The Vision for the 2021 Regional Plan

Special Session
Interagency Technical Working Group on Tribal Transportation Issues – September 14, 2020
A bold new approach to planning for the future

Embracing data-driven planning, incorporating emerging technologies, and incorporating resident input
Three challenges

Reduce congestion
Improve social equity
Meet state and federal mandates — to be faster, fairer, and cleaner
Legislative Mandates: State and Federal

**SB 375 and Air Quality:** meet regional greenhouse gas emissions reduction target and Clean Air Act requirements

**Title VI:** compliance with federal civil rights requirements and environmental justice considerations

**CEQA and SB 743:** shift to vehicle miles traveled to evaluate impacts of transportation projects

**Tribal Consultation:** timely and meaningful engagement of tribal nations in plans that affect them
5 Big Moves

Key strategies to envision our future transportation ecosystem

Next OS
Enabling technology

Complete Corridors
Backbone of a multimodal system

Flexible Fleets
First and Last mile options

Transit Leap
Quality transit alternatives to automobiles

Mobility Hubs
Connection and transfer points
Today’s Presenters

Antoinette Meier
Director of Mobility and Innovation

Tuere Fa’aola
Senior Regional Planner

Brian Lane
Senior Regional Planner

Marisa Mangan
Senior Regional Planner
Concept Development
Getting input from communities
Insights from Tribal Transportation Workshop

**economic vitality and regional connectivity**
- More affordable housing for employees
- More affordable transportation options for employees
- Policies supporting Telework

**safety and roadway conditions**
- Provide more support for emergency plans and evacuation planning
- Better real-time information and advanced technologies for safety and goods movement

**environment and energy**
- More EV Charging Infrastructure
- Create Incentives/Tax Credits for EVs

**multimodal mobility**
- Introduce microtransit (small buses or sprinter vans) in rural areas
- Promote rideshare and provide passenger pick-up and drop off
- Provide more frequent public transportation
Next OS
Identifying Critical Connections
Data-Driven Planning

Where people live and work
Trips to and from employment centers are the most predictable.
Other regional trips, including trips from the border and to recreation in Tribal Employment Centers.
Other work trips including military bases
7% low-income residents have access to fast and frequent transit service
The median transit travel time is **51 minutes** – double the travel time for people who drive to work.
10% of the region’s population has a disability.
of our population will be age 75 or older in 2050

13%
by 2050 seas are expected to rise 2.5 ft.

42% of greenhouse gas emissions come from transportation/passenger vehicles.
less than half of the rural population has fixed internet versus 97% in urban areas
Network Development and Refinement
Complete Corridors
Interregional Corridors

Trip Distance

<table>
<thead>
<tr>
<th>Distance</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>&gt;20 miles</td>
<td>60%</td>
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<td>5-20 miles</td>
<td>30%</td>
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<td>&lt;5 miles</td>
<td>10%</td>
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Peak Period Performance

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<th>Performance</th>
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<td>Vehicle Miles Traveled (Freeway)</td>
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Rural Corridors

Trip Distance

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Proposed Complete Corridor Network

A system of managed lanes in the most traveled corridors in the western part of our region.
<table>
<thead>
<tr>
<th>Freeway</th>
<th>Proposed Improvements</th>
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<tbody>
<tr>
<td>I-8</td>
<td>Interchange improvements</td>
</tr>
<tr>
<td>SR 94</td>
<td>Intersection improvements, shoulder widening/straightening</td>
</tr>
<tr>
<td>SR 67</td>
<td>Shoulder widening/straightening</td>
</tr>
<tr>
<td>SR 76</td>
<td>Facility Improvements, straightening, intersection improvements, shoulder widening</td>
</tr>
<tr>
<td>SR 79</td>
<td>Intersection improvements, shoulder widening/straightening</td>
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</table>
SR 78 today
SR 78 could be reimagined using the Complete Corridors concept
SR 78 could have technology to manage lanes
Main and Magnolia in the heart of El Cajon
How technology can make intersections smarter and safer in El Cajon
Transit Leap
Transit Leap Service Types

- **Commuter rail**
  Fully grade separated, higher speed, longer distance

- **Light rail**
  Fully/partially grade separated, medium speed, shorter distance

- **Next Gen Rapid**
  Rapid and Express (with transit priority)

- **Local bus** and **Flexible Fleets**
Data connects employment centers with areas that have the highest concentration of commute origins, revealing potential connections.
Initial Commuter Rail Routes
Refining proposed Commuter Rail Routes
Proposed Transit Leap Network

This network aligns with Complete Corridors and has three primary services
San Ysidro Transit Center and pick-up/drop-off areas today
Envision San Ysidro Transit Center with managed curbs, Flexible Fleets, and bike lanes
San Ysidro Transit Center Trolley platform and curb today
San Ysidro Transit Center could connect light rail with commuter rail using Transit Leap
Improved and more equitable transit access

Transit Leap could create faster, more frequent, and longer service hours

People and jobs within 10 minutes of fast and frequent transit:
- Today: 5%
- Vision: 55%

Population with access to longer transit service hours:
- Today: 8%
- Vision: 60%

Low-income residents with access to fast and frequent transit service:
- Today: 7%
- Vision: 59%

1 Fast and Frequent: service every 10 minutes
2 Longer Transit Service Hours: 20 hours of continuous service
Mobility Hubs
Developing the Mobility Hub Network
Proposed Regional Mobility Hub Network
Regional Mobility Hubs and Communities of Concern
Tribal Lands Connections to Regional Mobility Hubs
Tribal Lands Connections to Regional Mobility Hubs
A Central Mobility Hub could connect people to the airport
A Central Mobility Hub could be a central connection for light rail, commuter rail, and interregional rail.
Oceanside Transit Center platform today
Oceanside Transit Center platform with Mobility Hub
Mission at Nevada is a 5-minute bike ride or 10-minute walk to the Oceanside Transit Center
Mission at Nevada with Mobility Hub
Flexible Fleets
## Flexible Fleet Services

<table>
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<th>Service</th>
<th>Description</th>
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<tr>
<td><strong>Micromobility</strong></td>
<td>Low-speed devices</td>
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<tr>
<td><strong>Ridehail &amp; Carshare</strong></td>
<td>On-demand vehicles</td>
</tr>
<tr>
<td><strong>Rideshare</strong></td>
<td>Shared rides</td>
</tr>
<tr>
<td><strong>Microtransit</strong></td>
<td>On-demand shuttles</td>
</tr>
<tr>
<td><strong>Last Mile Delivery</strong></td>
<td>Ground and aerial package delivery</td>
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Flexible Fleets operate everywhere

Services could thrive in urban, suburban, and rural settings
Driverless vehicles link for added capacity

Cleaning bot

Privacy screens offer a comfortable experience

WiFi and mobile device charging

Accessible boarding

Space for personal belongings

Folding rack for bikes
Next OS
The technology that makes the transportation ecosystem work
A suite of integrated applications to plan trips and book and pay for services

Residents & Businesses

A suite of dashboards and tools with advanced analytics

Transportation Operators

A platform with public and private data that better informs decisions

Planners & Policymakers

Tools for people who use the system, those who operate it, and the people who plan and set policies
Laura’s Journey

- Lives in southeast San Diego with her family
- Essential worker, commutes to Sorrento Valley
- Transports her son to junior high school and toddler to daycare
Laura’s commute is improved by Next OS
Laura’s morning routine gets easier with the 5 Big Moves
Comparing Costs
Past plans and proposed Vision (in billions of 2020 dollars)

2015 Regional Plan
- Operations: $63.7
- Capital: $37.5
- Local streets and roads + debt service: $22.8
- Programs: $6.0
Total: $130 Billion

2019 Federal Plan
- Operations: $73.6
- Capital: $27.5
- Local streets and roads + debt service: $20.4
- Programs: $6.5
Total: $128 Billion

Proposed Vision
- Operations: $100.2
- Capital: $46.5
- Local streets and roads + debt service: $20.4
- Programs: $10.1
Total: $177 Billion
Next Steps

2020
FALL 2020
Modeling and Environmental Analysis

2021
SPRING 2021
Release Draft Plan
FALL 2021
Adopt a 2021 Regional Plan
A Transformative Transportation Vision

For the 2021 Regional Plan
Tribal input in the Regional Plan