

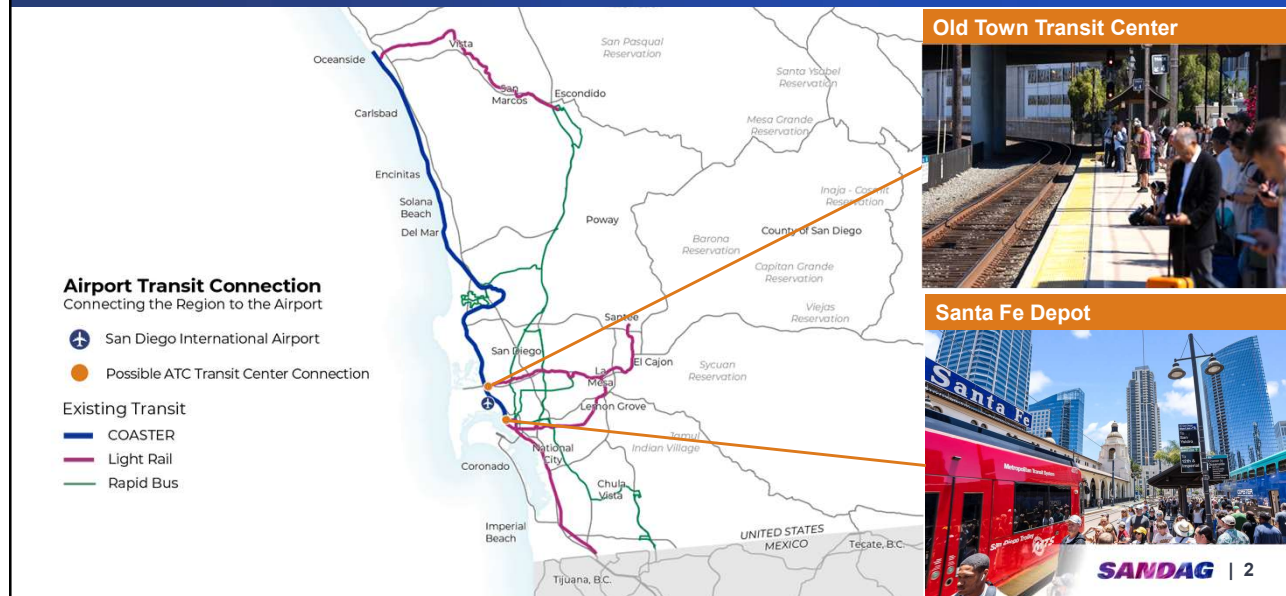


Airport Transit Connection Update

Transportation Committee | Item 7.2
Marisa Mangan, Senior Regional Planner
September 5, 2025

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Regional Level Considerations Connecting to Existing Regional Rail Network



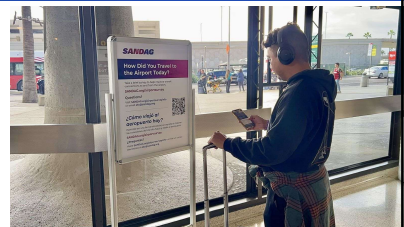
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Airport Travel Survey

Key Highlights

Airport Travel Survey Summary Fall 2024

- Post-pandemic data on how residents, visitors, and employees travel to/from the airport
- Survey period: 9/30/24 – 12/2/24
- Nearly 5,000 responses collected
 - In-person interviews conducted throughout airport and onboard transit
 - Supplemental online survey responses collected
- Survey data is updating the SANDAG transportation model and inform the ATC planning process

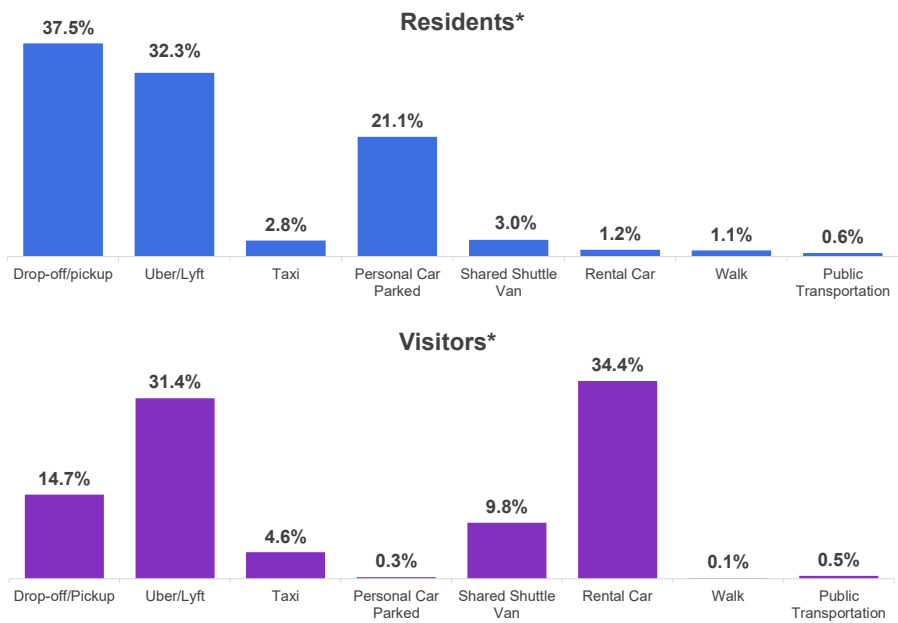


How Do Departing Passengers Get to the Airport?

Other Airports:

Nearly half of resident and visitor respondents used transit at another airport in the last year

**All results are provisional and subject to change*

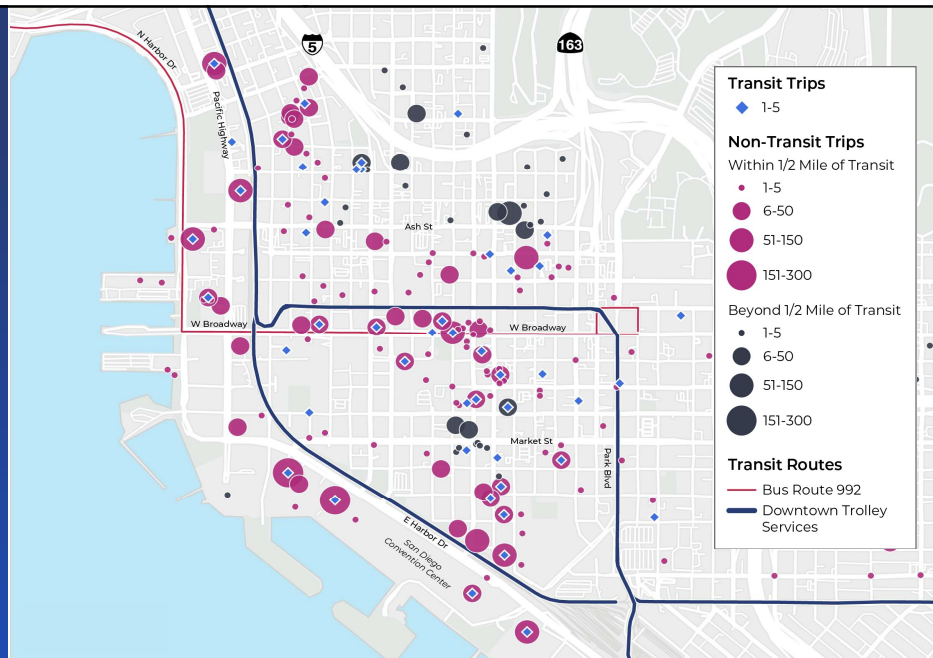


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Where Do Departing Passengers Come From in Downtown SD?

Majority of trips to airport that begin Downtown are near transit routes

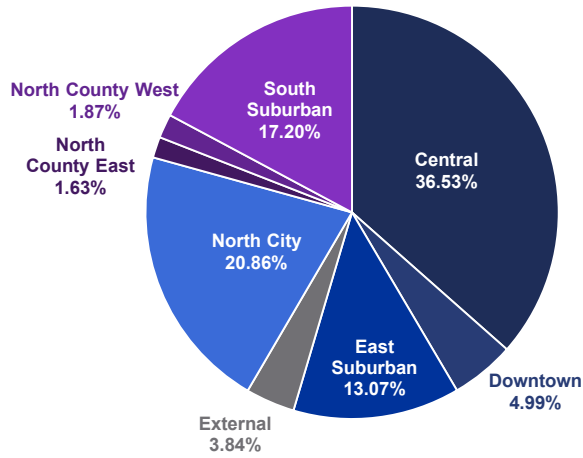
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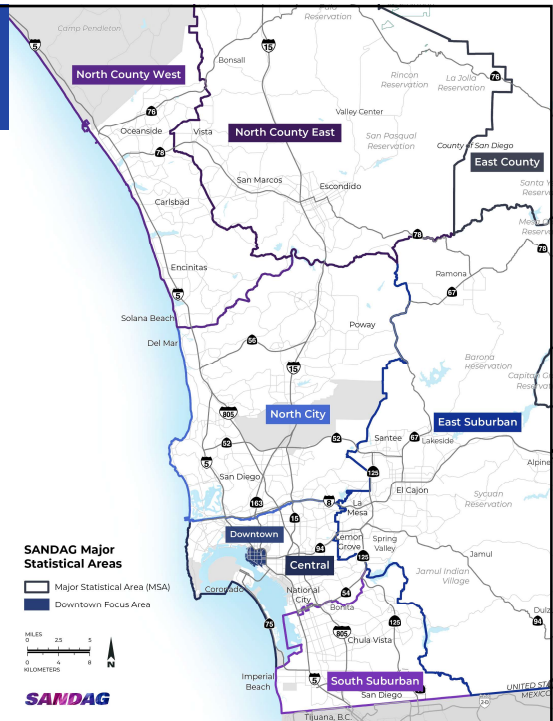
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Where Do Airport Employees Live?

Airport Employees by Trip Origin*



*All results are provisional and subject to change



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Trolley Concept Updates



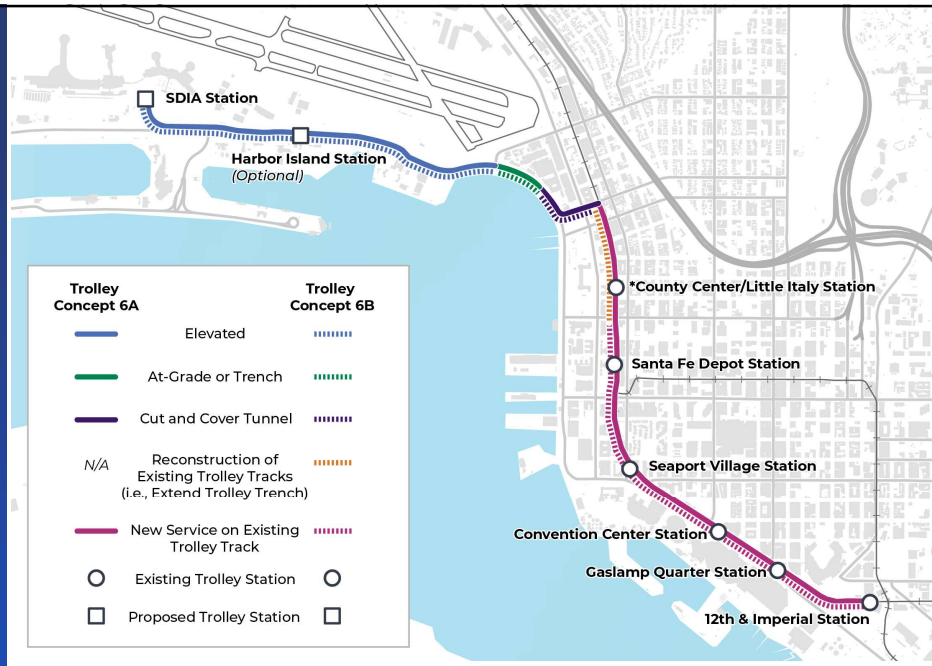
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ATC Trolley Concept

One concept with two variations:

- 6A would share existing tracks with Blue and Green Lines before spur to airport
- 6B would extend Trolley trench south through Ash St. and share tracks with Blue and Green Lines



*The location for the County Center/Little Italy Station is still being evaluated for Trolley Concept 6b. **SANDAG** | 9

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Trolley Concept Updates

- Operational modeling demonstrates that 7.5-minute headways on Blue, Green, and potential Airport Trolley route are feasible
 - Service frequency and funding considerations would be assessed during environmental analysis phase
- Trolley trench assessment
 - Considerations include station spacing, cost of pedestrian circulation infrastructure, and potential right-of-way needs

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ATC Concept Pare Down

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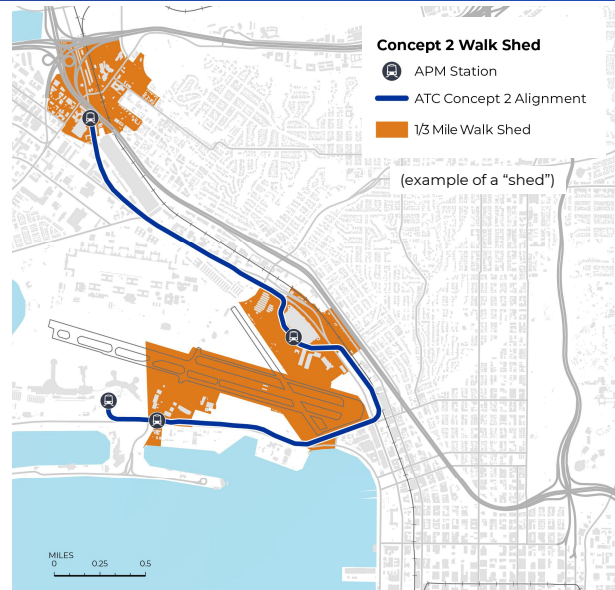
Airport Transit Connection Concepts

- Five automated people mover (APM) concepts with 16 variations that connect the airport to various destinations including:
 - Santa Fe Depot
 - Old Town Transit Center
 - Consolidated Car Rental Center
 - Convention Center
- Two Trolley concept variations connecting Downtown to the airport

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Transit Connectivity

- Pare down metric assesses how well connected each concept is to the regional transit system
- Transit ridership at stations near proposed concepts
 - Existing stations within 1/2-mile of proposed ATC concepts
 - Measures ons, offs, and riders passing through



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Travel Markets

These pare down metrics assess how many people and places are accessible to each concept

Resident Analysis

Total population and harder to reach population of:

- Passengers
- Employees
- College/university users

Visitor Analysis

Number/amount of:

- Jobs
- Hotel rooms
- Conference space

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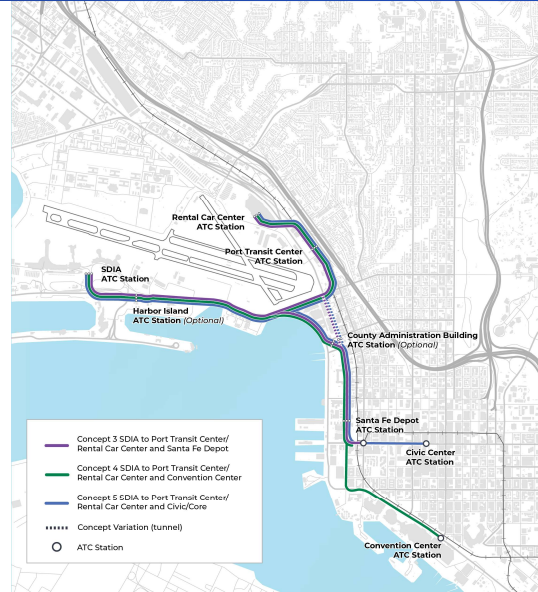
Round 1 Pare Down Outcome and Next Steps

✓ Round 1: pare down based on:

- Transit connectivity
- Travel markets

Result: Remove concepts 1 and 2 (all four 'north-leg only' APM variations)

- Round 2: further pare down based on:
 - Cost, complexity, feasibility
 - Compatibility with stakeholder plans
- Round 3: update ridership to recommend concepts for environmental analysis



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ATC Next Steps

Fall 2025

- Partner agency workshop #2
- Stakeholder roundtable #2
- Complete round 2 concept pare down
- Complete Trolley trench assessment
- Assess options to increase frequency and transit priority for airport bus services

Summer 2025

- Partner agency workshop #1
- Complete round 1 concept pare down
- Complete Trolley operational modeling
- Continue Trolley trench assessment

Winter/Spring 2026

- Model ridership of remaining concepts
- Complete round 3 concept pare down
- Develop environmental clearance strategy
- Continue enhanced bus connections planning

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