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Mobility Working Group

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Agency: SANDAG- Working Groups

Date: Sept. 12, 2024

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Summary

The SANDAG Mobility Working Group met on Thursday, September 12, 2024, to discuss updates on several transportation projects, including the 2023 State of Commute, the Regional Zero-Emission Vehicle Program, the Clairemont Complete Corridors Study, and the Coordinated Plan. The 2023 State of Commute Report highlighted that transit ridership remains below pre-pandemic levels, while total bike counts continue to surpass pre-pandemic numbers. The Regional Zero-Emission Vehicle Program aims to make electric vehicles (EVs) affordable for low-income populations and combat greenhouse gas (GHG) emissions, and continues to collect public feedback and explore marketing strategies. Similarly, the Clairemont Complete Corridors Study, which seeks to improve transportation solutions for communities along Clairemont Drive and Morena Boulevard, and the Coordinated Plan, a 5-year blueprint addressing transit and specialized transportation needs, are actively seeking public input through outreach and engagement events.

Here's what you need to know

- Staff provided updates on the 2023 State of Commute Report, highlighting performance outcome data on safety, pavement conditions, and pedestrian transportation. The report revealed that transit ridership increased from 2021 to 2023, but remains below the 2015 peak, and that current bike counts are higher than pre-pandemic levels, but not as high as the 2020 “bike boom.”
- The Regional Zero-Emission Vehicle Program, set to launch in 2025 if funding is

secured, aims to make EVs affordable to eligible low- to moderate-income households in disadvantaged communities by offering point-of-sale vouchers or discounts on new or used EVs.

- Staff provided updates on the Coordinated Update Plan, a 5-year blueprint for addressing transit and specialized transportation needs, particularly for disadvantaged populations. Revisions, based on public outreach and data analysis, focus on filling gaps, emphasizing accountability, and enhancing equity. A survey is planned to collect information on the transportation needs of older adults and people with disabilities.

Immediate Actions

- The consent agenda, which included Item 2 (Approval of Meeting Minutes) and Item 3 (2024 Mobility Working Group Meeting Calendar Update), was approved unanimously in a 12-0-12 (yes-no-absent) vote.

Accessibility Issues

- No accessibility issues were encountered while on assignment.

Follow-Up Questions

- What incentive programs or support is SANDAG planning to offer potential buyers and owners of EVs who lack the infrastructure in their homes for charging and repairing their vehicles?

Notes

Meeting Call to Order:

- The meeting was called to order at 9:37 a.m. by Chair Jose Rodriguez.
- The agenda for this meeting may be viewed by clicking [here](#), while a video and/or audio recording of the meeting may be found by clicking [here](#) and [here](#), respectively.
 - **All timestamps below were taken from the video recording.**

[Working Group Members](#) in Attendance:

Jurisdiction:	Name:	Attended:
City of Carlsbad	Tom Frank <u>Nathan Schmidt</u>	No <u>Yes</u>
City of Chula Vista	William Valle	No

	<u>Eddie Flores</u> Patrick Moneda	<u>Yes</u> No
City of Coronado	Tricia Olsen Richard Gunrow <u>Jasmine Bridges</u>	No No <u>Yes</u>
City of Del Mar	Joe Bride Karen Brindley	No No
City of El Cajon	Yazmin Arrellano Mario Sanchez Olga Reyes	No No No
City of Encinitas	Abe Bandegan Evan Jedynak	No No
City of Escondido	Jonathan Schauble Owen Tunnell	No No
City of Imperial Beach	Eric Minicilli Reyna Ayala <u>Carol Seabury</u>	No No <u>Yes</u>
City of La Mesa	Michael Thorne Vacant	No N/A
City of Lemon Grove	Vacant Vacant	N/A N/A
City of National City	Steve Manganiello Luca Zappiello Ricardo Rodriguez	No No No
City of Oceanside	<u>Teala Cotter</u> Tam Tran	<u>Yes</u> No
City of Poway	Tracy Beach Andrea Thomas Alex Ubaldo	No No No
City of San Diego	Bethany Bezak Heather Werner <u>Tait Galloway</u>	No No <u>Yes</u>
City of San Marcos	Stephanie Kellar Kryenne Chua	No No

	Isaac Etchamendy Damien Schoencke <u>Ed Alberto</u>	No No <u>Yes</u>
City of Santee	Minjie Mei Carl Schmitz	No No
City of Solana Beach	Mo Sammak Dan Goldberg Jim Greenstein	No No No
City of Vista	Greg Mayer Husam Hasenin <u>Darra Woods</u>	No No <u>Yes</u>
County of San Diego	William Morgan Tara Lieberman <u>Michael Kenny</u>	No No <u>Yes</u>
North County Transit District	<u>Katie Persons</u> Lillian Doherty Mary Dover	<u>Yes</u> No No
Metropolitan Transit System (MTS)	<u>Larry Renteria-Luna</u> Beverly Neff	<u>Yes</u> No
Port of San Diego	<u>Lisa Madsen</u> Anna Buzaitis	<u>Yes</u> No
Airport Authority	Ted Anasis Sjohnna Knack	No No
Advisory Members:	Name:	Attended:
Caltrans District 11	Ann Fox Karel Jewel Roy Abboud	No No No
Department of Defense (DOD)	Muska Laiq <u>Lorena Cordova</u>	No <u>Yes</u>
Southern California Tribal Chairman's Association	Vacant Vacant	N/A N/A
Facilitating Access to Coordinated Transportation (FACT)	Arun Prem <u>Sofia Hughes</u> Ali Poorman	No <u>Yes</u> No

	Christian Hernandez	No
Non-Voting Member:	Name:	Attended:
Chair	<u>Jose Rodriguez</u>	<u>Yes</u>

Staff Present:

- Richard Radcliffe, Associate Financial Analyst, SANDAG.
- Jenny Russo, Grants Program Manager, SANDAG.
- Cecily Taylor, Senior Regional Planner, SANDAG.

Non-Agenda Public Comments/Member Comments: (11:02)

- Richard Radcliffe, Associate Financial Analyst for SANDAG, provided updates on the development process for the 2025 [Regional Transportation Improvement Program \(RTIP\)](#). A public hearing for the program is scheduled for the September 20 Transportation Committee Meeting. Before the 2025 RTIP is due to the State by September 30, the [Board of Directors](#) will decide whether to adopt the final draft. If adopted, the 2025 RTIP will be incorporated into the statewide program and is expected to receive federal approval by December 16.
- Jenny Russo, manager of the SANDAG competitive grant programs, announced an opportunity for the Working Group to help read and score the applications for the [Active Transportation Program \(ATP\)](#). This will determine which projects can be recommended to the Transportation Committee and the Board of Directors for funding. The only qualifications required are experience with bike projects, pedestrian projects, safe routes to school projects, and projects that benefit disadvantaged communities.

Consent Agenda:

- The consent agenda included Items 2) Approval of Meeting Minutes from [June 13](#) and [August 8](#) and 3) [2024 Mobility Working Group Meeting Calendar Update](#).
- Public Comments:
 - None.
- Presentation:
 - None.
- Working Group Comments:
 - None.
- Working Group Action:
 - Group Member Seabury, seconded by Group Member Cotter, motioned to approve of the consent agenda. The motion was carried unanimously in a

12-0-12 vote.

Agenda Item 4) [2023 State of Commute](#): (22:25)

- Presentation by Grace Mino, Acting Director of BITS and Data Science; Connor Vaughs, Associate Data Scientist, SANDAG:
 - The [State of the Commute \(SOC\) report](#), mandated by the [TransNet Independent Taxpayer Oversight Committee \(ITOC\)](#), is produced annually by SANDAG to review its ongoing system performance evaluations. The SOC report includes factors such as level of service measurements by roadway segment and by time of day, throughput in major travel corridors, and travel time comparisons by mode between major trip origins and destinations. The overarching goal is to use this information to support the development process of the [Regional Transportation Plan \(RTP\)](#).
 - In response to the FY 2018 and FY 2021 TransNet Triennial Performance Audits, the SOC report has collected performance outcome data on safety metrics, pavement, bridge conditions, local roadways, and bike and pedestrian modes of transportation.
 - In recent years, SANDAG has incorporated a new source for bridge data and more years of transit and highway travel data to the SOC report.
 - Next steps being considered for the 2024 SOC report include releasing a Transit Ridership Dashboard, completing the transition to new Passenger Counting Program software, and collecting more bike data funded through the TransNet Smart Growth Incentive and Active Transportation Grants.
- Public Comments:
 - None.
- Working Group Comments: (34:51)
 - Group Member Cordova asked whether bicyclist trends have increased and for clarification on pre-pandemic transit ridership levels.
 - Vaughs replied that although transit ridership has been increasing from 2021 to 2023, it has not yet reached pre-pandemic levels, which peaked in 2015. Regarding bicyclist trends, Vaughs noted that while current total bike counts are not comparable to the “bike boom” of 2020, they are higher than pre-pandemic levels.
 - Group Member Kenny asked for clarification on whether population projections are trending down or flatlining.
 - Mino clarified that although results haven’t been finalized, current data is projecting a slight increase in the San Diego County population.
- Working Group Action:

- N/A due to being an information item.

Agenda Item 5) Regional Zero-Emission Vehicle Program Update: (39:21)

- Presentation by Samaya Elder, Associate Regional Planner, SANDAG:
 - The two priorities of the Regional Zero-Emission Vehicle program are to provide EV rebates for low- and moderate-income households and reduce greenhouse gas emissions. If funding is secured, the program is expected to launch in 2025.
 - The program development process is currently in its planning and detailing phase, having previously gathered feedback from community-based organizations (CBOs) and the public through focus groups to inform the program strategy.
 - The preferred program design, driven by community feedback, aims to provide a point-of-sale voucher or discount on new or used EVs. Eligible applicants will include residents with an annual household income at or below 400% federal poverty level (FPL), with a higher rebate for those at or below 300% FPL, as well as residents living in low-income and disadvantaged communities.
 - New and used EVs will have an MSRP or price caps and will include both battery electric vehicles (BEVs) and plug-in hybrids (PHEVs).
 - The top barriers to entry for EVs heard from community members are limited access to charging, high cost of ownership, and lack of experience with EVs. Implementation recommendations included adding a straightforward application in multiple languages, leveraging CBOs and personal networks to spread incentive program information, and marketing the program through social media and community events.
 - Next steps include presenting to the Transportation Committee, engaging with car dealers, Transportation Network Companies (TNCs), community organizations, and other stakeholders, identifying potential funding pathways, and drafting the implementation plan.
- Public Comments:
 - None.
- Working Group Comments: (47:55)
 - Group Member Renteria-Luna asked about the number of residents the program is expected to assist and whether it will operate on a first-come, first-served basis.
 - Elder replied that there is currently no concrete estimate of the number of residents the program will assist, and that the program will be first-come, first-served for eligible participants.

- Group Member Seabury asked about how low-income households can afford EVs given their high insurance rates and repair costs.
 - Elder replied that the program's rebates are intended to drive the upfront cost of EVs down to that of gas vehicles.
- Group Member Cordova asked whether outreach and marketing events are being considered for the program's implementation plan.
 - Elder confirmed that such events are being planned, as they proved effective during earlier stages of the program's development.
- Group Member Schmidt asked for clarification on whether applicants must meet both the FPL criteria and reside in a low-income, disadvantaged community to be eligible, or just one of these conditions.
 - Elder clarified that the eligibility requirement is based solely on household income.
- Chair Rodriguez asked about the plans being considered to raise awareness of the program among residents of low-income, disadvantaged communities.
 - Elder replied that there is currently no well-defined plan on how to bring awareness to these communities, but one option being considered is contracting CBOs to leverage their expertise in reaching the communities they serve.
- Working Group Action:
 - N/A due to being a discussion item.

Agenda Item 6) Clairemont Complete Corridors Study: (57:04)

- Presentation by Andrew Camacho, SANDAG; Andrew Prescott, Chen Ryan Associates:
 - The Clairemont Complete Corridors study focuses on Claremont Drive, from Mission Bay Drive to Denver Street, and Morena Boulevard/W. Morena Boulevard, from Gesner Street to Linda Vista Road. The study aims to enhance the regional connectivity and access to Mission Bay Park and the Midcoast Trolley Stations at Clairemont Drive and Tecolote Road.
 - The purpose of the study is to document transportation issues, identify multimodal improvements, and support future grant applications to secure funding.
 - The study was coordinated by an agency team comprising SANDAG, Caltrans, the City of San Diego, and MTS, in collaboration with community planning groups in Linda Vista, Clairemont Mesa, and Mission Bay Park
 - Existing conditions findings revealed a need for separated bicycle facilities on both corridors, improved multimodal access to the trolley stations at

Clairemont Drive and Tecolote Road, barriers to pedestrian mobility, and opportunities to enhance multimodal safety and procedures.

- Recommendations for Clairemont Drive include adding a roundabout, squared-up ramps, and a rectangular rapid flashing beacon. For Morena Blvd/ W Morena Blvd, a two-way cycle track along the west side, complemented by bicycle signal detection, lead bicycle intervals, and staging areas, is recommended.
- Next steps include obtaining implementation funding, preparing a project initiation document (PID), drafting an environmental document, and continuing to engage in inter-agency coordination and public outreach.
- **Public Comments: (1:05:22)**
 - The Original questioned whether there is a large enough population of residents riding bicycles in the city to justify the cost of building new biking facilities. “When you’re talking to these community planning groups, are there a lot of people that are telling you that they want to have everyone bike, or is it just something like a ‘if you build it, they will come’ kind of a thing?” she asked. **(1:07:03)**
- **Working Group Comments: (1:07:50)**
 - Group Member Galloway thanked SANDAG staff for their efforts and highlighted the importance of multimodal bike lanes in supporting the climate action plan by reducing vehicle miles traveled (VMT), aligning with regional investments, and enhancing safety at freeway interchanges.
- **Working Group Action:**
 - N/A due to being an information item.

Agenda Item 7) Coordinated Plan Update: (1:10:50)

- **Presentation by Tim Garrett, Rubi Morales, SANDAG:**
 - The Coordinated Plan is a 5-year blueprint outlining how the city will address transit and specialized transportation, identify needs for disadvantaged populations such as older adults, people with disabilities, and low-income individuals, and ensure access to future funding.
 - Proposed revisions to the plan, informed by public outreach and data analysis, include aligning more closely with implementation measures, such as funding priorities, changes to existing services, and identification of future services. The focus will be on filling in gaps, emphasizing accountability, and enhancing the commitment to equity.
 - The main component of the public outreach for the plan is a survey focusing on collecting information on the transportation needs of older adults and people with disabilities, including trip origins, destinations,

purposes, and frequencies, and the eligibility and availability of transportation services

- Next steps include conducting surveys and data collection, reaching out to riders and service providers, and identifying transportation needs, gaps, and strategies.
- **Public Comments: (1:19:57)**
 - The Original emphasized the need for a comprehensive outreach plan to accurately determine what residents want before implementing transportation-related programs.
- **Working Group Comments: (1:22:29)**
 - Group Member Seabury acknowledged the transportation difficulties faced by older adults over the age of 75, whose needs are often overlooked. “I know for a fact, if someone doesn’t step in to help them, they would’ve never left their house. And I’m sure that’s in all these pockets of every community,” she said. **(1:23:26)**
 - Group Member Cotter echoed Seabury’s comments and urged staff to consider implementing a senior transportation program to the Coordinated Plan and reaching out to senior communities for further input.
- **Working Group Action:**
 - N/A due to being a discussion item.

Adjournment:

- **Chair Rodriguez adjourned the meeting at 10:56 a.m.**

If you believe anything in these notes is inaccurate, please email us at documenters@inewssource.org with "Correction Request" in the subject line.