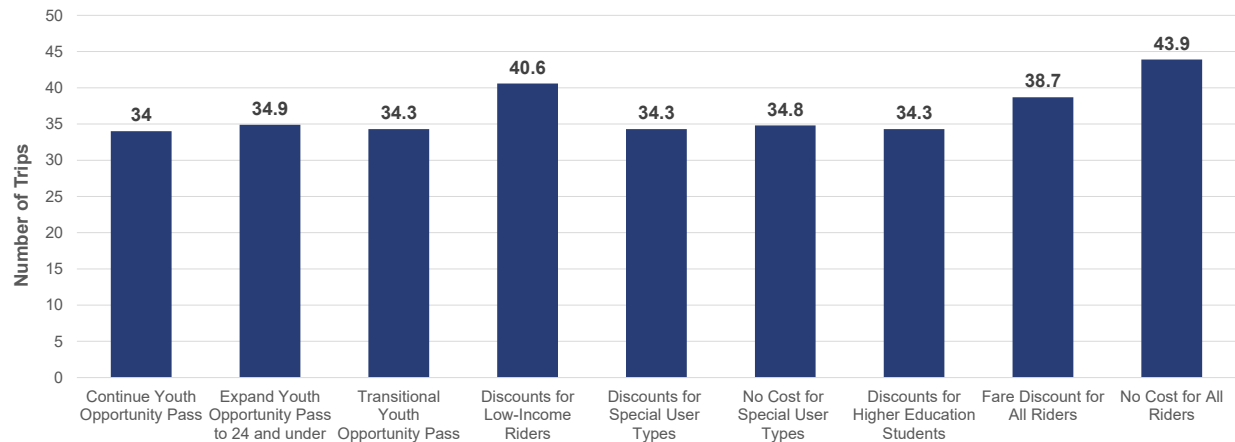
Analysis of Potential Program Impacts

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Transportation Equity

Number of Trips for Riders with Under \$35K in Household Income
(Millions)

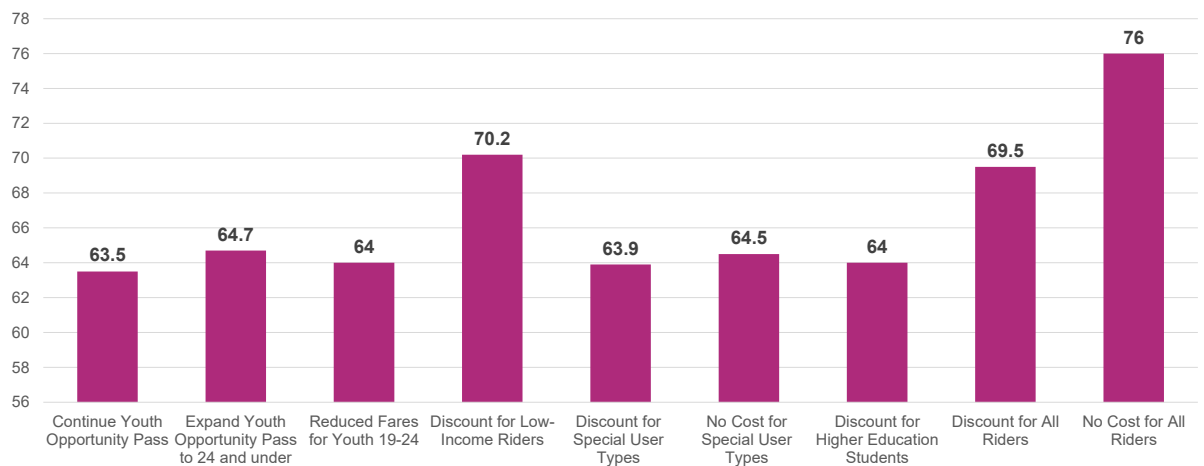


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Ridership

Estimated Total Transit Rides Every Year
(Millions)



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Costs

	1	2	3	4	5	6	7	8	9
	Continue Youth Opportunity Pass	Expand Youth Opportunity Pass to 24 and under	Reduced Fares for Youth 19-24	Discount for Low-Income Riders	Discount for Special User Types	No Cost for Special User Types	Discount for Higher Education Students	Discount for All Riders	No Cost for All Riders
Operations/Maintenance	\$431M	\$434M	\$432M	\$449M	\$432M	\$433M	\$432M	\$447M	\$467M
Fares Collected	\$65M	\$58M	\$62M	\$46M	\$62M	\$59M	\$60M	\$37M	\$2.4M
Savings from Not Having to Collect Fares	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$12.9M
Admin Work: Processing Applications to Use Program	*Slightly more	*Slightly more	*Slightly more	\$2.9M	*Slightly more	*Slightly more	*Slightly more	N/A	N/A
Extra Operations Cost	\$0	+\$10M	+\$4M	+\$40M	+\$4M	+\$9M	+\$6M	+\$44M	+\$86M
% Change from Baseline (including YOP)	N/A	+2.7%	+1.1%	+10%	+1.1%	+2.5%	+1.6%	+12%	+23%

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Other Impacts Analyzed

- Service
 - Operations
 - Network Performance
 - Maintenance
- Customer Experience
 - Overall Rider Effects
 - Safety and Security
- Climate and Sustainability
- Access & Program Administration
 - Ease of Transit Access/Use
 - Admin Time verifying
 - Technology concerns
 - Political concerns



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Key Takeaways

- Frequency, service improvements, and safety are funding priorities for the public and transit operators
- Keep the Youth Opportunity Pass!
- Consider low-income fares if eventually there is a sustainable funding source for a program such as this

Next steps

Summer 2024

- Finishing report on study results
- Results incorporated in the 2025 Regional Plan

By 2030


- New transit investments and discount program(s)*

**subject to funding*



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