



# CTAC

**Clean Transit  
Advancement Campus**



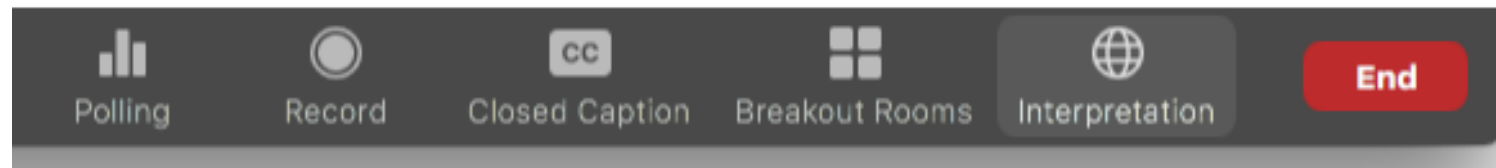
Community Meeting

**June 16, 2022**



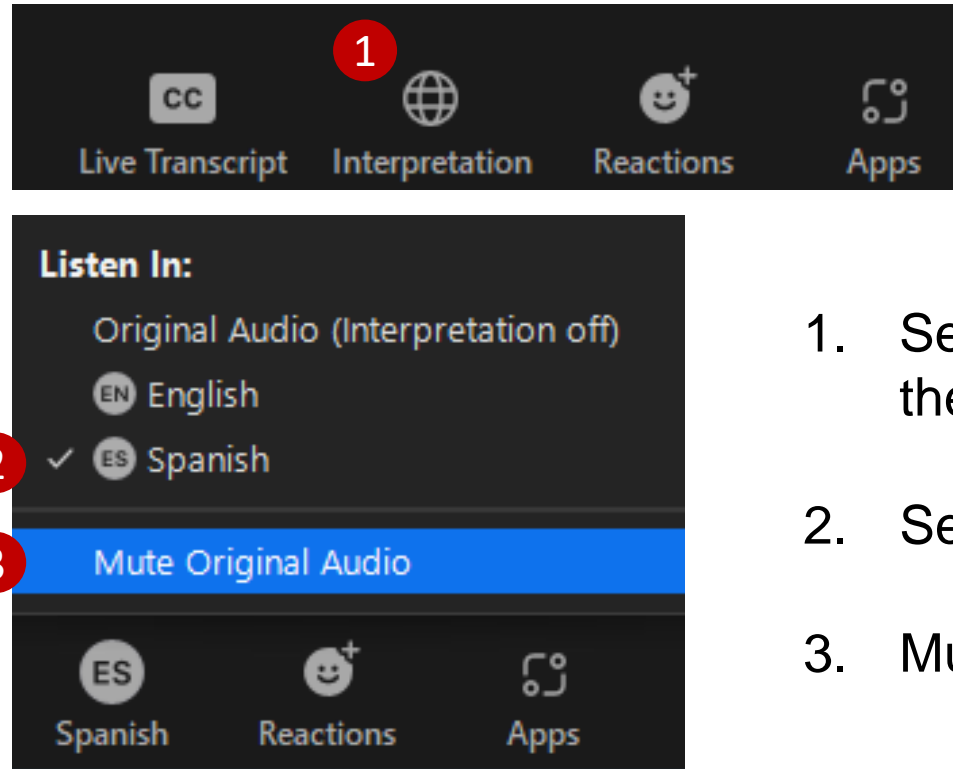
Welcome/  
Housekeeping

Please be sure to choose either  
Spanish or English





## Welcome/ Housekeeping

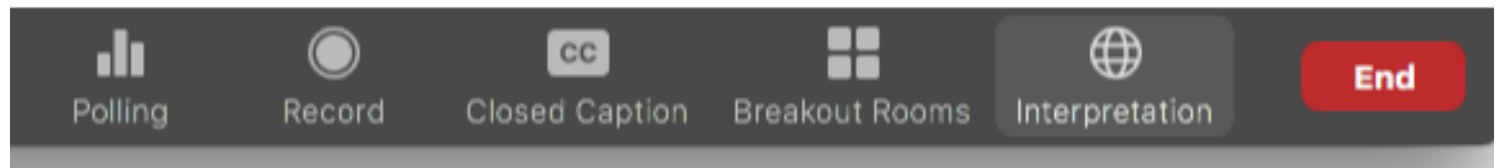


1. Select “Interpretation” on the bottom menu
2. Select English or Spanish
3. Mute Original Audio



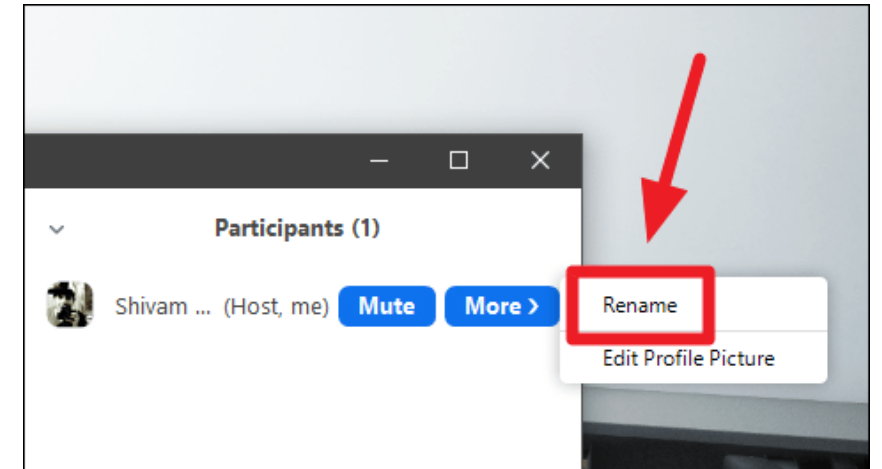
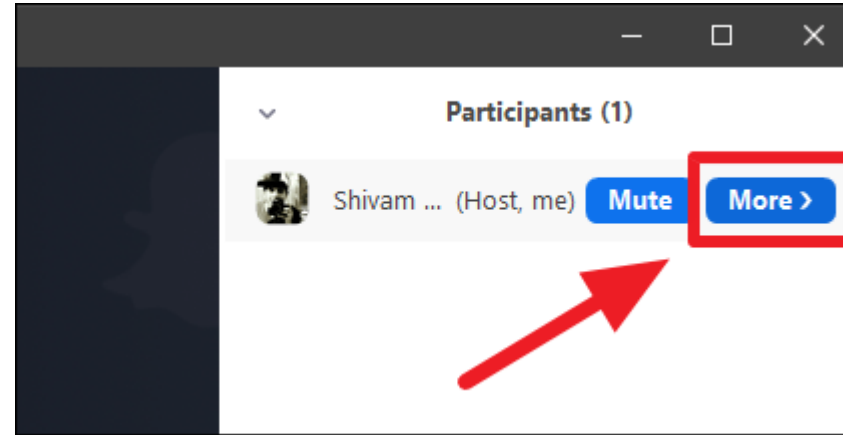
Welcome/  
Housekeeping

Closed Captioning





## Welcome/ Housekeeping



Changing your name on Zoom



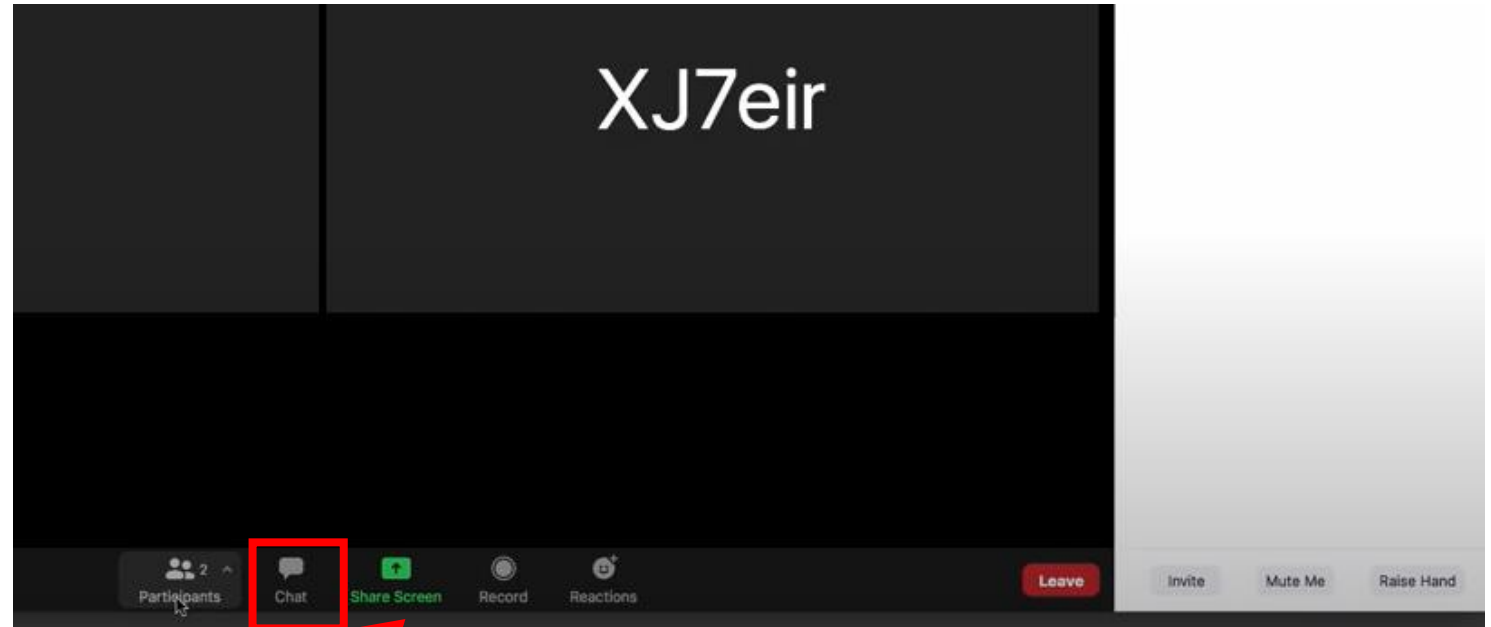
## Asking Questions & Making Comments



Raising your hand



## Asking Questions & Making Comments



Chat Function

## Today's Agenda

Introductions

Community Transit Advancement  
Campus Site Selection Overview

Questions & Discussion

Announcements and Next Steps





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## Clean Transit Advancement Campus

### Welcoming Remarks

Monica Montgomery Steppe

Council President Pro Tem, City of San Diego

MTS Board Member

Chair, MTS Public Security Committee



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Clean Transit  
Advancement Campus



## Clean Transit Advancement Campus Project Update

Denis Desmond  
MTS Director of Planning



## Project Need

- In 2019, MTS approved a plan to convert entire bus fleet to a fully zero emission bus (ZEB) fleet by 2040
- MTS planning variety of future expansions, including Rapid route conversions, additional frequencies, new routes, etc.
- MTS and regional plans envision vast expansion of bus service, requiring approx. 200-300 additional buses over the next 30 years
- Critical priority for MTS to develop a new bus division to resolve capacity issues, expansion needs, and transition to a fully ZEB fleet

- 
- A map of San Diego, California, illustrating the geographic distribution of bus divisions and centroids. The map includes major highways (Interstates 5, 8, 15, 805, and State Routes 52, 54, 56, 67, 78, 94, 905) and various city areas. A legend in the top right corner identifies the symbols used:
- Large bus division
  - Minibus division
  - Centroid
- On the map, there are four large blue circles representing large bus divisions located in San Diego, El Cajon, and Chula Vista. There is one light blue circle representing a minibus division located in the northern part of the city. Numerous yellow dots represent centroids, scattered across the metropolitan area. The map also shows geographical features like Mission Trails Regional Park and the San Diego Bay.





## Locating a Site

- Where will future transit resources be deployed?  
Regional and MTS plans prioritize new transit in disinvested communities:
  - New Rapid, express, and local routes & connections, added frequencies, later service
- New division needs to be located in the heart of future transit system growth –
  - To reduce “empty bus” travel to get to and from routes
  - Electric buses are range-limited

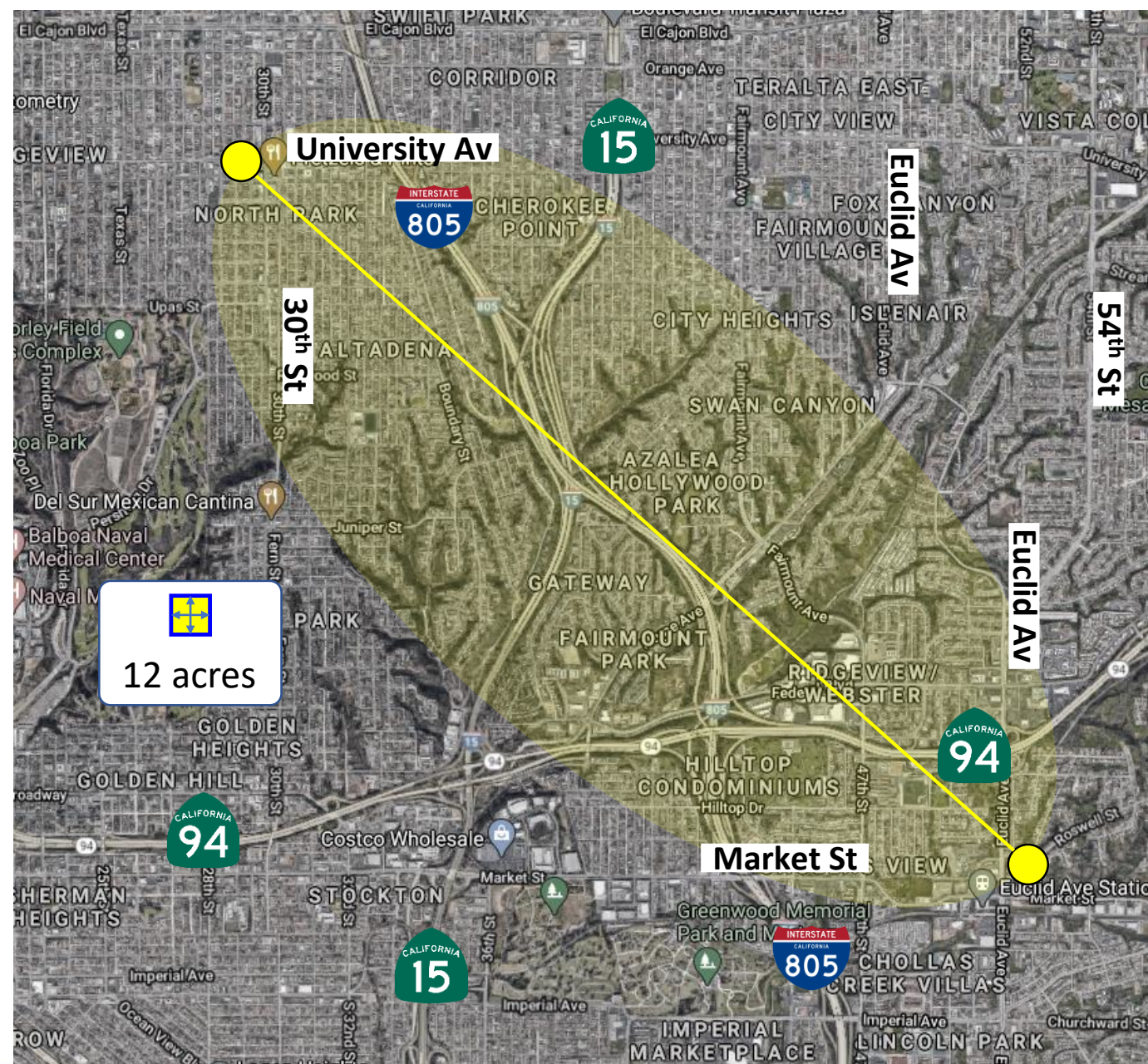


*MTS South Bay Division*



## Locating a Site

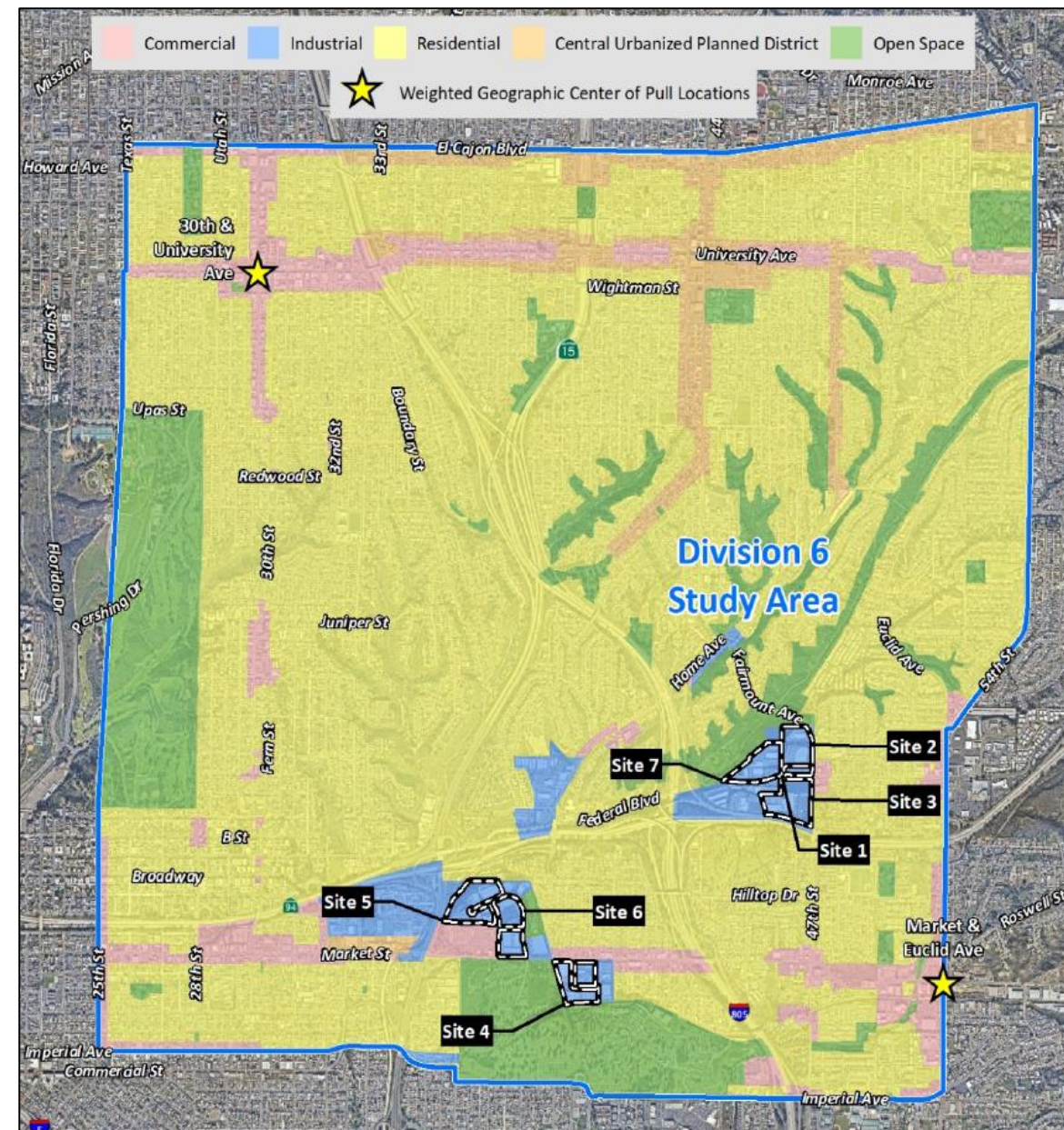
- Analysis of all current and projected bus services recommended central site along I-805 corridor to optimize operations, closest to future service expansion.
- Will add capacity for service expansion and allow full ZEB transition
- 10-12 acres desired for up to 250 buses & 600 employees





## Locating a Site

- Considered existing light industrial properties
  - No existing park or canyon lands
  - No displacement of residents or neighborhood-serving retail
- Limited industrial uses in this area, all towards south end
  - Most areas too small or unavailable
  - Seven sites selected for further environmental study; most are a combination of multiple parcels
- Engagement efforts with local areas began Fall 2021

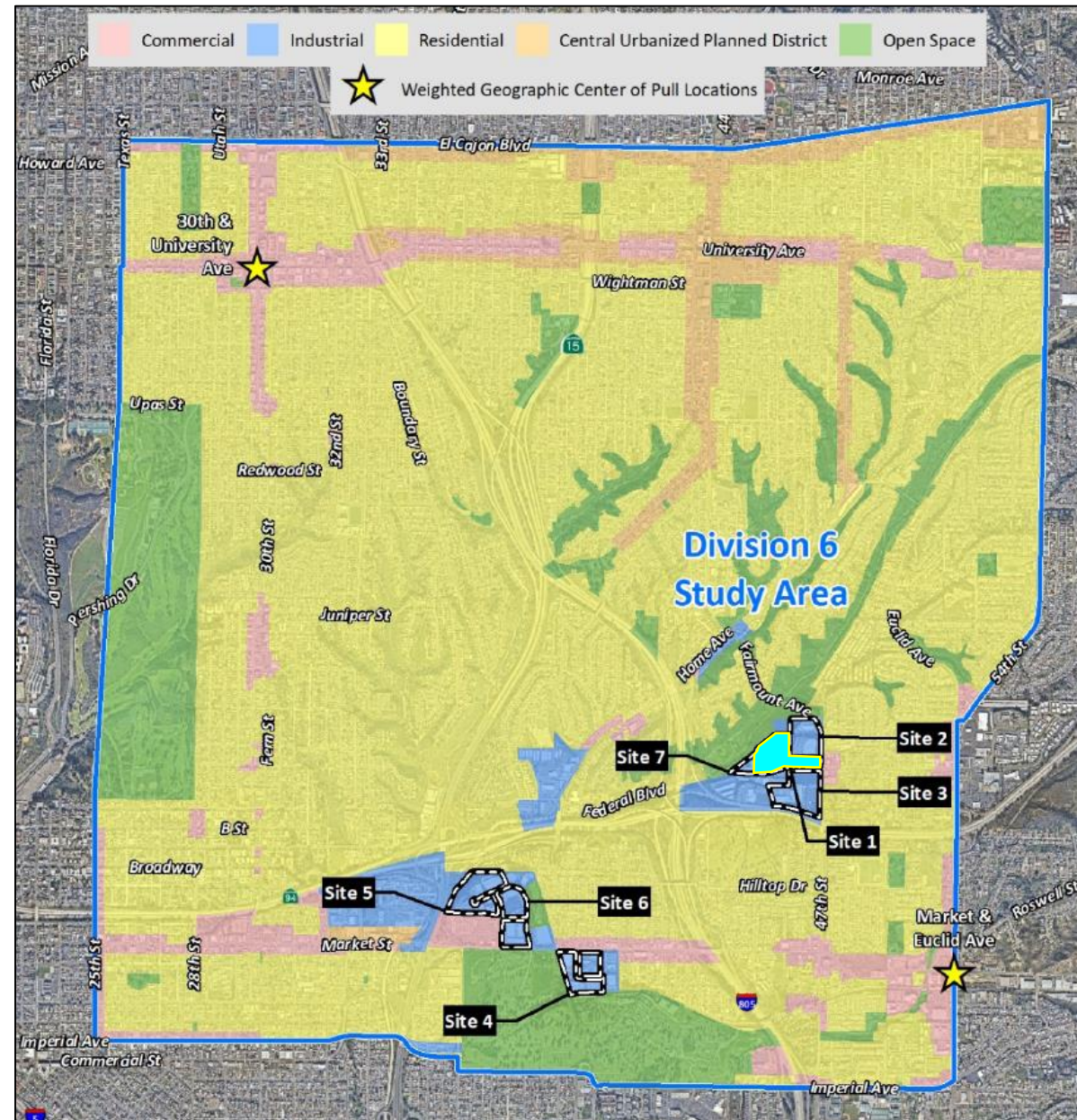






## Selected for environmental technical studies: Site 7

- Single site needed for in-depth environmental studies:
  - May not be final selected site
  - All seven sites continue as alternatives
- Site 7 is a combination of some parcels of Sites 1 & 3.
- Current uses include: warehousing, light manufacturing & distribution, storage, surface parking, office space, and cell antenna.





Site 7 selected for  
study based on...

- **Operational benefits**
- **Community impacts**
  - Feedback from on-going engagement
  - Title VI Report
  - Bus routings away from residential areas
- **Constructability**
- **Acquisition cost/complexity**
  - Ability to combine parcels
- **Relocation needs for current uses**



## Site 7

Preferred for technical studies; not final selected site.



## Community Engagement (on-going)

- 9/1/21: Urban Collaborative Transportation Outreach Group (Zoom)
- 9/13/21: MTS/SANDAG Division 6 Public Outreach, Session One (Hybrid; Malcolm X Library + Zoom)
- 9/16/21: Eastern Area Communities Planning Committee (Zoom)
- 9/16/21: Webster Community Council (Zoom)
- 9/27/21: MTS/SANDAG Division 6 Public Outreach, Session One (Hybrid; Malcolm X Library + Zoom)
- 9/30/21: MTS Community Advisory Committee (Zoom)
- 11/1/21: City Heights Community Planning Group (Zoom)
- 5/4/22: Joint Town Council (Zoom)
- 5/16/22: Chollas Valley Community Planning Group
- 5/19/22: Webster Community Council
- 6/16/22: MTS/SANDAG CTAC Public Outreach (Zoom, 12pm & 5pm)
- 7/7/22: MTS/SANDAG CTAC Public Outreach (Euclid T.C., 5-7pm)
- **MTS Website: [sdmts.com](https://sdmts.com)**



## Feedback-to-Date

- Availability of new jobs for community is very important
  - Local Opportunities
    - Regional employment imbalance – too many jobs too far north
      - Long commutes, difficult for non-auto commuting
      - Worksites far from families and children
      - VMTs and pollution from long commutes
  - Up to 600 employees at build-out
    - Operations (drivers, trainers, supervisors, dispatch)
    - Maintenance (mechanics, leads, servicers, stores)
    - Administration (support, facilities, management)
  - Apprenticeship Program
    - Most MTS mechanics graduate from program
    - Teaches new apprentices from the ground up
  - Exploring possibility of on-site MTS hiring

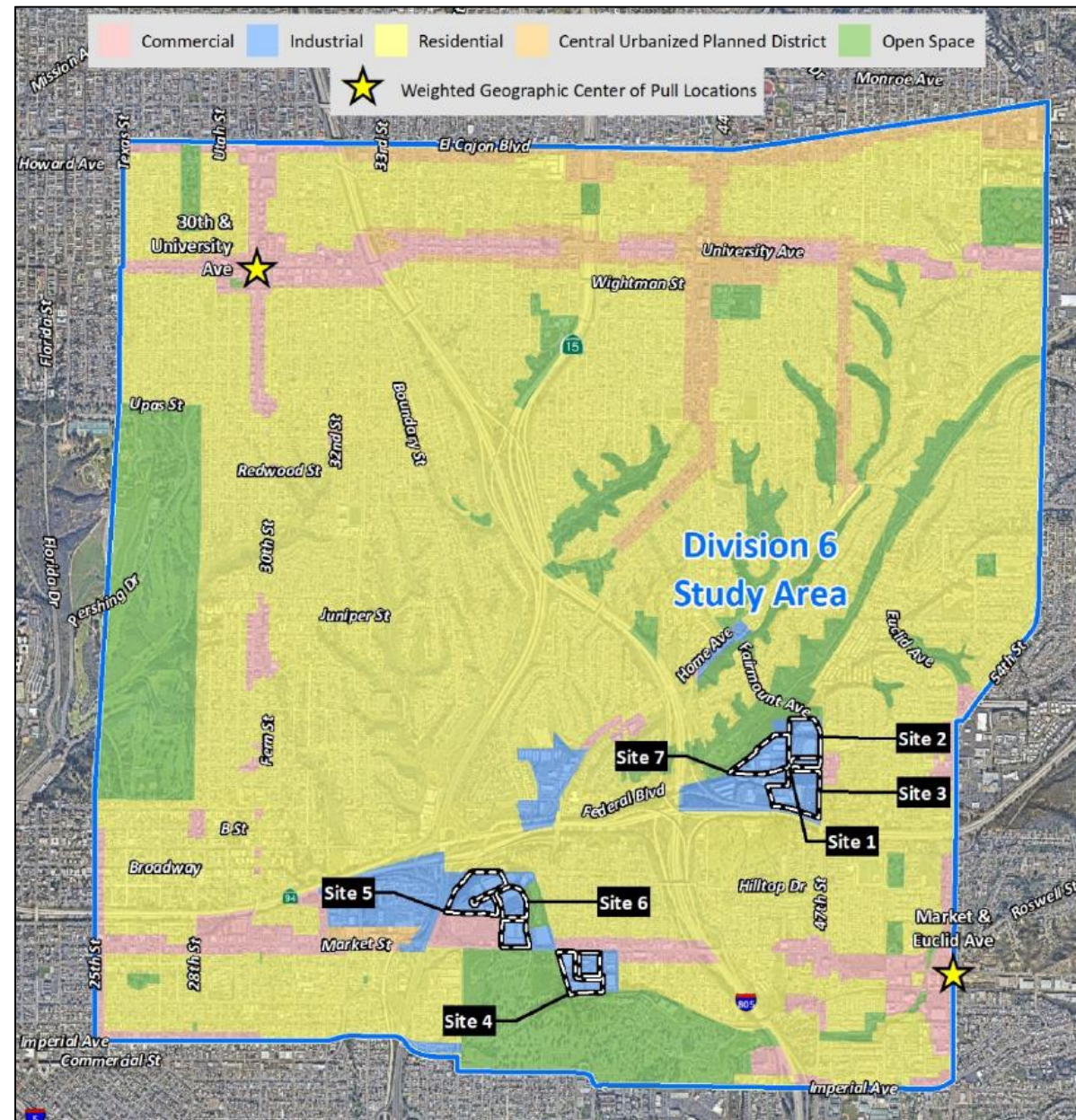


*MTS Kearny Mesa Division team*



## Feedback-to-Date

- Concerns about potential displacement impacts; want assurance that project is in existing industrial area
- All seven sites are in areas already zoned and in-use for industrial and commercial purposes.







## Feedback-to-Date

- No diesel buses; want electric buses for emissions and noise reduction
- All diesel buses have been retired from MTS fleet.
  - All current buses are natural gas or electric.
- MTS' state-mandated fleet transition plan requires shift to all zero-emission buses by 2040.
  - MTS hoping to accelerate this timeline – for which CTAC is needed.
- **CTAC will be built with only charging infrastructure for electric buses.**



*MTS electric bus on Skyline Drive*



# Charging Infrastructure Renderings







## Feedback-to-Date

- Concerns about impacts to Chollas Creek habitat from development in open space
  - None of the seven sites propose any part of the project in any open space (*except required upgrades to existing facilities*). New development would be on land currently paved or with buildings.
  - MTS is required to comply with all water quality and discharge requirements – no exemptions.



*Chollas Creek from Fairmount Ave.*



## Feedback-to-Date

- Suggested decking/stacking to reduce footprint
  - Consultant will do conceptual site drawings and will explore decking options to increase space efficiency and potentially reduce footprint required.
  - Site 7 reduced from initial specification – will likely require decking.



## Feedback-to-Date

- Concern about cumulative traffic impacts of area projects
  - CTAC, Coca Cola, Euclid/Hilltop, County (Market/Euclid)
    - MTS aware of traffic concerns with other developments.
    - Traffic study is part of environmental analysis.
    - Bus divisions have different peaks than other types of facilities, with likely little overlap.
    - Federal Blvd. sites allow use of Federal to Home Ave. for some traffic, away from the direction of other projects of concern.
    - **CTAC will enable provision of more transit service in the area; improved transit will attract riders who might have otherwise driven.**



## Feedback-to-Date

- Why is MTS conducting environmental studies on a specific site before a final site has been selected?
  - Federal rules require completion of certain analyses prior to final selection of a project site. ***The results of these analyses help determine the final site selection.***
  - Some studies have site-specific components; not practical to conduct these on seven sites, so MTS chose an alternative for this purpose.
  - If Board selects a different site, some revisions would need to be made to the analyses (depends on the site selected, etc.)

## Feedback-to-Date

- Will there be an Environmental Impact Report for the project?
  - The technical studies currently being completed will inform which level of environmental report is appropriate.
  - Indications from the Initial Study that this will be a Mitigated Negative Declaration (MND)

*“It is determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment.”*
  - Public will have an opportunity to review and comment on draft environmental report.



## Feedback-to-Date

- Will MTS use eminent domain for this project?
  - No negotiations yet with any property owners on any site.
  - Owners were informed that MTS is considering a project on their property.
  - MTS endeavors to purchase property by mutual agreement with current owner(s).
  - Eminent Domain is a last resort, only necessary if a purchase price cannot be agreed on through negotiations.



## Overall Project Schedule & Budget

- Public Engagement: On-going
  - Partnership with Urban Collaborative
- Environmental/Title VI: 2021 - 2022
- Site Selection: Fall 2022
- Planning/Development/Design: 2022 - 2024
- Construction: 2025 - 2027
- Opening: By 2027 (up to 600 employees at build-out)
- Budget estimate: \$150-200 million
  - Currently, MTS has \$43M set aside towards this project
- Funded through MTS CIP and anticipated grants



## Current Activities

- Initial Study for CEQA is underway
- Mitigated Negative Declaration (MND) is anticipated:
  - Synopsis of technical reports, including impacts and proposed mitigation
  - **Projected draft release: July 1, 2022**
  - MTS Upcoming public project meetings: June 16 (today), July 7
- Draft MND Review and Comment period:
  - **July 1 - 31, 2022**
  - July Informational Meeting
- MTS Board Approval - Sept. 2022
  - Would approve MND and final site selection
- NEPA – to be completed by a lead Federal Agency following CEQA approval



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## Questions & Discussion





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Next Steps



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- Upload presentation to MTS/CTAC webpage
- Draft Review Public Comment July 1-31
  - Visit MTS/CTAC webpage to make comments
- MTS/CTAC Community Open House
  - Thursday, July 7, 5-7pm
  - Euclid Avenue Transit Center



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Thank you!