Previous Actions

- **July 12** - Board direction to develop a Regional Plan that meets federal and state laws/targets, assumes realistic and transparent revenues, utilizes the 5 Big Moves and Complete Corridors model, and prioritizes corridors previously scheduled for investment such as SR 78, 52, 67, and 94/125.

- **September 27** - Board approves $40 million for Comprehensive Multimodal Corridor Plans/Advanced Planning over the next 5 years.
Why Comprehensive Multimodal Corridor Plans (CMCPs)?

- Integrated multimodal transportation corridor planning, aligned with state goals and funding.
- Details Complete Corridors included in the Regional Plan
- CMCPs suggested by California Transportation Commission to be competitive for SB1 and other state and federal funding

North Coast Corridor Plan – First Generation CMCP
CMCPs - Phase One

1. Purple Line/I-805
2. Blue Line/I-5 South
3. High Speed Transit/SR 52/SR 67
4. SPRINT/Palomar Airport Road/SR 78
5. Central Mobility Hub and Connections
CMCP Work Underway

- Workshop held with Caltrans District 11
- Teams formed and work plans established
- Geographical areas defined
- Issues and opportunities statements drafted for discussion

CMCP Draft Study Area Boundaries

1. Purple Line/I-805/Blue Line/I-5 South
2. Sea to Santee (SR 52)
3. San Vicente Corridor (SR 67)
4. North County Corridor (SR 78)
5. Central Mobility Hub and Connections
Policy Considerations

1. Public safety and security
2. Preserve existing transportation infrastructure
3. Multimodal focus
4. Economic development and goods movement
5. System operations and efficiency congestion relief
6. Low income and disadvantaged communities
7. Reduce greenhouse gas emissions/vehicle miles traveled
8. Improve air quality and public health
9. Active transportation and micromobility
10. Prevent residential and small business displacement
11. Increase supply of affordable housing
12. Improve jobs-housing balance

Note: Changes since February 21, 2020 Transportation Committee meeting shown in red.

Implementation Schedule

<table>
<thead>
<tr>
<th>Spring 2020</th>
<th>Summer/Fall 2020</th>
<th>Fall/Winter 2020/2021</th>
<th>Spring/Summer 2021</th>
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<tbody>
<tr>
<td>Develop Work Plans</td>
<td>Data Analysis</td>
<td>Community Outreach</td>
<td>Draft and Final Plans</td>
</tr>
</tbody>
</table>

Transportation Committee Check-ins

- **Summer/Fall 2020**
  Present data analysis and stakeholder engagement findings for review and discussion

- **Fall/Winter 2020/2021**
  Conduct community outreach

- **Spring/Summer 2021**
  Present draft and final CMCPs
Phase 2 CMCPs

1. North Coast Corridor/I-5 North
2. High Speed Transit/I-8
3. High Speed Transit/I-15
4. High Speed Transit/SR 56
5. High Speed Transit/SR 94
6. High Speed Transit/SR125
7. Airport to Airport
   (Cross Border Xpress to San Diego Airport)
Del Mar Bluffs Long-Term Alternatives

Transportation Committee Item 7 | June 5, 2020

Lossan Rail Corridor – Del Mar Bluffs

Coast Boulevard

Torrey Pines Overhead Bridge
Stabilization Improvement Efforts

- Coastal bluff area that is subject to erosion; bluff retreat occurs in episodes
- Since 1998, SANDAG and NCTD have constructed stabilization improvements to limit retreat
- Thanksgiving 2019 storm damage resulted in emergency repairs
- Phase 4 improvements currently underway
- $100M needed to continue stabilization improvements (Phases 5 and 6)

Long-Term Planning – Del Mar Tunnel Alignment Alternatives

- Studied five alignments from Del Mar Fairgrounds to Sorrento Valley
- Conceptual Engineering and Environmental Constraints Report in 2017
Alignment Alternatives Overview

• Each alignment is from San Dieguito Lagoon through Los Peñasquitos Lagoon to Sorrento Valley
• Each about five miles in total length
• Underground sections between 10,000 and 13,000 feet in length
• Camino Del Mar Alternative is cut/cover (10-70 feet below grade)
• All others are bored tunnels (30-250 feet below grade)

Long-Term Planning
Typical Tunnel Infrastructure

Twin bore train tunnel with emergency access tunnel
Camino Del Mar Tunnel

Crest Canyon – Higher Speed Tunnel
**Summary Comparison: Cost and Description**

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<th>Issue Area</th>
<th>Alternative Alignment</th>
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Upcoming Study – Expected Results

• The study will result in:
  – alternative alignments,
  – proposed improvements, and
  – supporting analysis along the LOSSAN-San Diego Subdivision that will support future investments to reduce travel times, increase capacity, and enhance safety.

• Future connections and extensions will be addressed at a planning level

Upcoming Study – Specific Tasks

• Regional Plan/State Rail Plan/Relevant studies coordination
• Corridor-wide improvements and evaluation
• Operational feasibility
• Del Mar and Miramar Hill alternatives analysis
• Future connections and extensions
• Phasing and implementation plan
• Public involvement
Del Mar and Miramar Hill
Alternatives Analysis

- Updated mapping, utilities
- Updated communications, signals
- Updated evaluation criteria and alternatives analysis
- Preliminary drainage report
- Geotechnical
- Noise and vibration
- Right-of-way requirements
- Rail equipment analysis
- Cost estimates
- Visual simulations
- Environmental approach
- Economic impact analysis

Funding and Schedule

- Board of Directors approved $3 million in September 2019
- Caltrans planning grant pending (expected decision by June)
- June start; entire study is expected to take 18 months