



Social Services Transportation Advisory Council Agenda

**Tuesday, July 15, 2025,
10 a.m.**

Welcome to SANDAG. The Social Services Transportation Advisory Council (SSTAC) meeting scheduled for Tuesday, July 15, 2025, will be held in person in the SANDAG Board Room. While Council members will attend in person, members of the public will have the option of participating either in person or virtually.

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Public Comments: Members of the public may speak to the SSTAC on any item at the time the Council is considering the item. Public speakers are generally limited to three minutes or less per person.

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference SSTAC meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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Vision Statement: *Pursuing a brighter future for all*

Mission Statement: *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

Our Commitment to Equity: *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.



Social Services Transportation Advisory Council

MEMBERSHIP

The Social Services Transportation Advisory Council (SSTAC) is an advisory group to the San Diego Association of Governments (SANDAG). SSTAC consists of 16 members representing social service agencies, individuals, transportation providers, and the Consolidated Transportation Services Agency. The California Public Utilities Code requires SSTAC to hold at least one public meeting each year to solicit input on transportation needs from seniors, persons with disabilities, and persons with limited means. SSTAC works to respond to federal and state requirements, as well as local concerns, regarding accessibility issues. Responsibilities include reviewing and providing guidance on federal funding programs for the elderly and disabled, coordination of vehicles for elderly and disabled persons, special studies, and providing input on the legal and practical requirements regarding accessibility at transit facilities.

The Social Services Transportation Advisory Council generally meets at 10 a.m. on the third Tuesday of odd-numbered months.

Staff contact: Tim Garrett, (619) 595-5337, tim.garrett@sandag.org

MEMBERS

Kristine Stensberg, Chair
Social Services Provider for Persons with Limited Means

Ted Kagan, Vice Chair
Special Interest – Seat A

Alex Warner
Special Interest – Seat B

Todd Lordson
At-Large – Seat A

Sharon Beckas
At-Large – Seat B

Sharlene Ornelas
At-Large – Seat C

Marcy Roke
Social Services Provider for Seniors

Samantha Stephan
Social Services Provider for Seniors

Maureen Glaser
Social Services Provider for Persons with Disabilities

ALTERNATES

Marilyn Greenblatt
Social Services Provider for Persons with Limited Means

Wayne Landon
Special Interest – Seat A

Clytie Koehler
Special Interest – Seat B

Lorry Seagrim
At-Large – Seat A

Todd Shaw
At-Large – Seat B

Marissa Romero Lucero
At-Large – Seat C

Adrianna Yemhatpe
Social Services Provider for Seniors

Marianela Camarillo
Social Services Provider for Seniors

Tina Nguyen
Social Services Provider for Persons with Disabilities

MEMBERS

Rachel Holiday

Social Services Provider for Persons with Disabilities

Bryan Killian

MTS Fixed Route

Charles Posejpal

MTS Paratransit

Ioni Tcholakova

NCTD Fixed Route

Robert Gebo

NCTD Paratransit

Ali Poorman

Facilitating Access to Coordinated Transportation

Arun Prem

Facilitating Access to Coordinated Transportation

ALTERNATES

Brian Nero

Social Services Provider for Persons with Disabilities

Keith Vann

MTS Fixed Route

Diana Hernandez

MTS Paratransit

Ricky Cervantes

NCTD Fixed Route

Katie Persons

NCTD Paratransit

Christian Hernandez

Facilitating Access to Coordinated Transportation

Paola Zilli

Facilitating Access to Coordinated Transportation

Social Services Transportation Advisory Council

Tuesday, July 15, 2025

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Social Services Transportation Advisory Council (SSTAC) on any issue within the jurisdiction of SSTAC that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. SSTAC members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Approve

Michael Garcia, SANDAG

The Social Services Transportation Advisory Council is asked to approve the minutes from its May 20, 2025, meeting.

[Meeting Minutes](#)

Reports

+3. Social Services Transportation Advisory Council Membership Selection

Information

Tim Garrett, SANDAG

Staff will present the results of the Social Services Transportation Advisory Council membership application period and introduce members selected for the FY 2026 term.

[SSTAC Membership Selection](#)

+4. Annual Public Hearing

Conduct
Public
Hearing

Tim Garrett, SANDAG

As required by PUC 99238.5, the Social Services Transportation Advisory Council will conduct its annual public hearing to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means, regarding public transportation needs in San Diego County. The public is invited to provide testimony.

[Annual Public Hearing](#)

[Att. 1 - FY 2025 Unmet Transit Needs](#)

+5. Planning and Design for Six Next Gen Rapid Routes

Information

Brian Lane, Cecily Taylor, SANDAG

Staff will present an update on the initial planning for six new Rapid routes.

[Planning and Design for Six Next Gen Rapid Routes
Presentation](#)

+6. Coordinated Plan Update

Discussion

Rubi Morales, Tim Garrett, SANDAG

Staff will present initial recommendations to support the Coordinated Public Transit-Human Services Transportation Plan.

[Coordinated Plan Update](#)

[Att. 1 - Draft Goals and Strategies Table Presentation](#)

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|------------|--|------------|
| +7. | Regional Reconnecting Communities Study
<i>Lizzy Havey, SANDAG</i> | Discussion |
|------------|--|------------|

Staff will present an overview on the Reconnecting Communities Study and request feedback from Social Services Transportation Advisory Council members.

[Regional Reconnecting Communities Study Presentation](#)

- | | | |
|-----------|---|-------------|
| 8. | Updates from Transit Operators - Metropolitan Transit Service, North Coast Transit District, and Facilitating Access to Coordinated Transportation
<i>Tim Garrett, SANDAG</i> | Information |
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Representatives from MTS, NCTD, and FACT will present updates on service changes and notable activities at each agency.

Adjournment

- | | |
|-----------|---|
| 9. | Adjournment
The next Social Services Transportation Advisory Committee meeting is scheduled for Tuesday, September 16, 2025, at 10 a.m. |
|-----------|---|

+ next to an agenda item indicates an attachment

July 15, 2025

May 20, 2025, Meeting Minutes

[View Meeting Video](#)

Vice Chair Ted Kagan (Special Interest - Seat A) called the meeting of the Social Services Transportation Advisory Council (SSTAC) to order at 10:02 a.m.

1. Non-Agenda Public Comments/Member Comments

Public Comments: None

Member Comments: None

Associate Administrative Analyst Ashely Wiley shared that SANDAG is updating its governance framework and is seeking feedback from working group members through an upcoming survey.

Associate Regional Planner Tim Garrett provided updates on agency activities.

Consent

2. Approval of Meeting Minutes

The SSTAC was asked to approve the minutes from its March 18, 2025, meeting.

Public Comments: None

Action: Upon a motion by Sharlene Ornelas (At-Large – Seat C), and a second by Marcy Roke (Travelers Aid Society of San Diego), the SSTAC voted to approve the Consent Agenda.

The motion passed.

Yes: Ted Kagan, Lorry Seagrim (At-Large Seat A), Sharlene Ornelas, Marcy Roke, Maureen Glaser (On The Go), Marilyn Greenblatt (Jewish Family Services), Alissa Poorman (FACT – Seat A), Paola Zilli (FACT – Seat B), Diana Hernandez (MTS Paratransit), Juan Garcia (MTS Fixed Route), Ioni Tcholakova (NCTD Fixed Route), Jennifer Lara (NCTD Paratransit).

No: None

Abstain: Sharon Beckas (At-Large – Seat B), Alex Warner (Special Interest - Seat B).

Absent: San Diego Center for the Blind, Options for All.

Reports

3. SSTAC Membership Update and Solicitation of Volunteers

Tim Garrett presented details on the SSTAC membership and application process, identified opportunities to serve on the SSTAC, and solicited volunteers for the selection panel.

Public Comments: None

Action: Information

4. On the Move: Innovative Transit Priority Solutions for Complete Streets

Regional Planners Michael Terlep and Evan Funk presented an update on the Caltrans Planning Grant-funded study “On the Move” for feedback from SSTAC members.

Public Comments: David Jackson

Action: Discussion

5. Transportation Development Act: FY 2025 Productivity Improvement Program and FY 2026 Allocations

Tim Garrett presented the FY 2025 Transportation Development Act Annual Report.

Public Comments: None

Action: Information

6. Unmet Transit Needs

The SSTAC members and the public were given the opportunity to discuss new or continuing unmet transit needs in the San Diego region.

Public Comments: None

Action: Discussion

7. Updates from Transit Operators and FACT

Representatives from MTS, NCTD, and FACT presented updates on service changes and notable activities at each agency

Public Comments: Ethel Miranda

Action: Information

8. Adjournment

The next Social Services Transportation Advisory Council meeting is scheduled for July 15, 2025, at 10 a.m.

Vice Chair Kagan adjourned the meeting at 11:15 a.m.

Confirmed Attendance at SSTAC Meeting

Jurisdiction	Name	Attended
Special Interest Voting Member - Seat A	Vice Chair Ted Kagan (Primary)	Yes
	Wayne Landon (Alternate)	Yes
Special Interest Voting Member - Seat B	Alex Warner (Primary)	Yes
	Clytie Koehler (Alternate)	Yes
At-Large Voting Member - Seat A	Todd Lordson (Primary)	No
	Lorry Seagrim (Alternate)	Yes
At-Large Voting Member - Seat B	Sharon Beckas (Primary)	Yes
	Todd Shaw (Alternate)	No
At-Large Voting Member - Seat C	Sharlene Ornelas (Primary)	Yes
	Marissa Romero Lucero (Alternate)	No
San Diego Center for the Blind (Social Services Provider for Seniors)	Samantha Stephan (Primary)	No
	Marianela Camarillo (Alternate)	No
Travelers Aid Society of San Diego (Social Services Provider for Seniors)	Marcy Roke (Primary)	Yes
	Adrianna Yemhatpe (Alternate)	Yes
Options for All (Social Services Provider for Persons with Disabilities)	Rachel Holiday (Primary)	No
	Brian Nero (Alternate)	No
On The Go (Social Services Provider for Persons with Disabilities)	Maureen Glaser (Primary)	Yes
	Vacant (Alternate)	--
Jewish Family Services (Social Services Provider for Persons with Limited Means)	Kristine Stensberg (Primary)	No
	Marilyn Greenblatt, (Alternate)	Yes
FACT - Seat A (Local Consolidated Transportation Service Agency)	Alissa Poorman (Primary)	Yes
	Christian Hernandez (Alternate)	No
FACT - Seat B (Local Consolidated Transportation Service Agency)	Arun Prem (Primary)	No
	Paola Zilli (Alternate)	Yes
MTS Fixed Route	Juan Garcia (Primary)	Yes
	Keith Vann (Alternate)	No
MTS Paratransit	Charles Posejpal (Primary)	No
	Diana Hernandez (Alternate)	Yes
NCTD Fixed Route	Ioni Tcholakova (Primary)	Yes
	Ricky Cervantes (Alternate)	No
NCTD Paratransit	Jennifer Lara (Primary)	Yes
	Katie Persons (Alternate)	No

July 15, 2025

Social Services Transportation Advisory Council Membership Selection

Overview

Per the Social Services Transportation Advisory Council (SSTAC) Charter, SSTAC members shall be chosen by a selection panel and shall serve a three-year term beginning and ending in the month of July. Three-year terms are staggered among the selected members such that annually, the terms of approximately one-third of the members expire. The membership application and selection process, therefore, occurs annually. Applications were available May 20, 2025, through June 27, 2025. A selection panel consisting of three SSTAC members whose memberships were not expiring and one SANDAG staff member evaluated the applications received and selected the new members.

Action: Information

Staff will present the results of the Social Services Transportation Advisory Council membership application period and introduce members selected for the FY 2026 term.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Key Considerations

Those selected to fill the vacant seats as new members are the following:

- Mark Fletcher, At Large Alternate Seat A
- Kate Pecora, At Large Alternate Seat B
- Emily Tran, At Large Alternate Seat C
- City of San Diego, Citywide Recreational Services - AgeWell Services Department, represented by Morgan Furr and Sharon Moninger, as a social service provider for people with disabilities
- Jewish Family Service of San Diego, represented by Maureen Glaser and Kathryn Robertson, as a social service provider for people with limited means

The new At Large members will be seated as alternates, with those previously holding alternate status being moved to primary members.

Next Steps

Successful applicants will take their seats at the next meeting of the SSTAC on September 16, 2025. At that time, SSTAC members will elect a new Chair and Vice Chair.

Antoinette Meier, Senior Director of Regional Planning

July 15, 2025

Annual Public Hearing

Overview

Per the Social Services Transportation Advisory Council (SSTAC) Charter, the SSTAC shall hold a minimum of one public hearing annually for the purpose of receiving public comment on public transit services from the transit-dependent elderly, disabled, and persons of limited means.

Key Considerations

The public is invited to provide testimony. Members of the public who are not able to participate in the public hearing are encouraged to provide testimony using this [online comment card](#) or leaving a voicemail at 619.699.0641 by 8 a.m. on Tuesday, July 15, 2025. Comments received will be read by SANDAG staff during the meeting and documented along with all other comments received during the hearing.

In response to a recommendation of the 2022 Transportation Development Act triennial performance audit, SANDAG added a standing unmet transit needs item to each SSTAC meeting agenda. Comments received at SSTAC meetings in FY 2025 are included in Attachment 1.

Next Steps

Comments received at each meeting are forwarded to the appropriate department or partner agency and submitted annually in May to SANDAG's Transportation Committee. Members of the public will also have the opportunity to comment on unmet transit needs at future SSTAC meetings.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. FY 2025 Unmet Transit Needs

Action: **Conduct Public Hearing**

As required by PUC 99238.5, the Social Services Transportation Advisory Council will conduct its annual public hearing to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means, regarding public transportation needs in San Diego County. The public is invited to provide testimony.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Fiscal Year	Meeting Date	Unmet Need	Speaker	Refer to	Action	Response, if applicable
2025	7/16/2024	My husband, who is a disabled Navy veteran, in a wheelchair, depends on FACT for transportation to dialysis 3 times a week including Saturday. The service that FACT provides for him is essential for his comfort to and from the center. Other services such as Jewish Family services and others like them, either do not provide wheelchair accessibility, or do not serve our zip code. Care 7 and SDMed have been a big plus to us. The drivers are professional and treat him with respect. We hope that you will take into consideration that FACT is essential to him and many others with disabilities. Please continue to fund this important service. Thank you.	Victoria Alpaugh	SANDAG Planning	Noted for Coordinated Plan	N/A
2025	7/16/2024	I am a disabled Navy veteran who relies on FACT to get me to and from dialysis 3 days a week in a wheelchair. I have been using FACT since 2020. It's very hard for me to get around without my wheelchair and walker and Lyft and Uber, and other transportation companies do not provide wheelchair accessibility. we've tried other Transportation companies, but they either again , don't have wheelchair accessibility, or they do not come into our ZIP Code. i'm also sight impaired so public transportation is . impossible. Please keep funding FACT so I and others with disabilities can get to our destinations.	Glenn Alpaugh	SANDAG Planning	Noted for Coordinated Plan	N/A

2025	7/16/2024	The trolley in University City is a joke - it does not service residents. There are no buses in our south east neighborhood to transport us to the trolley. So we take Lyft/Uber to our destination. This is not Europe where you are always serviced by convenient transportation. Get real!	Eileen	MTS	Consider for upcoming Comprehensive Operational Analysis	Will evaluate bus connections to UCSD Blue Line as part of upcoming comprehensive operational analysis.
2025	7/16/2024	Try to add shades and seats for people waiting for bus arrival on every bus stop along Otay Mesa Rd, is a shame to see people under the sun and rain..... and no covers are provided.	Daniel Avita	MTS	Refer to MTS	MTS applied for grant funding for both (a) Otay Mesa Transit Study (awarded) and (b) Transit Amenities Plan (not awarded). The Otay Mesa Transit Study will analyze transit service in Otay Mesa while the Transit Amenities Plan would evaluate current placement of amenities throughout the MTS service area and provide recommendations for improvements. These studies would take place throughout FY26.
2025	7/16/2024	SANDAG should do a better job of publicizing opportunities for public comment at SSTAC meetings; older people don't use computers as much, should be easier to find.	Clifford Weiler	SANDAG Planning	Follow public hearing process for annual meeting to be held in July 2025	N/A

2025	7/16/2024	FACT provides essential program filling gaps. Recently raised prices on seniors/disabled--this should be a last resort. FACT is raising prices too much, does not understand the financial constraint of population they serve. FACT cannot find drivers and will call the day before saying they cannot give rides.	Name not given: online public comment	FACT	Refer to FACT	<p>FACT values all feedback from the community. The comment mentions two issues a) fare increase, and b) trip denial due reportedly due to lack of drivers.</p> <p>This comment is from July 2024; it appears the rider is referring to the fare for <i>on-demand</i> RideFACTNOW service, which had a flat fare of \$10 for one-way trip Countywide. On-demand services are premium, and come with a relatively higher cost. During that timeframe, our RIDEFACT service, which had a lower base fare, was not available due to lack of funds. Since then, FACT has restructured its fares which range from \$5 for upto10 miles, \$10 for 10.1 up to 20 miles, and \$20 for 20 + miles. This fare structure helps riders using shorter trips to pay a lower fare. RideFACTNOW was a new service available during July 2023-June 24; the \$10 fare enabled FACT to spread the service over to more users. Comparable trips on wheelchair accessible private taxi/van services are prices \$75-90. FACT received comments from several riders who indicated the fares were reasonable:</p> <p><i>"Thats all you charge? wow, I have paid \$100 for my mother who is in a wheelchair and that is short distance too! I am in shock, please book us for a trip."</i></p> <p><i>"Your service is a blessing for 10 bucks, believe me"</i></p> <p><i>"I am very grateful for your services. You have saved me time and cost - really a life saver"</i></p> <p>FACT transports riders who are unable to pay a fare, while working with them to refer them to other transportation options that meet their needs better.</p> <p>In 2025 FACT will use a two-tiered fare structure where Same-Day rides are priced higher and Next-Day service costs less, in order to allow riders the flexibility of selecting the services that best meet their needs.</p> <p>FACT's transportation service does not lack drivers or capacity. A rider may be informed a ride is not available during times when we are operating under funding constraints. It is not our practice to comment on the availability of drivers when speaking with riders.</p>

2025	7/16/2024	We are seeing demand for increase in services, causing members of public being passed from service provider to service provider, not fair for members of public. Additional funding is needed for service providers.	Kristine Stensberg	SANDAG Planning	Noted for Coordinated Plan	N/A

2025	7/16/2024	There is a large need along SR 56 corridor for people with disabilities. There is no fixed route transit, so no ADA paratransit is available. FACT and other services may provide coverage, but no ADA service is available.	Todd Lordson	SANDAG Planning, MTS	<p>New routes along SR 56 to be included in Draft 2025 Regional Plan. Also refer to MTS for consideration for upcoming Comprehensive Operational Analysis</p>	Will evaluate service along SR 56 as part of the upcoming comprehensive operational analysis.

2025	7/16/2024	There are more clients than providers or funding. SSTAC should advocate for more funding at state level. Requesting guidance from SANDAG on how to do this effectively. Jewish Family Service and Travelers Aid have waiting lists for services and can't enroll new people.	Marcy Roke	SANDAG Planning	Noted for Coordinated Plan	N/A

2025	9/17/2024	More security training for working with people who have limited means, seniors, or those that are disabled.	Todd Lordson	SANDAG Planning, MTS, NCTD	Noted for Coordinated Plan. Also refer to MTS and NCTD	<p>MTS: When we hire new Code Compliance Inspectors (CCIs), The new CCIs spend the first three weeks of training in a classroom setting. One of the training blocks during the three-week classroom training program consists of a two-hour block of training on People with disabilities. This training material is from the California Commission on Police Officer Standards and Training (POST) - Learning Domain 37 - People with Disabilities. Topics discussed: Americans with Disability Act, types of disabilities, Interactions with people with disabilities.</p> <p>For CCIs who are off training and working in the field, we conduct annual In=Service training. One of the annual In-Service training blocks is with Clinical Psychologist Dr. David Bond. Dr. Bond teaches a four-hour block of training that reviews Mental Illness and other Mental Health Disorders and Physical Disabilities.</p>

2025	9/17/2024	SR 56 corridor is still underserved.	Todd Lordson	SANDAG Planning, MTS	New routes along SR 56 to be included in Draft 2025 Regional Plan. Also refer to MTS for consideration for upcoming Comprehensive Operational Analysis	Will evaluate service along SR 56 as part of the upcoming comprehensive operational analysis.

2025	9/17/2024	Training programs for drivers, especially those with Class B licenses	Todd Shaw	SANDAG Planning, MTS, NCTD	Noted for Coordinated Plan. Also refer to MTS and NCTD	MTS: All bus operators receive training upon initial hiring and annually thereafter. Topics covered include all of those mentioned in the list of “unmet needs”. I have attached the pages of our training manual that broadly cover these topics. This is just a portion of the manual, there is more in-depth training that is carried out in both the classroom and behind the wheel. At times, bus operators can be limited with how they service a bus stop depending on available red curb space. Cars that are parked in the bus stop, or bus stops with inadequate red curb space regularly contribute to this challenge. Also, bus operators are required to lower the “kneeler” upon request. Otherwise, it is at their discretion when to use the “kneeler”.
2025	9/17/2024	For Specialized Transportation providers - there is still very high demand	Kristine Stensberg	SANDAG Planning	Noted for Coordinated Plan	N/A
2025	11/19/2024	No unmet needs comments	N/A	N/A	N/A	N/A
2025	1/21/2025	No unmet needs comments	N/A	N/A	N/A	N/A

3/18/2025	Need better training for bus operators regarding safe stops and starts, especially when carrying people who are older/have disabilities. Also need to ensure people can get on/off bus safely if they need the bus to kneel. This is only available in the front of the bus.	Clytie Koehler	SANDAG Planning, MTS, NCTD	Noted for Coordinated Plan. Also refer to MTS and NCTD	MTS: All bus operators receive training upon initial hiring and annually thereafter. Topics covered include all of those mentioned in the list of “unmet needs”. I have attached the pages of our training manual that broadly cover these topics. This is just a portion of the manual, there is more in-depth training that is carried out in both the classroom and behind the wheel. At times, bus operators can be limited with how they service a bus stop depending on available red curb space. Cars that are parked in the bus stop, or bus stops with inadequate red curb space regularly contribute to this challenge. Also, bus operators are required to lower the “kneeler” upon request. Otherwise, it is at their discretion when to use the “kneeler”.
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2025

3/18/2025	Concerns about federal funding, especially given how recent government changes may be impacting programs.	Marcy Roke	SANDAG Planning, Grants	Noted for Coordinated Plan. Also refer to Grants to provide update on funding with Specialized Transportation Grant Program annual report.	N/A
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2025

2025	5/20/2025	Had difficulty with building access	Sharon Beckas	SANDAG Office of Diversity and Equity, West facility management	Evaluate accessibility of new building and meeting spaces	SANDAG will evaluate and report back to SSTAC in an upcoming meeting
2025	5/20/2025	(In response to On the Move presentation) Painted markings are not perceptible for blind and visually impaired riders; It's difficult when painted bike paths intersect with crosswalks/pedestrian paths, curbs helpful	Sharlene Ornelas	SANDAG Planning	Noted for On the Move and will refer to Rapids planning team	N/A
2025	5/20/2025	(In response to On the Move presentation): signage should be large print; roundabouts difficult for pedestrians; include cautionary lights; buses should be equipped with automated callouts; insufficient braille markings at bus stops; easy to get lost using the buses; why is there no bus route between downtown and the safari park? ; East County vastly underserved, San Marcos has little bus service even along San Marcos Blvd.	Clytie Koehler	SANDAG Planning, NCTD	Noted for On the Move and will refer to Rapids planning team	NCTD: FLEX 371 Bus does allow for deviations to the route (e.g. to Safari Park), but you have to call ahead; hours limited to AM and PM because it is a commuter bus. BREEZE route 347 was rerouted to improve access to San Marcos Boulevard, and other routes have updated hours to improve performance.
2025	5/20/2025	A frames used for detours are potential locations for temporary seating	Sharon Beckas	SANDAG Planning, MTS, NCTD	Noted for On the Move	N/A

	5/20/2025	Crosswalks should be automatic	Wayne Landon	SANDAG Planning	Consider adding to agenda for upcoming SSTAC/Mobility Working Group	N/A
2025						
	5/20/2025	Concurs with Clytie on bus drivers not calling out stops; took MTS route 934 and noticed there were audible no call outs on the bus	David Jackson	MTS	Refer to MTS	MTS: If the internal or external announcements weren't working, our policy is that the bus operator has to make manual announcements at required stops. The passengers should call in any issues they experience so that we can document it, investigate, and correct/repair/retrain as needed.
2025						
	5/20/2025	There are places in San Diego County that are amusement areas where there is no paratransit connection because there is no fixed route connected to it; there is an on-call service, but North County paratransit doesn't allow for that, e.g. going to the Safari Park	Sharlene Ornelas	NCTD	Refer to NCTD	NCTD: Flex 371 Bus does allow for deviations to the route (e.g. to Safari Park), but you have to call ahead; hours limited to AM and PM because it is a commuter bus
2025						

July 15, 2025

Planning and Design for Six Next Gen Rapid Routes

Overview

In October 2023, the SANDAG Board of Directors approved \$26.6 million for the planning and design of six new Rapid routes. Staff will provide an update on the planning and design work to be completed over the next two years.

Key Considerations

The Regional Plan includes a comprehensive network of Rapid buses that connect people to job centers, education, and other destinations via transit that is competitive with automobile travel. Six of these Rapid routes are currently being advanced:

- Rapid 277 will connect the community of Ramona to the Sabre Springs Transit Center.
- Rapid 483 is being planned as part of the I-15/SR 78 Managed Lane Connector Project and will connect Temecula in Riverside County to CSU San Marcos and Palomar College.
- Rapid 640 is a precursor to the proposed Blue Line rail corridor improvements and will connect San Ysidro Transit Center to downtown San Diego.
- Rapid 688 is a precursor to the planned Purple Line rail corridor and will connect San Ysidro Transit Center to Kearny Mesa and University City.
- Rapid 880 route is being planned as part of the SR 52 Improvements Project and will connect east county to Kearny Mesa, University City, and UC San Diego.
- Rapid 625 will connect Chula Vista, National City, and Southeast San Diego to San Diego State University.

The current funding could get Rapid 625 through 30% design and environmental clearance so it will be eligible to compete for federal funding for final design and construction. The other five routes will get to 15% design.

Staff completed the first round of public outreach in early 2025 and are drafting the goals, objectives, and performance measures that will be used to rank alternatives later this fall. The development process started with the goals and objectives from prior Rapid planning efforts, which included feedback from partner agencies and the Social Services Transportation Advisory Council (SSTAC) at its July 28, 2023, meeting. From there, the project team revised the goals to reflect new feedback from stakeholders and incorporate outcomes from the Vision Zero Action Plan analysis.

Each route concept will:

- Ensure stations are accessible;
- Include investments for first-/last-mile active transportation connections and active transportation facilities along the route; and,
- Consider route requirements for zero-emission vehicles.

Action: Information

Staff will present an update on the initial planning for six new Rapid routes.

Fiscal Impact:

The Board of Directors approved \$26.6 million for the planning and design of these Rapid routes.

Schedule/Scope Impact:

Initial planning and design work will take place between November 2024 and January 2027.

Next Steps

The project team will document feedback received from the SSTAC to inform route concepts and begin collaboration with partner agencies and stakeholders through project development. The project team will consult the SSTAC later in the project schedule to help identify accessible design features for the route alternatives. Over the next two years, work on Alternative Routes Analysis, Design and Engineering (up to 15% conceptual design), and Costing and Phasing will be conducted. Updates will be provided to the SSTAC and other relevant SANDAG working groups and committees.

Antoinette Meier, Senior Director of Regional Planning



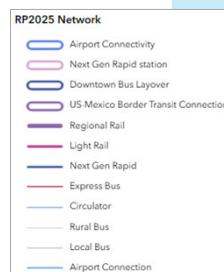
Planning and Design for Six Next Gen Rapid Routes

Social Services Transportation Advisory Council | Item 5
Brian Lane, Senior Regional Planner
Cecily Taylor, Senior Regional Planner
July 15, 2025

1

Project Overview

- Draft 2025 Regional Plan Transportation Network includes **35 new Rapid Routes** by 2035
- \$26.6 million budgeted in October 2023 for planning and design for six Rapid routes



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Intro to Next Gen *Rapid*

- Faster service
 - Fewer stops than local bus service
 - Operate in priority travel lanes and/or separated guideways, where needed
 - Traffic signal priority
 - Level and/or all-door boarding
- More frequent service - Every 10 minutes all day
- Increased reliability and convenience
- Modern shelters
 - Digital display with “next bus” arrival times

SANDAG | **Caltrans**

CONCEPTUAL PLANNING FOR NEXT GEN RAPID ROUTES
41, 471, AND 625
STUDY REPORT

**FINAL
OCTOBER
2023**



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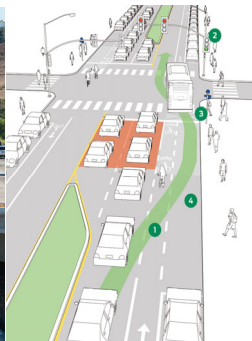
What can transit priority measures look like?



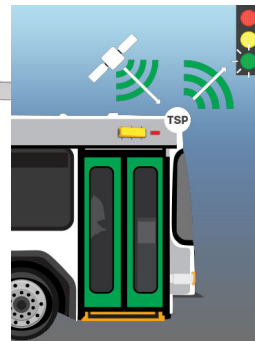
Shared
Bus/Bike Lane



Managed Lane



Queue-Jump Lane



Transit Signal Priority



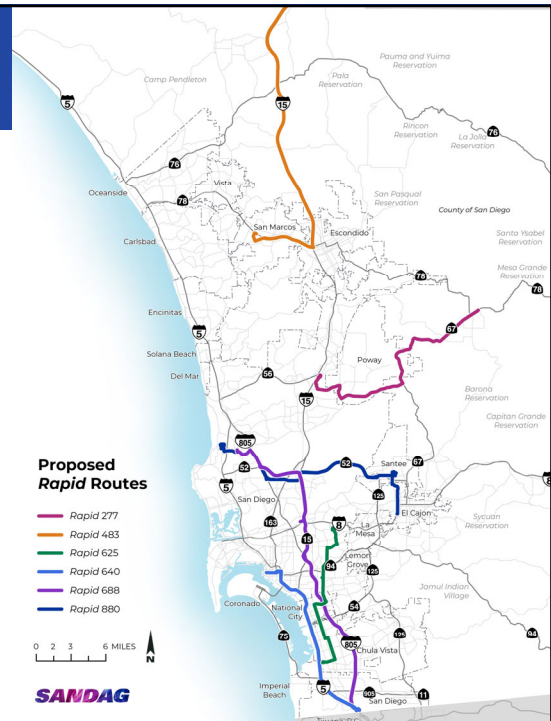
Level and/or
All-door Boarding

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Project Overview

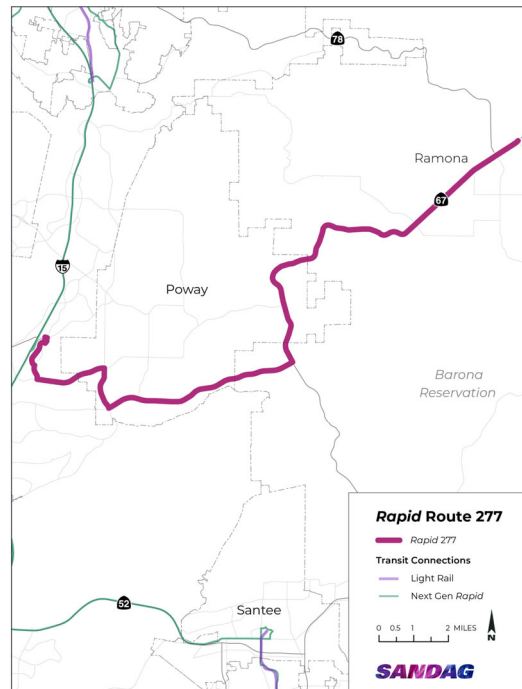
- Rapid Design/Engineering
 - Goals, Objectives, Performance Measures
 - Alternatives analysis
 - 15% design and engineering
 - Environmental identification, technical reports
- Rapid Technology
- Public Outreach
 - Community-based organization support
 - Key stakeholder meetings
 - Pop-up events
 - Surveys
- Apply for Federal Capital Investment Grants



5

Rapid 277

Connects the community of Ramona to the Sabre Springs Transit Center

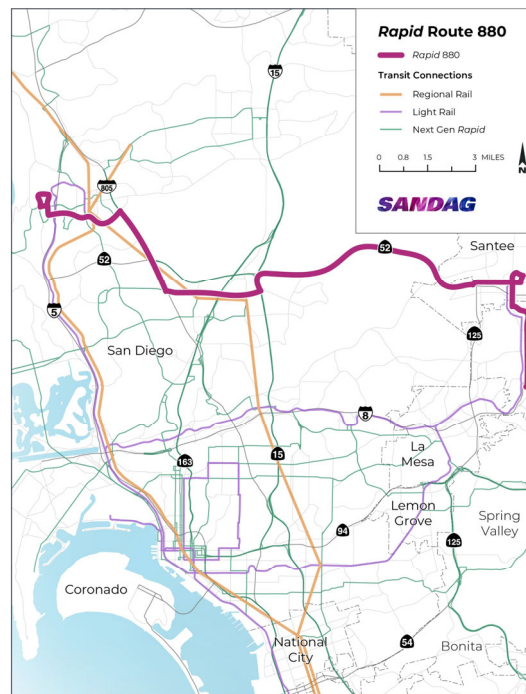


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Rapid 880

Connects east county to the UCSD area
part of the SR 52 Improvements Project

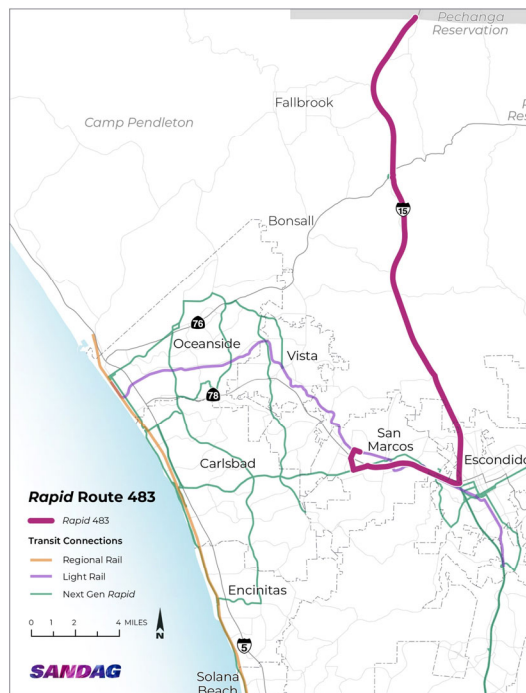


SANDAG | 7

7

Rapid 483

Connects Temecula in Riverside County to CSU San Marcos and Palomar College
part of the I-15/SR 78 Managed Lane Connector Project



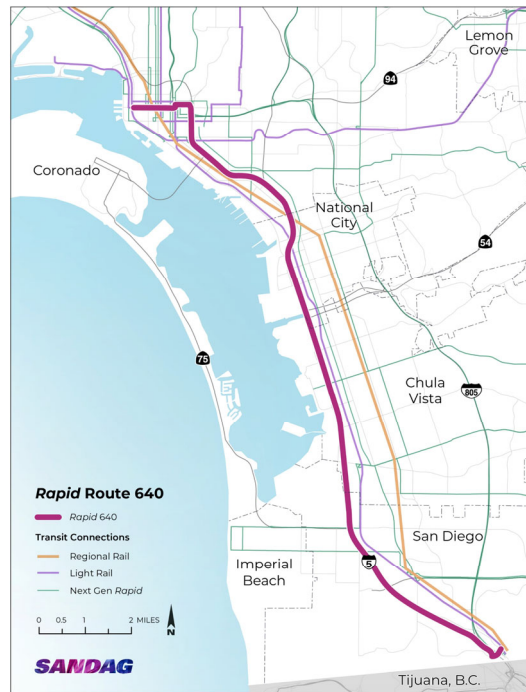
SANDAG | 8

8

Rapid 640

Connects San Ysidro Transit Center to downtown San Diego

Precursor to the proposed Blue Line rail corridor improvements



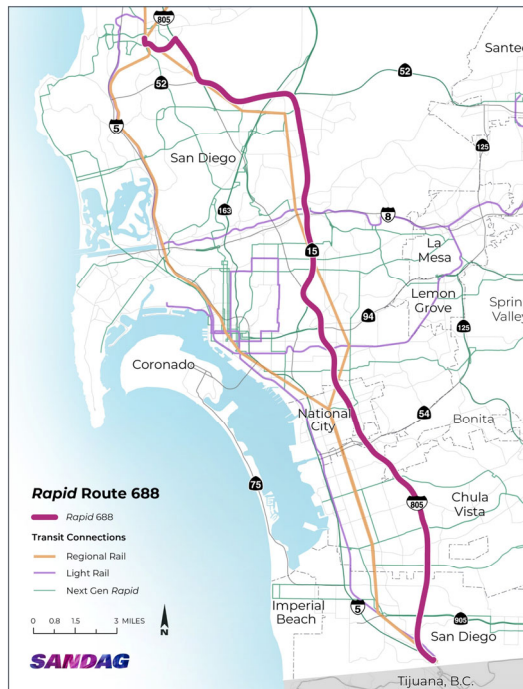
SANDAG | 9

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Rapid 688

Connects San Ysidro Transit Center to Kearny Mesa

Precursor to the planned Purple Line rail corridor

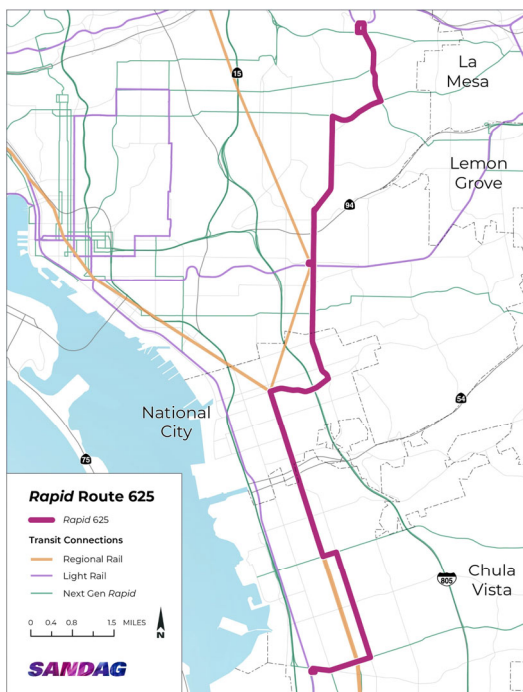


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Rapid 625

Connects Chula Vista and National City to San Diego State University



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Goals Overview



1. Provide reliable, high-quality transit service



2. Maximize ridership potential



3. Enhance road user safety along Rapid routes



4. Gain support from the public and key stakeholders through partnerships



5. Implement cost-effective and financially feasible Rapid service

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All Alternatives will:

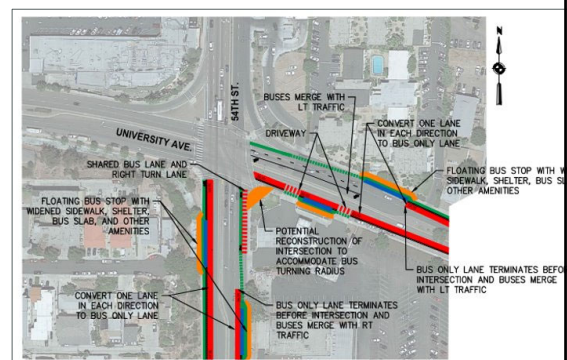
- Ensure stations are accessible
- Consider first-/last-mile active transportation connections and facilities along the route
- Identify route requirements for zero-emission vehicles

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Overall Timeline

- 2025 – 2026
 - Existing conditions
 - Alternatives analysis
 - 15% design/engineering
- 2027 – 2028 (pending funding*)
 - 30% design/engineering
 - environmental clearance
- 2029 and beyond (pending funding)
 - 60/90% design
 - Construction
 - Open for operations

* Rapid 625 has funding for this phase



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July 15, 2025

Coordinated Plan Update

Overview

SANDAG is in the process of updating the region's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). Coordinated Plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes; provide strategies for meeting these needs; and prioritize transportation services for funding and implementation. Federal transit law requires that Coordinated Plans are developed with participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public utilizing transportation services. At the [March 18, 2025 Social Services Transportation Advisory Council \(SSTAC\) meeting](#), staff presented findings from outreach, surveys and focus groups conducted to inform the Coordinated Plan. This presentation will expand on the needs identified through outreach and outline proposed goals, strategies, and recommendations informed by best practices.

Action: Discussion

Staff will present initial recommendations to support the Coordinated Public Transit-Human Services Transportation Plan.

Fiscal Impact:

Development of the Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) is funded through Overall Work Program Project No. 3320100.

Schedule/Scope Impact:

The draft Coordinated Plan is anticipated to be published by fall 2025.

Key Considerations

The Coordinated Plan combines the federal requirement in 49 U.S.C. 5310 for a Coordinated Public Transit-Human Services Transportation Plan, the state requirement for transit operations performance monitoring through the Transportation Development Act, and the regional requirement in [SANDAG Board Policy No. 018](#) for a Regional Short-Range Transit Plan into one document. The Coordinated Plan facilitates the distribution of local funding for our region's Specialized Transportation Grant Program, including the federal program Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), which can fund services in the region's urbanized areas, and the *TransNet* Senior Mini Grant Program, which can fund services in both urban and rural areas across the entire region. Developing a plan consistent with applicable federal, state, and local requirements ensures the availability of funding for specialized transportation providers in the San Diego Region. Meeting the transportation needs of these groups will also be increasingly important as the San Diego region's population ages. While one in ten residents were aged 65 or older in 2000, this will increase to one in five by 2050.¹

A critical element of the Coordinated Plan is to identify transportation needs and gaps for older adults, people with disabilities, and people with low incomes. Understanding these gaps allows SANDAG to prioritize Specialized Transportation Grant Program funding for projects best suited to address the specific travel needs of each identified population. To determine needs and gaps, this cycle included outreach efforts such as a scientific survey, focus groups, and presentations to the Project Development Team², SSTAC, Mobility Working Group, Social Equity Working Group, and Transportation Committee.

¹ SANDAG Series 15 Regional Growth Forecast

² Project Development Team includes staff representatives from SANDAG, Metropolitan Transit Service, North County Transit District, Facilitating Access to Coordinated Transportation, and other transportation providers, depending on agenda topics

Staff complemented outreach efforts by researching the best practices on transportation coordination strategies, funding, service levels, and performance measures included in other agencies' Coordinated Plans and specialized transportation programs. Based on the outreach and research conducted, staff identified that the San Diego region has gaps in riders' understanding of available transportation services, insufficient public agency coordination, limited data collection and analysis, and insufficient funding availability for transportation services. In addition, staff found that transportation resources could be better coordinated and more efficient and that fixed-route transit could be improved to better serve older adults, people with disabilities, and people with low incomes. To address these gaps and shortcomings, the following goals are proposed for the Coordinated Plan which are supported by recommended *draft* strategies included in Attachment 1.

- Clear, understandable, and readily available information about transportation options from transportation providers, coordinators, and public agencies
- Availability of usable and shareable data to support planning efforts and improve mobility options
- Coordinated and efficient use of transportation resources
- Convenient, accessible, safe, and comfortable transportation services
- Financial and operational stability for transportation providers and coordinators

Best practices research was also conducted around the roles and responsibilities of Consolidated Transportation Services Agencies (CTSAs). The requirement to designate a CTSA for each County or regional transportation planning agency (RTPA) in California was enacted by the Social Services Transportation Improvement Act of 1979. This Act stipulates that CTSAs are intended to improve social service transportation service delivery and cost-effectiveness, eliminate gaps and redundancies in service, and remove operational barriers by coordinating specialized transportation services available within the region. To identify best practices, SANDAG examined CTSA structures implemented by 13 RTPAs across the state and conducted interviews with representatives from five of those regions. The research revealed that CTSA priorities and responsibilities varied from region to region, but some practices that SANDAG could incorporate into the Coordinated Plan include:

- Clearly defined coordination activities, such as training drivers and purchasing and maintaining vehicles on behalf of multiple providers
- Performance measures, such as the number of rides provided via referrals from the CTSA and the net impact on administrative overhead for participating providers
- Limited term contracts, such as four to five years in length
- Adequate and reliable funding
- Referrals to effective and cost-efficient service providers
- Responsive to local needs identified by transportation providers and riders
- Coordination function separate from providing transportation

Next Steps

Staff will incorporate feedback from the SSTAC on the proposed goals and strategies, continue drafting the Coordinated Plan, and release the draft plan for public comment later this year. After conducting a public hearing in the fall of 2025, the Transportation Committee will be asked to approve the plan. More information on the Coordinated Plan is available on the [SANDAG website](#).

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. Draft Goals and Strategies Table

Identified Service Gap / Transportation Coordination Objective	Draft Goal	Draft Strategy / Recommendation	Implementing Agencies	STGP Priority	Measurement of Progress by Next Coordinated Plan
Older adults, people with disabilities, and people with low incomes have limited awareness of what transportation services are available to them due to a lack of information	Clear, understandable, and readily available information about transportation options from transportation providers, coordinators, and public agencies	Collaborate with other agencies and transportation providers to improve information regarding transit, paratransit, specialized transportation eligibility, availability, and discounts in creating rider guides and other transportation resources to be available on agency websites. Offer travel trainings to teach riders how to use existing transportation services	SANDAG, Local Jurisdictions, MTS, NCTD, CTSA, Specialized Transportation Providers	Yes	Publication of a rider guide linked on SANDAG website, the CTSA website, MTS, NCTD. Number of travel trainings and participants. Number of unique users receiving referrals or using specialized transportation services
		Provide information to households eligible for specialized transportation in accessible formats, including by physical mail	SANDAG, Local Jurisdictions, MTS, NCTD, CTSA, Specialized Transportation Providers	Yes	Annual postcard mailout to all eligible households upon update of the rider guide
Public agencies do not coordinate to consistently collect and analyze data on transportation needs of older adults, people with disabilities, and people with low incomes	Availability of usable and shareable data to support planning efforts and improve mobility options	Conduct comprehensive surveys and other forms of outreach with older adults, people with disabilities, and people with low incomes to identify transportation needs and update the Coordinated Plan. Collaborate with other agencies to fulfill requirements more efficiently	SANDAG, Local Jurisdictions, MTS, NCTD, CTSA	No	Inclusion of SANDAG in another public agency's transportation needs data collection efforts. Maintain database of ongoing data collection efforts relating to seniors / people with disabilities. Provide input to maintain consistency in data collection methods
		Incorporate best practices into agency standard operating procedures for collecting data through surveys and focus groups on people with disabilities by using references such as the Transit Cooperative Research Program (TCRP) guidebook	SANDAG, Local Jurisdictions, MTS, NCTD, CTSA	No	Reference final TCRP guide in future SANDAG data collection efforts for people with disabilities
		Make collected survey data available for use by other agencies to eliminate redundant efforts and establish a baseline	SANDAG, Local Jurisdictions, MTS, NCTD, CTSA	No	Survey reports published on SANDAG and other agency websites

Identified Service Gap / Transportation Coordination Objective	Draft Goal	Draft Strategy / Recommendation	Implementing Agencies	STGP Priority	Measurement of Progress by Next Coordinated Plan
Public agencies do not coordinate to consistently collect and analyze data on transportation needs of older adults, people with disabilities, and people with low incomes	Availability of usable and shareable data to support planning efforts and improve mobility options	Conduct a regional mapping effort to identify sidewalk gaps and other barriers to accessibility, such as steep slopes	SANDAG and Local Jurisdictions	No	Availability of shapefiles with sidewalk and elevation information
Transportation resources could be better coordinated and more efficient	Coordinated and efficient use of transportation resources	Review CTSA scope of work every four years to ensure that coordination activities and performance metrics reflect regional needs. Amend CTSA contract if needed and continuously monitor performance	SANDAG and CTSA	No	Amended CTSA contract with improved scope of work, if applicable
		Explore opportunities to provide paratransit-equivalent service across the MTS/NCTD service area boundary without requiring rider transfers, coordinating with the CTSA as needed	MTS and NCTD, CTSA	Yes	Feasibility Study
		Improve coordination by incentivizing CTSA to maximize the number of referrals to other transportation providers	SANDAG and CTSA	No	Amended CTSA contract with improved performance measures, if applicable
		Improve coordination by incentivizing CTSA to match riders with the lowest-cost transportation provider that meets their needs	SANDAG and CTSA	No	Measure number of rides by type of need
		Collect feedback every four years from social service transportation providers on which coordination strategies would be effective and best serve their needs	SANDAG	No	Report on feedback from providers, implementation of coordination strategies through updated CTSA contract scope
		Explore joint procurement, use, and maintenance of wheelchair-accessible vehicles; driver training; ride-scheduling and dispatching; specialized transportation eligibility verification; use of improved referral tracking software; and other functions to reduce duplication and improve efficiency and effectiveness of coordination	CTSA	No	Feasibility Study

Identified Service Gap / Transportation Coordination Objective	Draft Goal	Draft Strategy / Recommendation	Implementing Agencies	STGP Priority	Measurement of Progress by Next Coordinated Plan
Transportation resources could be better coordinated and more efficient	Coordinated and efficient use of transportation resources	Consider standardizing fares and service types for similar publicly available transportation services, even if operated by multiple agencies	SANDAG, MTS and NCTD, Specialized Transportation Providers	Yes	Feasibility Study
		Consider simplifying and consolidating the application processes for riders of paratransit and specialized transportation	MTS and NCTD, Specialized Transportation Providers	Yes	Feasibility Study
Fixed-route transit could be improved to better serve older adults, people with disabilities, and people with low incomes	Convenient, accessible, safe, and comfortable transportation services	Maintain fixed-route transit service levels, infrastructure, and vehicles to ensure access to opportunities	MTS and NCTD	No	Vehicle revenue hours and other performance measures of service availability
		Continue providing subsidized fixed-route transit rides to older adults and people with disabilities (Senior/Disabled/Medicare fare) and consider expanding to include people with low incomes	MTS and NCTD	No	Measure SDM trip counts
		Continue to fund operations of specialized transportation, prioritizing cost-effective and non-redundant services	SANDAG, Specialized Transportation Providers	Yes	Specialized Transportation Grant Program annual reports
		Improve accessibility of sidewalks and waiting areas near transit stops	MTS and NCTD, Local Jurisdictions	No	Length of sidewalk, number of curb ramps, accessible pedestrian signals, transit shelters constructed
		Improve the utilization of fixed-route transit vehicles by offering zero-fare access to fixed-route transit for paratransit-certified customers	SANDAG, MTS and NCTD	No	Pilot program creation and report on findings
Funding available for transportation providers and coordinators is limited	Financial and operational stability for transportation providers and coordinators	Seek additional funding to improve fixed-route transit frequency, reliability, and service coverage	SANDAG, MTS and NCTD	No	Additional funding beyond current sources for fixed-route transit
		Recommend that future proposed funding measures include funds set aside for specialized transportation	SANDAG, MTS and NCTD	No	Additional funding beyond current sources for specialized transportation

Identified Service Gap / Transportation Coordination Objective	Draft Goal	Draft Strategy / Recommendation	Implementing Agencies	STGP Priority	Measurement of Progress by Next Coordinated Plan
Funding available for transportation providers and coordinators is limited	Financial and operational stability for transportation providers and coordinators	Use additional STGP funding to expand door-to-door and door-through-door service availability	SANDAG, Specialized Transportation Providers	Yes	Increased availability of door-to-door and door- through-door service
		Carve off a portion of Section 5310 funding for CTSA for coordination, subject to performance	SANDAG	No	Report on CTSA funding levels and performance



Coordinated Plan Update

Social Services Transportation Advisory Council | Item 6
Tim Garrett, Associate Regional Planner
Rubi Morales, Associate Regional Planner
July 15, 2025

1

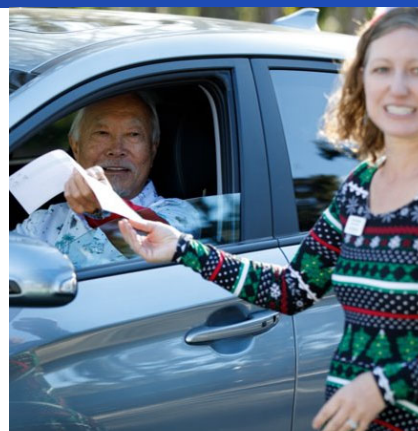
Coordinated Plan Overview



**Transit and Specialized
Transportation**



**Identify Needs of
Disadvantaged Populations**



Fulfill Requirements
Ensure Access to Funding

SANDAG | 2

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Plan Requirements Overview

	Federal	State	Local
Source	Federal Transit Law	Transportation Development Act (TDA)	SANDAG Board Policy 018
Components	<ul style="list-style-type: none"> • Transportation needs of: <ul style="list-style-type: none"> • Individuals with disabilities • Older adults • People with low incomes • Strategies to meet needs • Priorities for funding 	<ul style="list-style-type: none"> • Potential public transit productivity improvements, including those recommended in the triennial TDA performance audit 	<ul style="list-style-type: none"> • Public transit service gaps and deficiencies • Evaluation of existing services and programs • Methodology for near-term future service adjustments
Outcomes	Distribute funding through Specialized Transportation Grant Program	Ongoing Performance Monitoring	Regional Short Range Transit Plan, Service Changes

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Organizations Involved

- SANDAG
 - Evaluate regional needs through Coordinated Plan
 - Monitor performance of transportation providers and CTSA
- MTS and NCTD
 - Fixed-route transit and paratransit
- Consolidated Transportation Services Agency (CTSA): FACT
 - Coordination and referrals to other providers
- Specialized Transportation Providers
- Local Jurisdictions
 - Services for older adults

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Consolidated Transportation Services Agency (CTSA) Research

- Assembly Bill 120 (1979) allowed for regional designation of CTSA
- Purpose: promote coordination of specialized transportation to achieve cost-savings and efficiency
- Best practices:
 - Clearly defined coordination activities
 - Performance measures
 - Limited term contracts
 - Adequate and reliable funding
 - Referrals to effective and cost-efficient service providers
 - Responsive to local needs
 - Coordination separate from providing transportation

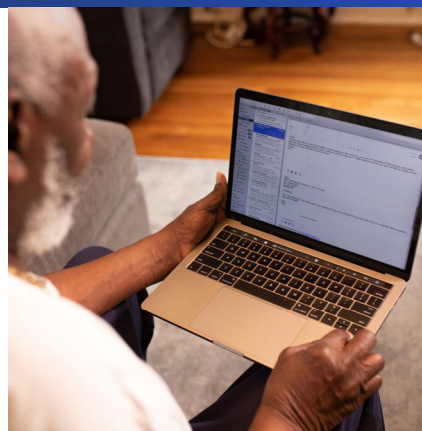
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Outreach Strategy



Focus Groups



Survey



Presentations and Public Hearing

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Identified Service Gaps

- Riders have limited awareness of available transportation services
- Limited public agency coordination and inadequate data collection and analysis
- Transportation could be better coordinated and more efficient
- Fixed-route transit could be improved
- Insufficient funding for transportation services

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Draft Goals

- Clear and understandable information about transportation options from transportation providers, coordinators, and public agencies
- Availability of usable and shareable data to support planning efforts and improve mobility options
- Coordinated and efficient use of transportation resources
- Convenient, accessible, safe, and comfortable transportation services
- Financial and operational stability for transportation providers and coordinators

SANDAG | 8

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Draft Strategies

- Goal: Clear, understandable, and readily available information about transportation options from transportation providers, coordinators, and public agencies

Strategy/Recommendation	Implementing Agency
Collaborate with other agencies and transportation providers to improve information regarding transit, paratransit, specialized transportation eligibility, availability, and discounts in creating rider guides and other transportation resources to be available on agency websites. Offer travel trainings to teach riders how to use existing transportation services	SANDAG, Local Jurisdictions, MTS, NCTD, CTSA, Specialized Transportation Providers
Provide information to households eligible for specialized transportation in accessible formats, including by physical mail	SANDAG, Local Jurisdictions, MTS, NCTD, CTSA, Specialized Transportation Providers

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Draft Strategies

- Goal: Availability of usable and shareable data to support planning efforts and improve mobility options

Strategy/Recommendation	Implementing Agency
Conduct comprehensive surveys and other forms of outreach with older adults, people with disabilities, and people with low incomes to identify transportation needs and update the Coordinated Plan. Collaborate with other agencies to fulfill requirements more efficiently	SANDAG, Local Jurisdictions, MTS, NCTD, CTSA
Make collected survey data available for use by other agencies to eliminate redundant efforts and establish a baseline	SANDAG, Local Jurisdictions, MTS, NCTD, CTSA
Conduct a regional mapping effort to identify sidewalk gaps and other barriers to accessibility	SANDAG and Local Jurisdictions

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Draft Strategies

- Goal: Coordinated and efficient use of transportation resources

Strategy/Recommendation	Implementing Agency
Review CTSA scope of work every four years to ensure that coordination activities and performance metrics reflect regional needs. Amend CTSA contract if needed and continuously monitor performance	SANDAG and CTSA
Explore joint procurement, use, and maintenance of wheelchair-accessible vehicles; driver training; ride-scheduling and dispatching; specialized transportation eligibility verification; use of improved referral tracking software; and other functions to reduce duplication and improve efficiency and effectiveness of coordination	CTSA
Explore opportunities to provide paratransit-equivalent service across the MTS/NCTD service area boundary without requiring rider transfers	MTS and NCTD, CTSA

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Draft Strategies

- Goal: Convenient, accessible, safe, and comfortable transportation services

Strategy/Recommendation	Implementing Agency
Maintain fixed-route transit service levels, infrastructure, and vehicles to ensure access to opportunities	MTS and NCTD
Improve accessibility of sidewalks and waiting areas near transit stops	MTS and NCTD, Local Jurisdictions
Continue to fund operations of specialized transportation, prioritizing cost-effective and non-redundant services	SANDAG, Specialized Transportation Providers

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Draft Strategies

- Goal: Financial and operational stability for transportation providers and coordinators

Strategy/Recommendation	Implementing Agency
Carve off a portion of Section 5310 funding for CTSA for coordination, subject to performance	SANDAG
Seek additional funding to improve fixed-route transit frequency, reliability, and service coverage	SANDAG, MTS and NCTD
Recommend that future proposed funding measures include funds set aside for specialized transportation	SANDAG, MTS and NCTD

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Questions/Discussion

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July 15, 2025

Regional Reconnecting Communities Study

Overview

The Reconnecting Communities Study is a region-wide study to understand where highway and rail transportation infrastructure has created barriers and negative impacts on communities. The study aims to identify strategies that will better connect communities in the region.

To identify impacted communities and establish areas of interest in the region, staff conducted an analysis to measure the level of disconnection and impact along major transportation networks. Working closely with the SANDAG Social Equity Working Group (SEWG), staff defined “disconnected communities” and established key metrics that account for accessibility, safety, mobility, and social equity (environmental health, low-income, disinvestment).

Action: Discussion

Staff will present an overview on the Reconnecting Communities Study and request feedback from Social Services Transportation Advisory Council members.

Fiscal Impact:

The Reconnecting Communities Study is funded through a Caltrans Planning Grant (Overall Work Program Project No. 3402300).

Schedule/Scope Impact:

The study is anticipated to be completed in June 2026.

Key Considerations

Staff conducted best practice research from complete or near-complete projects that address the physical and social divisions caused by transportation infrastructure from around the nation. Best practices include leveraging public-private partnerships, engaging communities early on, and adapting projects to the local context.

Based on research and data analysis, staff will establish seven (7) focus areas for the region based on the level of disconnect and types of transportation infrastructure. Potential solutions will be identified for each focus area and will serve as “typologies” that can be replicated in similar areas throughout the region.

Staff will present an update on the study, highlight the outcomes of the analysis, and provide an overview of next steps. The information presented will help facilitate a future workshop to get feedback on short-term and long-term project opportunities. Social Services Transportation Advisory Council (SSTAC) members are asked today to consider future project solutions within the focus areas considering physical features of projects and accessibility.

Next Steps

Staff will hold an interactive Joint Working Group in fall 2025 to present the outcomes of the analysis and get input on project opportunities and strategies for the different focus areas. The Joint Working Group will include the SSTAC, SEWG, Mobility Working Group and the Sustainable Communities Working Group.

Antoinette Meier, Senior Director of Regional Planning



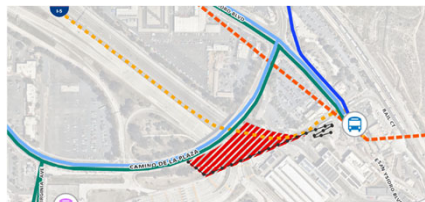
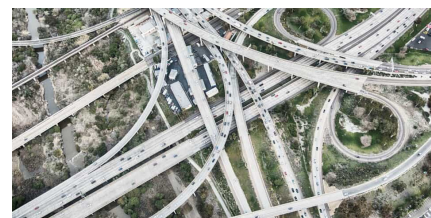
Regional Reconnecting Communities Study

Social Services Transportation Advisory Council | Item 7
Lizzy Havey, Regional Planner
July 15, 2025

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Regional Reconnecting Communities Study

Define and identify project opportunities and strategies that will reconnect communities divided by harmful transportation infrastructure.



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Study Overview and Tasks

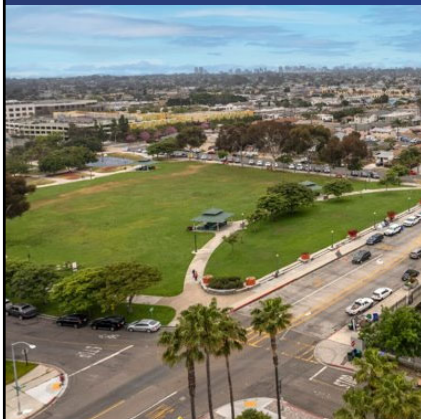
Funded by a Caltrans Planning Grant

1. Data Analytics
2. Existing Conditions and Study Areas
3. Outreach and Engagement
4. Best Practices
5. Implementation Strategies and Solutions
6. Draft and Final Report

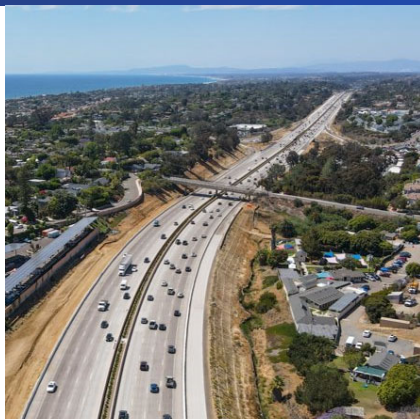
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Recap from Social Equity Working Group Meetings



What is Reconnecting Communities



Understanding Disconnected Communities



Proposed Data Sources

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Disconnected Community Defined

Low-income communities that were physically separated and/or displaced by transportation infrastructure such as highways and railways that created barriers to access and opportunities such as work, education, open spaces, medical services, and retail further burdened by safety, health, and mobility impacts and historical disinvestment.

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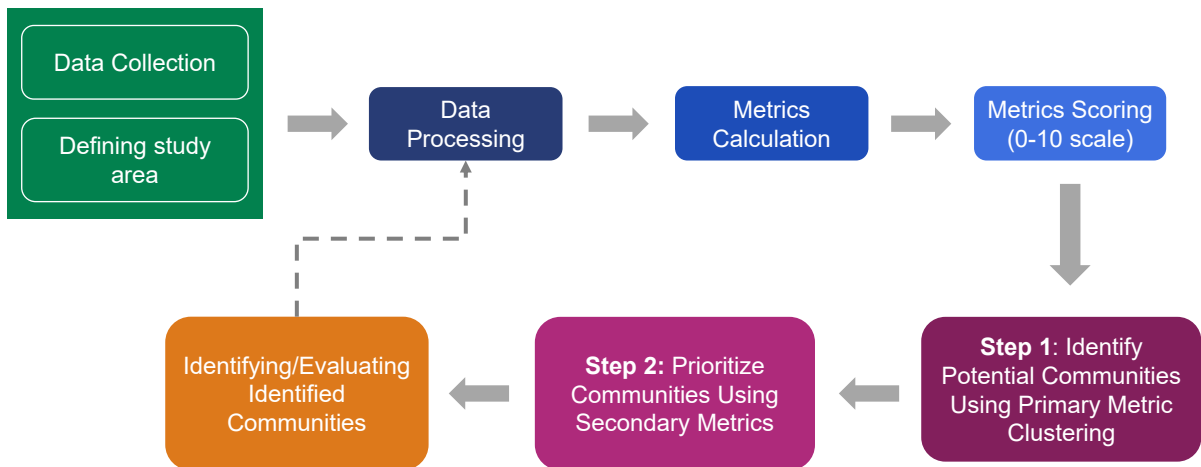
Analysis Metrics

Metric	Description
Accessibility	Accessibility to work, education, retail, medical services, open spaces
Mobility	Frequency of short trips (less than 1 mile)
Environmental Health Impacts	Exposure to pollutants
Disinvestment	Building patterns
Safety Impacts	Transportation-related fatalities and crashes
Low-Income	2022 SANDAG Household Estimates

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Overview of Methodology

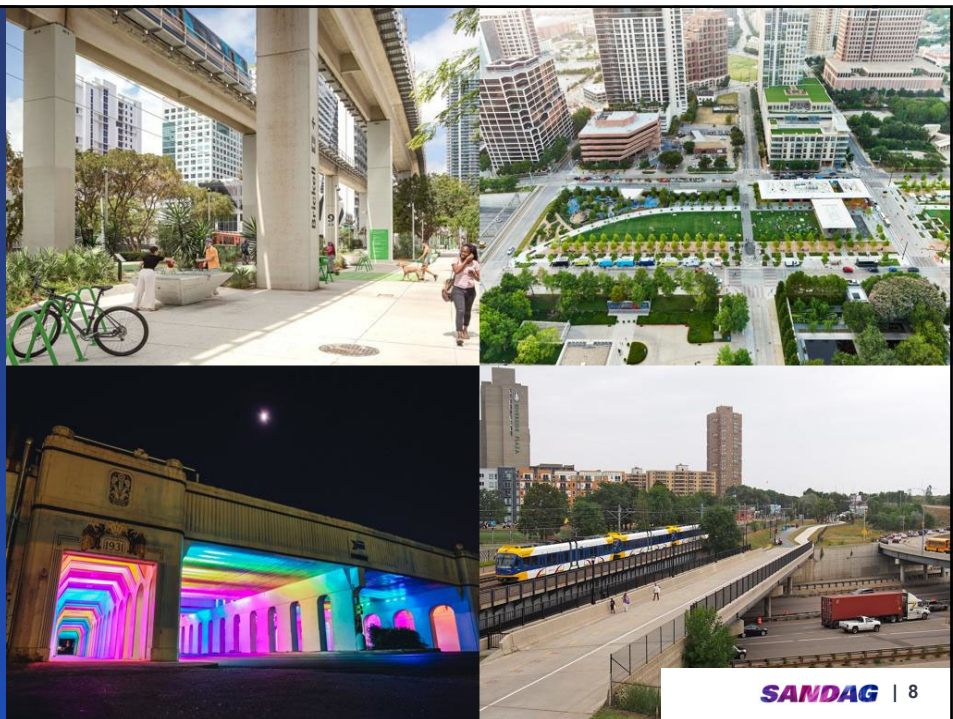


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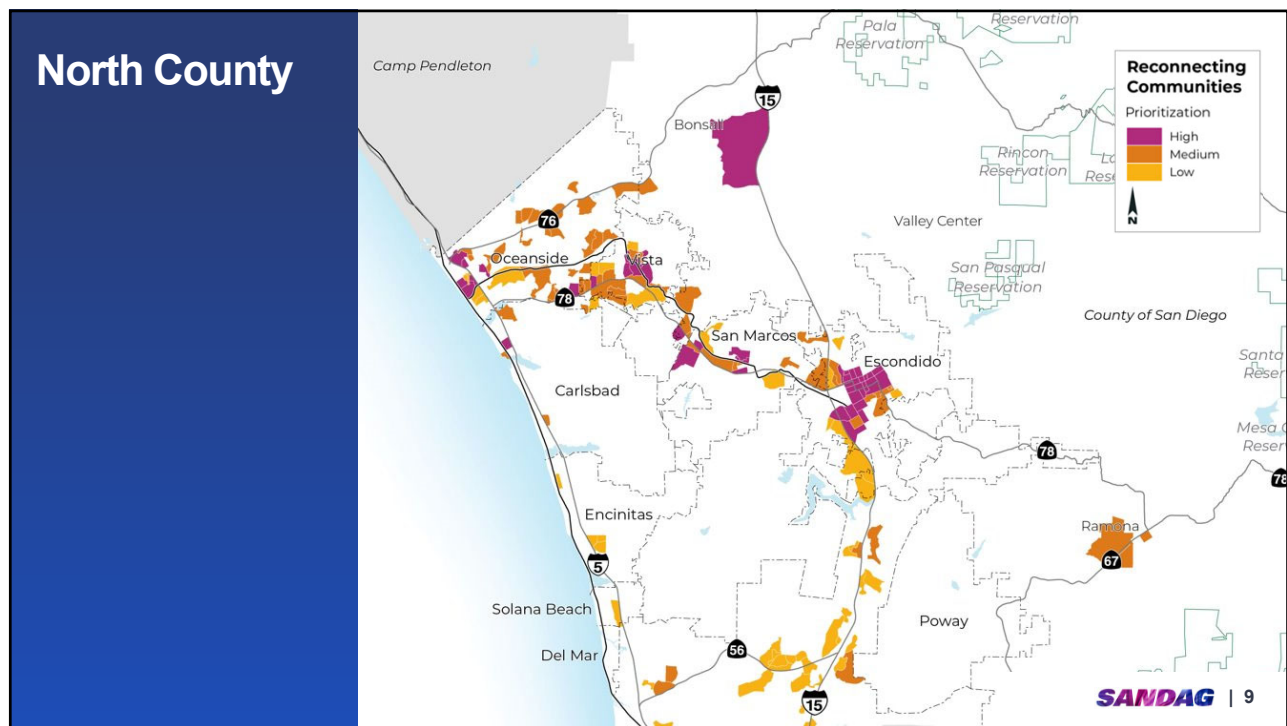
Best Practices Research

Highlights best practices from national case studies for completed or near-complete projects

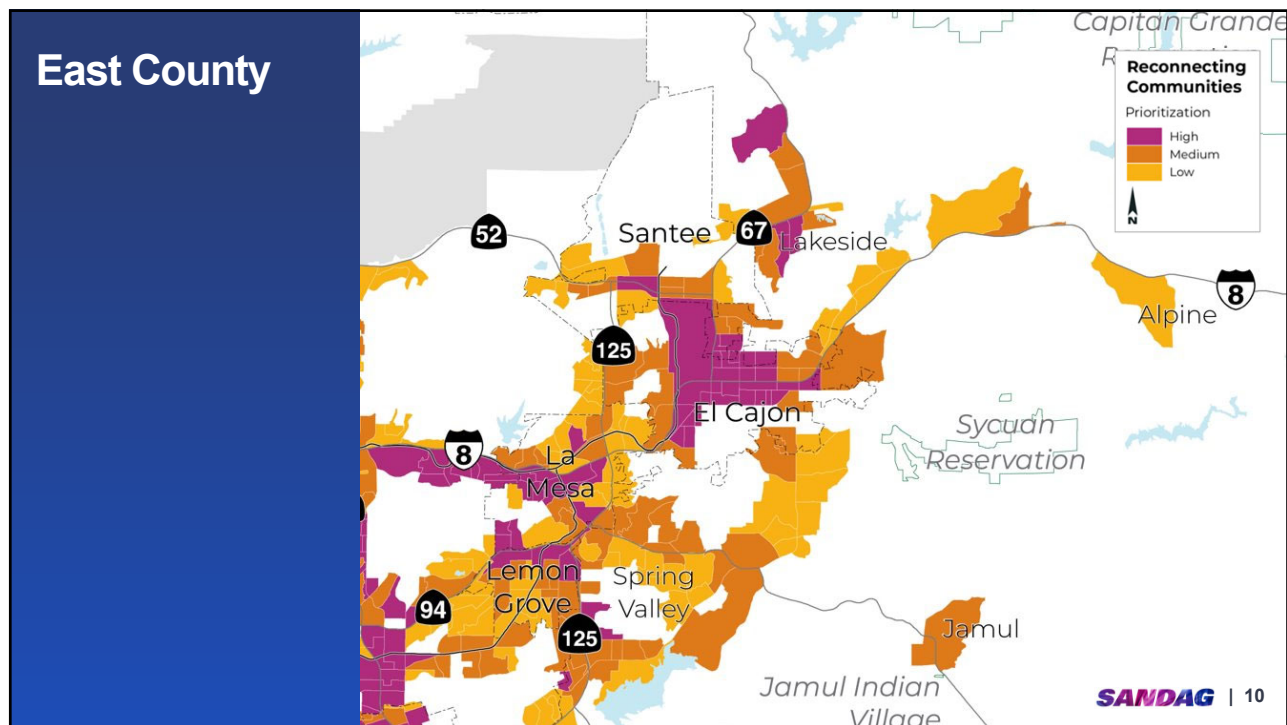


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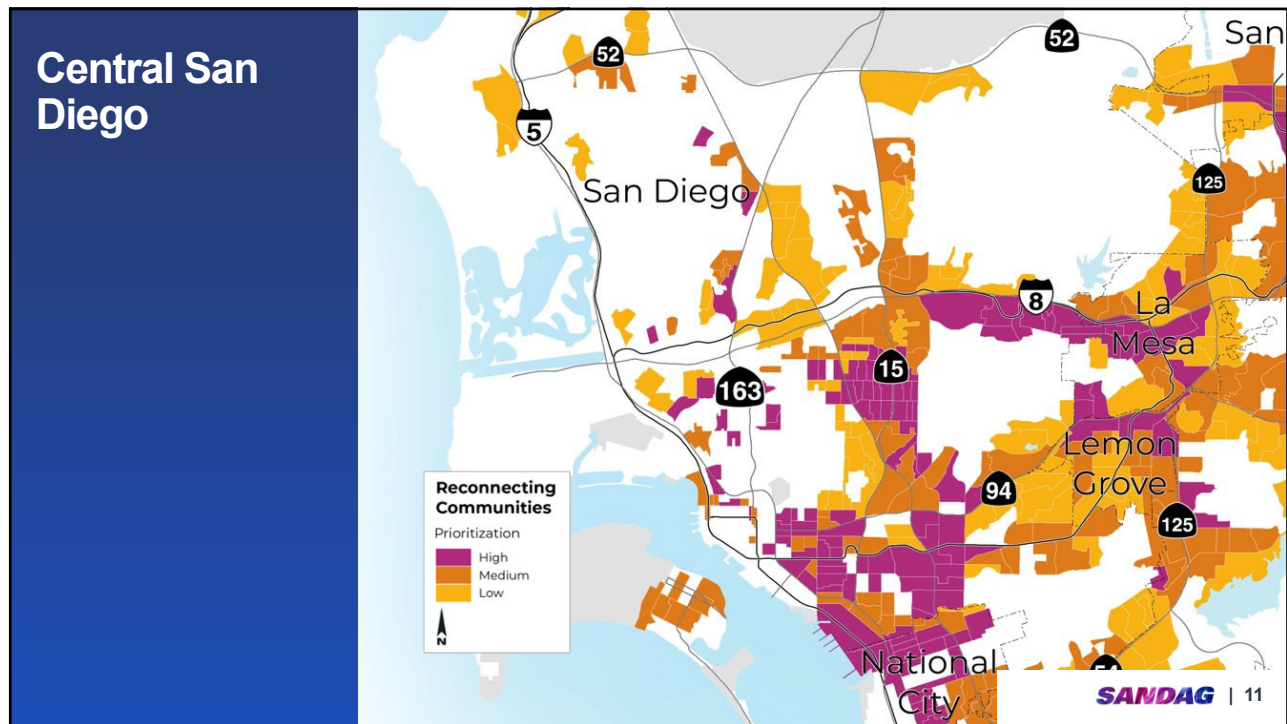
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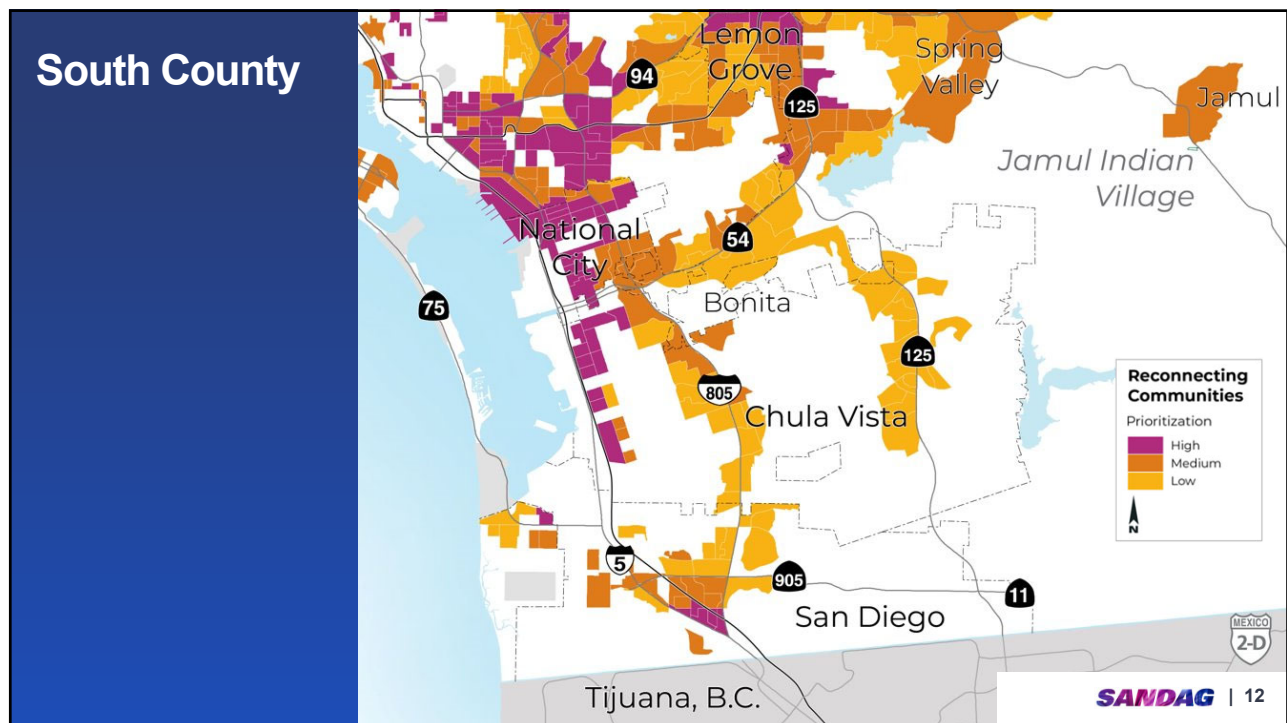
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