



## ***Mobility Working Group Agenda***

**Wednesday, June 25, 2025  
9 a.m.**

Welcome to SANDAG. The Mobility Working Group (MOBWG) meeting scheduled for Wednesday, June 25, 2025, will be held in person in the SANDAG Board Room. While MOBWG 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 MOBWG on any item at the time the MOBWG 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](mailto:clerkoftheboard@sandag.org) (please reference MOBWG 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.*



# Mobility Working Group

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## MEMBERSHIP

The Mobility Working Group (MWG) membership shall include one voting member and one alternate member from each SANDAG member agency, including the region's 18 cities, the County of San Diego, Metropolitan Transit System, North County Transit District, Port of San Diego, and the San Diego County Regional Airport Authority. Each member agency shall have one vote. MWG agency representatives shall be appointed by the membership agency for a two-year term and be an executive or senior staff level. Membership may also include participation from non-voting agency partners including, but not limited to, Caltrans, Department of Defense, Southern California Tribal Chairman's Association.

The MWG will meet every other month or as needed. Meetings shall be noticed according to and shall otherwise fully comply with the Ralph M. Brown Act.

Staff contact: Cecily Taylor, (619) 744-8522, [cecily.taylor@sandag.org](mailto:cecily.taylor@sandag.org)

### MEMBERS

**Tom Frank**  
City of Carlsbad

**Eddie Flores**  
City of Chula Vista

**Tricia Olsen**  
City of Coronado

**Micheal Kenney**  
County of San Diego

**Joe Bride**  
City of Del Mar

**Yazmin Arellano**  
City of El Cajon

**Abe Bandegan**  
City of Encinitas

**Jonathan Schauble**  
City of Escondido

**Eric Minicilli**  
City of Imperial Beach

**Michael Throne**  
City of La Mesa

**Vacant**  
City of Lemon Grove

### ALTERNATES

**Nathan Schmidt**  
City of Carlsbad

**Paul Oberbauer**  
**Patrick Moneda**  
City of Chula Vista

**Jasmine Bridges**  
City of Coronado

**Tara Lieberman**  
**Tanvir Hossain**  
County of San Diego

**Karen Brindley**  
City of Del Mar

**Mario Sanchez**  
**Olga Reyes**  
City of El Cajon

**Evan Jedynak**  
City of Encinitas

**Owen Tunnell**  
**Craig Williams**  
City of Escondido

**Reyna Ayala**  
City of Imperial Beach

**Vacant**  
City of La Mesa

**Vacant**  
City of Lemon Grove

**Steve Manganiello**  
City of National City

**Teala Cotter**  
City of Oceanside

**Tracy Beach**  
City of Poway

**Heidi Vonblum**  
City of San Diego

**Stephanie Kellar**  
City of San Marcos

**Minjie Mei**  
City of Santee

**Dan Goldberg**  
City of Solana Beach

**Greg Mayer**  
City of Vista

**Brent Boyd**  
Metropolitan Transit System (MTS)

**Katie Persons**  
North County Transit District

**Lisa Madsen**  
Port of San Diego

**Sjohnna Knack**  
Airport Authority

#### **ADVISORY MEMBERS**

**Ann Fox**  
Caltrans District 11

**Muska Laiq**  
Department of Defense

**Arun Prem**  
Facilitating Access to Coordinated  
Transportation

**Luca Zappiello**  
**Ricardo Rodriguez**  
City of National City

**TamTran**  
**Kristopher Martinez**  
City of Oceanside

**Andrea Thomas**  
City of Poway

**Philip Trom**  
**Tait Galloway**  
City of San Diego

**Kryenne Chua**  
**Damian Schoenecke**  
**Eddmond Alberto**  
**Isaac Etchamendy**  
City of San Marcos

**Carl Schmitz**  
**Jeff Morgan**  
City of Santee

**Jason Jung**  
**Anda Wright**  
City of Solana Beach

**Husam Hasenin**  
**Darra Woods**  
City of Vista

**Beverly Neff**  
**Larry Renteria- Luna**  
Metropolitan Transit System (MTS)

**Lillian Doherty**  
**Mary Dover**  
North County Transit District

**Anna Buzaitis**  
Port of San Diego

**Ted Anasis**  
**Sid Noyce**  
Airport Authority

#### **ADVISORY MEMBERS — ALTERNATES**

**Karen Jewel**  
**Roy Abboud**  
Caltrans District 11

**Lorena Cordova**  
Department of Defense

**Ali Poorman**  
**Christian Hernandez**  
Facilitating Access to Coordinated  
Transportation

**Vacant**

Southern California Tribal Chairman's  
Association

**Vacant**

Southern California Tribal Chairman's  
Association

# Mobility Working Group

Wednesday, June 25, 2025

## Comments and Communications

### 1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Mobility Working Group (MOBWG) on any issue within the jurisdiction of the Mobility Working Group 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. MOBWG 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 Mobility Working Group is asked to approve the minutes from its April 10, 2025 and May 8, 2025, meetings.

[2A - Meeting Minutes 04.10.25](#)

[2B - Meeting Minutes 05.08.25](#)

## Reports

### +3. Federal Performance Management Targets

Recommend

*Sam Sanford, Austin Norman, SANDAG*

The Mobility Working Group is asked to recommend that the Transportation Committee approve the regional asset condition estimates to inform statewide targets and approve the statewide asset condition targets that will be established by Caltrans in the 2026 Transportation Asset Management Plan.

[Federal Performance Management Targets](#)

[Att. 1 - National Highway System Map](#)

[Att. 2 - PM 2 Performance Measures](#)

[Att. 3 - Performance Target Assessment Tool Presentation](#)

### +4. MTS OnTrack: Planning the Future of Metropolitan Transit System Bus and Trolley Service

Discussion

*Brent Boyd, Director of Planning and Scheduling, MTS*

Metropolitan Transit System staff will present on their Comprehensive Operational Analysis initiative called MTS OnTrack which is analyzing two funding scenarios to address the agency's financial challenges. Staff will discuss public feedback the agency is gathering, timelines for implementation, planned next steps, and will take questions/ comments from Mobility Working Group members.

[MTS OnTrack Planning the Future of Metropolitan Transit System Bus and Trolley Service Presentation](#)

### +5. 2024 State of the Commute

Information

*Connor Vaughs, SANDAG*

Staff will present findings from the 2024 State of the Commute report.

[2024 State of the Commute  
Presentation](#)

**+6. Regional Reconnecting Communities Study**

Discussion

*Lizzy Havey, SANDAG*

Staff will present an update on the regional Reconnecting Communities Study.

[Regional Reconnecting Communities Study  
Presentation](#)

**Adjournment**

**7. Adjournment**

The next Mobility Working Group meeting is scheduled for Wednesday, July 23, 2025, at 9 a.m.

+ next to an agenda item indicates an attachment

June 25, 2025

## **April 10, 2025, Meeting Minutes**

[View Meeting Video](#)

Senior Regional Planner Cecily Taylor called the meeting of the San Diego Mobility Working Group (MOBWG) to order at 9:37 a.m.

### **1. Non-Agenda Public Comments/Member Comments**

Public Comments: None.

Member Comments: Cecily Taylor.

### **Consent**

### **2. Approval of Meeting Minutes**

The MOBWG was asked to approve the minutes from its March 13, 2025, meeting.

### **3. 2025 Mobility Working Group Updated Meeting Calendar**

The MOBWG was asked to approve the updated proposed meeting dates for 2025.

Public Comments: None

Action: Upon a motion by Patrick Moneda (Chula Vista) and a second by Dan Goldberg (Solana Beach) approved the Consent Agenda.

The motion passed.

Yes: Nathan Schmidt (Carlsbad), Patrick Moneda, Jasmine Bridges (Coronado), Mario Sanchez (El Cajon), Reyna Ayala (Imperial Beach), Ricardo Rodriguez (National City), Tam Tran (Oceanside), Eddmond Alberto (San Marcos), Minjie Mei (Santee), Dan Goldberg, Darra Woods (Vista), Lisa Madsen (Port of San Diego), Sid Noyce (Airport Authority).

No: None.

Abstain: None.

Absent: Del Mar, Encinitas, Escondido, La Mesa, Lemon Grove, Poway, City of San Diego, County of San Diego, Metropolitan Transit System, North County Transit District.

### **Reports**

### **4. Draft FY 2026 Program Budget**

Director of Financial Planning, Budgets, and Grants Susan Huntington and Manager of Capital Program Project Office Chelsea Gonzales presented an overview of the Draft FY 2026 Program Budget.

Public Comments: None.

Action: Information

## **5. San Diego Regional Vehicles Miles Traveled Mitigation Program – Status Update**

County of San Diego's Jacob Armstrong and Intersecting Metrics' Stephen Cook presented a status update on the Regional Vehicles Miles Traveled program development, the preferred program option, its development status, and the overall schedule of the program.

Public Comments: None.

Action: Discussion

## **6. Adjournment**

The next MOBWG meeting is scheduled for Thursday, May 8, 2025, at 9:30 a.m.

Cecily Taylor adjourned the meeting at 10:26 a.m.

DRAFT

## Confirmed Attendance at Mobility Working Group Meeting

Jurisdiction	Name	Attended
City of Carlsbad	Tom Frank	No
	Nathan Schmidt	Yes
City of Chula Vista	Eddie Flores	No
	Patrick Moneda	Yes
City of Coronado	Tricia Olsen	No
	Richard Gunrow	No
	Jasmine Bridges	Yes
City of Del Mar	Joe Bride	No
	Karen Brindley	No
City of El Cajon	Yazmin Arrellano	No
	Mario Sanchez	Yes
	Olga Reyes	No
City of Encinitas	Abe Bandegan	No
	Evan Jedynak	No
City of Escondido	Jonathan Schauble	No
	Owen Tunnell	No
	Craig Williams	No
City of Imperial Beach	Eric Minicilli	No
	Reyna Ayala	Yes
City of La Mesa	Michael Thorne	No
	Vacant	--
City of Lemon Grove	Vacant	--
	Vacant	--
City of National City	Steve Manganiello	No
	Luca Zappiello	No
	Ricardo Rodriguez	Yes
City of Oceanside	Teala Cotter	No
	Tam Tran	Yes
City of Poway	Tracy Beach	Yes
	Andrea Thomas	No
	Alex Ubaldo	No

Jurisdiction	Name	Attended
City of San Diego	Bethany Bezak	No
	Heather Werner	No
	Tait Galloway*	Yes
	(Arrived at 9:56 a.m.)	
City of San Marcos	Heidi Vonblum	No
	Stephanie Kellar	No
	Kryenne Chua	No
	Isaac Etchamendy	No
	Damian Schoencke	No
City of Santee	Edd Alberto	Yes
	Minjie Mei	Yes
	Carl Schmitz	No
City of Solana Beach	Jeff Morgan	No
	Dan Goldberg	Yes
	Anda Wright	Yes
City of Vista	Jason Jung	No
	Greg Mayer	No
	Husam Hasenin	No
County of San Diego	Darra Woods	Yes
	William Morgan	No
	Tara Lieberman	No
North County Transit District	Michael Kenny*	Yes
	(Arrived at 9:42 a.m.)	
	Katie Persons	No
Metropolitan Transit System	Lilian Doherty	No
	Mary Dover	No
Port of San Diego	Larry Renteria-Luna	No
	Beverly Neff	No
Airport Authority	Lisa Madsen	Yes
	Anna Buzaitis	No
	Ted Anasis	No
	Sjohnna Knack	No
	Sid Noyce	Yes

Advisory Members	Name	Attended
Caltrans	Ann Fox	No
	Karen Jewel	Yes
	Roy Abboud	No
	Brandon Tobias	No
DOD	Muska Laiq	No
	Lorena Cordova	No
SoCal Tribal	Vacant	--
	Vacant	--
FACT	Arun Prem	No
	Sofia Hughes	No
	Ali Poorman	Yes
	Christian Hernandez	No
Non-Voting Member		
Chair	Vacant	

June 25, 2025

## May 8, 2025, Meeting Minutes

### [View Meeting Video](#)

Chair Jennifer Mendoza called the meeting of the Microtransit Joint Working Group to order at 9:32 a.m.

#### 1. Non-Agenda Public Comments/Member Comments

Public Comments: None

#### Reports

#### 2. The State of Microtransit Locally and Nationally

##### +2A. Microtransit in the San Diego Region

North County Transit District and San Diego Association of Governments staff provided an overview of microtransit initiatives in the regions. Working Group members were invited to participate in a question-and-answer session.

Member Comments: Brent Boyd (Metropolitan Transit System), Teala Cotter (City of Oceanside), Tricia Olsen (City of Coronado), Reyna Ayala (City of Imperial Beach).

Action: Information

##### +2B. Panel: Microtransit Outside the San Diego Region

Senior Director of Regional Planning Antionette Meier; Richard Cowart, KCATA; Monica Waggoner, LA Metro; Jing Xu, DART; and David Mach, City of Torrance, presented microtransit programs and discussed best practices and lessons learned for microtransit implementation.

Member Comments: Lisa Madsen (Port of San Diego)

Public Comments: Craig Jones, Rita Clement, Chris Roberts, Keedan-Rev Seruelo, Sanjiv Nanda

Action: Discussion

#### Adjournment

#### 3. Adjournment

The next Mobility Working Group meeting is scheduled for May 28, 2025, at 9:00 a.m.

Chair Mendoza adjourned the meeting at 11:06 a.m.

## Confirmed Attendance at Microtransit Joint Mobility Working Group Meeting

Jurisdiction	Name	Attended
City of Carlsbad	Tom Frank	No
	Nathan Schmidt	No
City of Chula Vista	Paul Oberbauer	No
	Eddie Flores	No
	Patrick Moneda	Yes
City of Coronado	Tricia Olsen	Yes
	Jasmine Bridges	Yes
City of Del Mar	Joe Bride	No
	Karen Brindley	No
City of El Cajon	Yazmin Arrellano	No
	Mario Sanchez	Yes
	Olga Reyes	No
City of Encinitas	Abe Bandegan	No
	Evan Jedynak	No
City of Escondido	Jonathan Schauble	No
	Owen Tunnell	No
	Craig Williams	No
City of Imperial Beach	Eric Minicilli	No
	Reyna Ayala	Yes
City of La Mesa	Michael Thorne	No
	Vacant	--
City of Lemon Grove	Vacant	--
	Vacant	--
City of National City	Steve Manganiello	No
	Luca Zappiello	Yes
	Ricardo Rodriguez	No
City of Oceanside	Teala Cotter	Yes
	Tam Tran	No
City of Poway	Tracy Beach	No
	Andrea Thomas	No
	Alex Ubaldo	No
City of San Diego	Bethany Bezak	No
	Phil Trom	Yes
	Tait Galloway	No
	Heidi Vonblum	No
City of San Marcos	Stephanie Kellar	No
	Kryenne Chua	No
	Isaac Etchamendy	No
	Damian Schoencke	No
	Ed Alberto	Yes
City of Santee	Minjie Mei	No

	Carl Schmitz	No
	Jeff Morgan	No
City of Solana Beach	Dan Goldberg	No
	Anda Wright	No
	Jason Jung	No
City of Vista	Greg Mayer	No
	Husam Hasenin	No
	Darra Woods	Yes
County of San Diego	Tara Lieberman	Yes
	Michael Kenny	No
North County Transit District	Katie Persons	Yes
	Lilian Doherty	No
	Mary Dover	No
Metropolitan Transit System	Larry Renteria-Luna	Yes
	Beverly Neff	No
Port of San Diego	Lisa Madsen	Yes
	Anna Buzaitis	No
Airport Authority	Ted Anasis	No
	Sjohnna Knack	No
	Sid Noyce	Yes
<b>Advisory Members</b>	<b>Name</b>	<b>Attended</b>
Caltrans	Ann Fox	No
	Karen Jewel	No
	Roy Abboud	Yes
	Brandon Tobias	No
Department of Defense	Muska Laiq	No
	Lorena Cordova	No
Southern California Tribal Chairman's Association (SCTCA)	Vacant	--
	Vacant	--
FACT	Arun Prem	No
	Ali Poorman	Yes
	Christian Hernandez	Yes
<b>Non-Voting Member</b>		
Chair	Jennifer Mendoza	Yes

June 25, 2025

## Federal Performance Management Targets

### Overview

SANDAG is required to complete performance-based planning and programming including target setting, performance monitoring, and target achievement support for defined federal performance management areas (23 CFR Part 450). This report addresses target setting for Performance Management Rule 2 (PM 2) that covers bridge and pavement assets on the National Highway System (NHS) (Attachment 1).

Caltrans is developing statewide PM 2 targets in coordination with Metropolitan Planning Organizations (MPOs) and local agencies using an investment-based approach. Ownership and maintenance responsibility of the NHS is split between Caltrans and local agencies. Asset condition information, including targets, will be included in Caltrans' 2026 Transportation Asset Management Plan (TAMP).

Updated PM 2 targets will be included in the 2029 Regional Plan and investments supporting PM 2 target achievement are tracked in the Regional Transportation Improvement Program.

### Key Considerations

PM 2 consists of six performance measures covering the percent of good and poor asset conditions (Attachment 2). MPOs are required to establish two and four-year performance targets every four years. SANDAG can change the four-year targets at the mid-performance period in 2028.

Caltrans provided the Performance Target Analysis Tool (PTAT) (Attachment 3) for MPOs to evaluate and determine expected locally owned NHS pavement and bridge conditions. The PTAT tool includes observed asset condition data, deterioration rates, condition improvement assumptions based on statewide data, among other inputs. Staff reviewed the tool for opportunities to update with regional data and found bridge programming information from the Regional Transportation Improvement Plan to be a more comprehensive source than the State Controller's Office data that is included in the PTAT. The remaining inputs were kept at Caltrans provided default values. The table below summarizes the PTAT locally owned NHS condition estimates that will be included in the statewide target development process.

NHS Asset	San Diego Region 4-year Condition Estimates		
	Good	Fair	Poor
Pavement	4.3%	81.9%	13.8%
Bridges	44.4%	47.1%	8.5%

### Action: Recommend

The Mobility Working Group is asked to recommend that the Transportation Committee approve the regional asset condition estimates to inform statewide targets and approve the statewide asset condition targets that will be established by Caltrans in the 2026 Transportation Asset Management Plan.

### Fiscal Impact:

There are no fiscal impacts to the region for not attaining targets. Failure to establish targets would be reviewed by U.S. Department of Transportation in the Metropolitan Planning Organization Certification Review process.

Caltrans must provide a description of actions to achieve targets if targets are not met.

### Schedule/Scope Impact:

SANDAG must submit proposed regional targets to Caltrans by August 15, 2025.

Caltrans will incorporate these data and similar data from across the state to develop targets for the six performance measures in PM 2. These will be integrated into the 2026 TAMP and used for assessing progress on those targets.

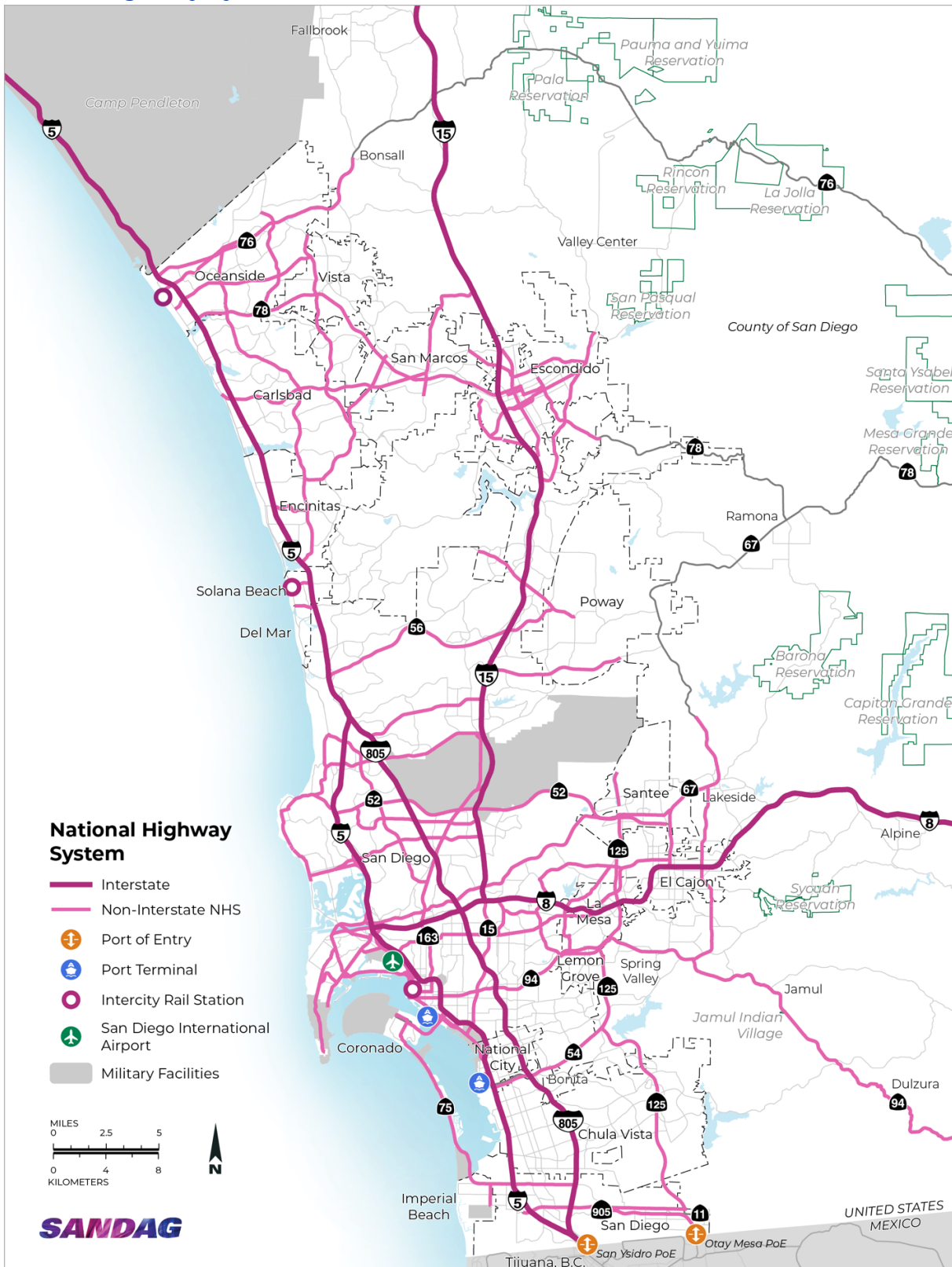
### **Next Steps**

The proposed condition estimates and support of statewide targets will be presented to the Transportation Committee at the July 18, 2025 meeting for their approval based on [Board Policy No. 001](#). Following the Transportation Committee's direction, staff will submit the required documentation to Caltrans by August 15, 2025.

### ***Antoinette Meier, Senior Director of Regional Planning***

Attachments: 1. National Highway System Map  
2. PM 2 Performance Measures  
3. Performance Target Assessment Tool

## National Highway System



Source: SANDAG

<b>PM 2-Pavement and Bridges Performance Measures</b>
<b>Pavement</b>
Percent Interstate pavement in good condition
Percent Interstate pavement in poor condition
Percent non-Interstate NHS pavement in good condition
Percent non-Interstate NHS pavement in poor condition
<b>Bridges</b>
Percent of NHS bridges by deck area in good condition
Percent of NHS bridges by deck area in poor condition

## 2026 California TAMP Performance Target Assessment Tool

Revision 00 03-27-2025

Developed by Caltrans HQ TAM Office

### A. Legend

Cells for data entry

### B. Analysis Parameters

#### General

Agency	San Diego Association of Governments (SANDAG)	Asset	Pavement	Annual Escalation Rate	3.30%
Years of Analysis	10	Current Inventory	1,069.3 Lane Miles	Escalation Period (Years)	5

#### Estimated Investment (Expected Annual Funding)

Use Default or Override Parameters?	Default					
Annual Funding by Work Type	Initial Const.	Maint.	Preser/Rehab	Reconstruction	Total	
Default	\$ 3,088,558	\$ 3,618,069	\$ 1,710,679	\$ 10,230,712	\$ 18,648,018	% Spending on Fair to Good 4.6%
Override	\$ 15,125,978	\$ 505,000	\$ 65,373,044	\$ 2,205,919	\$ 83,209,941	% Spending on Poor to Good 59.4%
% on Risk Mitigation			0%	0%		% Spending on Adding New 16.6%
% Dollars Applied to Fair to Good			50%	0%		% Spending on Risk Mitigation 0.0%
% Dollars Applied to Poor to Good			50%	100%		% Spending on Maint. Investment 19.4%

#### Average Unit Costs

Use Default or Override Parameters?	Default									
Treatment	Default - Current			Override - Current			Unit Cost Used - Escalated			Improvement Adjustment
	Capital (\$/LM)	Support Ratio	Total (\$/LM)	Capital (\$/LM)	Support Ratio	Total (\$/LM)	Capital (\$/LM)	Support Ratio	Total (\$/LM)	
Fix Fair to Good	\$ 698,461	0.24	\$ 866,092	\$ 698,461	0.24	\$ 866,092	\$ 821,568	0.24	\$ 1,198,304	100%
Fix Poor to Good	\$ 922,273	0.24	\$ 1,143,619	\$ 922,273	0.24	\$ 1,143,619	\$ 1,084,829	0.24	\$ 1,345,187	100%
Add New	\$ 1,067,089	0.24	\$ 1,323,190	\$ 1,067,089	0.24	\$ 1,323,190	\$ 1,255,169	0.24	\$ 1,556,410	-

#### Annual Deterioration Rate

Use Default or Override Parameters?	Default	
Condition Change	Default	Override
Good to Fair (%/Year)	9.5%	9.5%
Fair to Poor (%/Year)	1.3%	1.3%

#### Current MPO 10-Year TAMP Targets

Use Default or Override Parameters?	Default	
Condition	Default	Override
Good	18.5%	7.0%
Fair	72.4%	84.0%
Poor	9.1%	9.0%

### C. Analysis Results

Annual Deterioration if do nothing			Annual Improvements from Investment			Projected Inventory	
Condition Change	Lane Miles	% Curent Total	Improvement	Lane Miles	% Current Total	1,089.2	Lane Miles
Good to Fair	0.5	0.0%	Fix Fair to Good	0.7	0.1%		
Fair to Poor	12.1	1.1%	Fix Poor to Good	8.2	0.8%		
			Add New Inventory	2.0	0.2%		

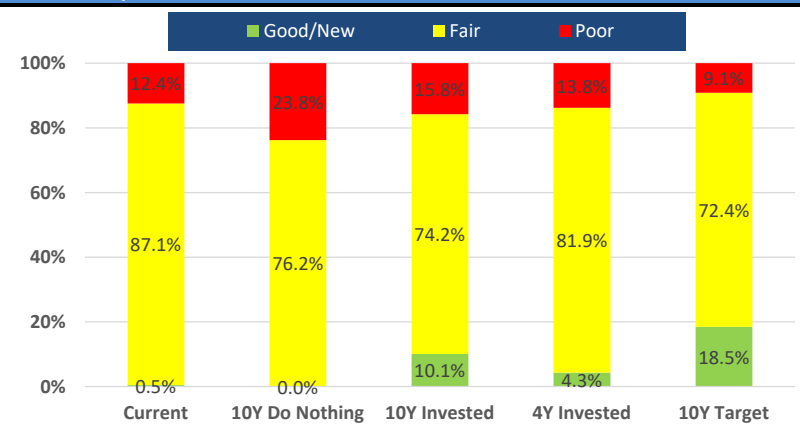
### Asset Condition

Condition	Current		Do Nothing: 10Y End		Invested: 10Y End		Invested: 4Y End		10Y TAMP Target	
	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%
Good/New	5.0	0.5%	0.2	0.0%	109.6	10.1%	46.4	4.3%	201.3	18.5%
Fair	931.5	87.1%	815.1	76.2%	808.0	74.2%	882.7	81.9%	788.5	72.4%
Poor	132.9	12.4%	254.0	23.8%	171.6	15.8%	148.2	13.8%	99.4	9.1%

### 10Y Performance Gap Analysis

Condition	Gap (10Y Invested - Target)	
	Lane Miles	%
Good/New	(91.7)	-8.4%
Fair	19.5	1.8%
Poor	72.2	6.6%

### Asset Condition Comparison Chart



### 10Y Needs Assessment

Total Cost of Work			
Treatment	Invested	Cost Gap	Total
Fix Fair to Good	\$ 8,553,396	\$ 23,380,730	\$ 31,934,126
Fix Poor to Good	\$ 110,860,518	\$ 97,103,300	\$ 207,963,818
Add New	\$ 30,885,582	-	\$ 30,885,582
Risk Mitigation	\$ -	\$ -	\$ -
Maintenance	\$ 36,180,685	\$ -	\$ 36,180,685
Total	\$ 186,480,181	\$ 120,484,030	\$ 306,964,211

## 2026 California TAMP Performance Target Assessment Tool

Revision 00 03-27-2025

Developed by Caltrans HQ TAM Office

### A. Legend

Cells for data entry

### B. Analysis Parameters

#### General

Agency	San Diego Association of Governments (SANDAG)	Asset	Bridge	Annual Escalation Rate	3.30%
Years of Analysis	10	Current Inventory	1,494,774.8 Square Feet	Escalation Period (Years)	5

#### Estimated Investment (Expected Annual Funding)

Use Default or Override Parameters?		Override					
Annual Funding by Work Type	Initial Const.	Maint.	Preser/Rehab	Reconstruction	Total		
Default	\$ -	\$ -	\$ -	\$ 2,945,315	\$ 2,945,315	% Spending on Fair to Good	46.2%
Override	\$ -	\$ -	\$ 19,333,750	\$ 1,568,823	\$ 20,902,573	% Spending on Poor to Good	53.8%
% on Risk Mitigation			0%	0%		% Spending on Adding New	0.0%
% Dollars Applied to Fair to Good			50%	0%		% Spending on Risk Mitigation	0.0%
% Dollars Applied to Poor to Good			50%	100%		% Spending on Maint. Investment	0.0%

#### Average Unit Costs

Use Default or Override Parameters?		Default								
Treatment	Default - Current			Override - Current			Unit Cost Used - Escalated			Improvement Adjustment
	Capital (\$/SF)	Support Ratio	Total (\$/SF)	Capital (\$/SF)	Support Ratio	Total (\$/SF)	Capital (\$/SF)	Support Ratio	Total (\$/SF)	
Fix Fair to Good	\$ 155	0.41	\$ 219	\$ 155	0.41	\$ 219	\$ 182	0.41	\$ 302	100%
Fix Poor to Good	\$ 361	0.37	\$ 495	\$ 361	0.37	\$ 495	\$ 425	0.37	\$ 582	100%
Add New	\$ 612	0.37	\$ 838	\$ 612	0.37	\$ 838	\$ 720	0.37	\$ 986	-

#### Annual Deterioration Rate

Use Default or Override Parameters?		Default	
Condition Change	Default	Override	
Good to Fair (%/Year)	5.0%	5.0%	
Fair to Poor (%/Year)	0.7%	0.7%	

#### Current MPO 10-Year TAMP Targets

Use Default or Override Parameters?		Default	
Condition	Default	Override	
Good	35.9%	48.5%	
Fair	57.4%	50.0%	
Poor	6.7%	1.5%	

### C. Analysis Results

Annual Deterioration if do nothing			Annual Improvements from Investment			Projected Inventory	
Condition Change	Square Feet	% Curent Total	Improvement	Square Feet	% Current Total	1,494,774.8	Square Feet
Good to Fair	28,658.2	1.9%	Fix Fair to Good	31,969.2	2.1%		
Fair to Poor	5,164.0	0.3%	Fix Poor to Good	19,313.9	1.3%		
			Add New Inventory	-	0.0%		

### Asset Condition

Condition	Current		Do Nothing: 10Y End		Invested: 10Y End		Invested: 4Y End		10Y TAMP Target	
	Square Feet	%	Square Feet	%	Square Feet	%	Square Feet	%	Square Feet	%
Good/New	573,164.6	38.3%	286,582.3	19.2%	799,413.8	53.5%	663,664.3	44.4%	536,002.3	35.9%
Fair	737,708.9	49.4%	972,651.6	65.1%	652,959.3	43.7%	703,809.1	47.1%	858,223.0	57.4%
Poor	183,901.3	12.3%	235,540.9	15.8%	42,401.6	2.8%	127,301.4	8.5%	100,549.5	6.7%

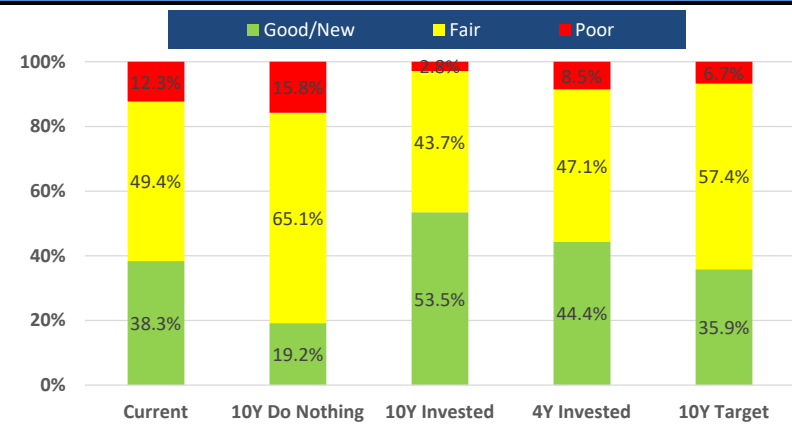
### 10Y Performance Gap Analysis

Condition	Gap (10Y Invested - Target)	
	Square Feet	%
Good/New	263,411.5	17.6%
Fair	(205,263.6)	-13.7%
Poor	(58,147.9)	-3.9%

### 10Y Needs Assessment

Total Cost of Work			
Treatment	Invested	Cost Gap	Total
Fix Fair to Good	\$ 96,668,750	\$ -	\$ 96,668,750
Fix Poor to Good	\$ 112,356,980	\$ -	\$ 112,356,980
Add New	\$ -	\$ -	\$ -
Risk Mitigation	\$ -	\$ -	\$ -
Maintenance	\$ -	\$ -	\$ -
Total	\$ 209,025,730	\$ -	\$ 209,025,730

### Asset Condition Comparison Chart





# Federal Performance Management Targets

Mobility Working Group | Item 3  
Sam Sanford, Senior Regional Planner  
Austin Norman, Regional Planner I  
June 25, 2025

1

## Performance Measure 2 (PM 2) Overview

- Targets inform planning and programming related to National Highway System (NHS) pavement and bridge infrastructure condition
- Transportation Asset Management Plan (TAMP) – Targets and TAMP are updated every four years
- New target setting approach for 2026 TAMP by Caltrans – using MPO investment information to inform targets
- No penalty if targets are not met

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# National Highway System

**National Highway System**

- Interstate
- Non-Interstate NHS
- Port of Entry
- Port Terminal
- Intercity Rail Station
- San Diego International Airport
- Military Facilities

**National Highway System**

Interstate

Non-Interstate NHS

Port of Entry

Port Terminal

Intercity Rail Station

San Diego International Airport

Military Facilities

SANDAG

UNITED STATES MEXICO

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# Investment Analysis Process

Performance Target Analysis Tool (PTAT)

Provided to MPOs by Caltrans to evaluate and determine expected infrastructure condition for 4- and 10-year targets

**B. Analysis Parameters**

General

Agency	San Diego Association of Governments (SANDAG) ▼	Asset	Pavement	
Years of Analysis	10	Current Inventory	1,069.3	Lane Miles

Estimated Investment (Expected Annual Funding)

Use Default or Override Parameters?	Override				
<b>Annual Funding by Work Type</b>	<b>Initial Const.</b>	<b>Maint.</b>	<b>Preser/Rehab</b>	<b>Reconstruction</b>	<b>Total</b>
Default	\$ 3,088,558	\$ 3,618,069	\$ 1,710,679	\$ 10,230,712	\$ 18,648,018
Override	\$ 15,125,978	\$ 505,000	\$ 65,373,044	\$ 2,205,919	\$ 83,209,941
		% on Risk Mitigation	0%	0%	
		% Dollars Applied to Fair to Good	50%	0%	
		% Dollars Applied to Poor to Good	50%	100%	

**C. Analysis Results**

Asset Condition Comparison Chart

Scenario	Good/New (%)	Fair (%)	Poor (%)
Current	0.5%	87.1%	12.4%
10Y Do Nothing	0.0%	76.2%	23.8%
10Y Invested	54.0%	46.0%	0.0%
4Y Invested	21.9%	70.7%	7.5%
10Y Target	18.5%	72.4%	9.2%

4

Provided to MPOs by Caltrans to evaluate and determine expected infrastructure condition for 4- and 10-year targets

4

## Condition Estimate – Locally Owned NHS Pavement

Asset Condition	Current Condition	4-year Condition Estimate
<b>Good</b>	0.5%	<b>4.3%</b>
<b>Fair</b>	87.1%	<b>81.9%</b>
<b>Poor</b>	12.4%	<b>13.8%</b>

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## Condition Estimate – Locally Owned NHS Bridges

Asset Condition	Current Condition	4-year Condition Estimate
<b>Good</b>	38.3%	<b>44.4%</b>
<b>Fair</b>	49.4%	<b>47.1%</b>
<b>Poor</b>	12.3%	<b>8.5%</b>

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## Next Steps

- July 18 – Transportation Committee for asset condition estimate approval and statewide asset condition target approval
- August 15 – Submit data and targets to Caltrans

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## Action

### Action: **Recommend**

- The Mobility Working Group is asked to recommend that the Transportation Committee approve the regional asset condition estimates to inform statewide targets and approve the statewide asset condition targets that will be established by Caltrans in the 2026 Transportation Asset Management Plan.

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## Stay connected with SANDAG



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Email: [samual.sanford@sandag.org](mailto:samual.sanford@sandag.org)  
[austin.norman@sandag.org](mailto:austin.norman@sandag.org)

**SANDAG**

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June 25, 2025

## MTS OnTrack: Planning the Future of Metropolitan Transit System Bus and Trolley Service

### Overview

Metropolitan Transit System (MTS) has seen much success post-pandemic and has significant momentum to bring better balance to the region's transportation options. The agency is on pace to exceed 80 million trips this year, reaching the #2 spot for fastest post-pandemic ridership recovery among the nation's largest transit agencies. Despite positive ridership trends, MTS faces a major \$120 million budget shortfall, projected to hit in July 2028. The agency has been able to stave off this deficit with State and Federal assistance and a healthy reserve, but those funds are drying up quickly, and revenue from ridership has not recovered enough to bridge the gap. Combine this with the cost of business going up substantially – offering competitive wages, insurance premiums, energy, goods and materials, and more have all contributed.

### Action: Discussion

Metropolitan Transit System staff will present on their Comprehensive Operational Analysis initiative called MTS OnTrack which is analyzing two funding scenarios to address the agency's financial challenges. Staff will discuss public feedback the agency is gathering, timelines for implementation, planned next steps, and will take questions/comments from Mobility Working Group members.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

None.

MTS is taking steps to proactively address the fiscal cliff, including conducting a Comprehensive Operational Analysis called MTS OnTrack. The OnTrack initiative will include an assessment of MTS services and future demands / needs by creating two plans:

1. If additional funding becomes available, how can the agency build upon recent momentum and success to make MTS work better for more people?
2. If no additional funding is available, how should the agency apply more significant cost savings measures (like service reductions) to create the most sustainable transit system moving forward?

MTS OnTrack is ultimately about identifying plans to determine how the agency can best serve the region's communities moving forward and make a transit system that works better for more people.

### Key Considerations

- MTS OnTrack initiative is currently gathering significant public feedback and will continue to do so over the next 18 months to help shape future transit plans in the MTS service territory
- MTS is conducting voter opinion research over the next nine months to determine if a transit funding measure on the November 2026 ballot is a viable option
- MTS plans to maintain current service levels in the near future, but if no new sources of revenue are identified the agency will need to realign and/or reduce service potentially beginning in 2027

**Brent Boyd, Director of Planning and Scheduling, MTS**

# MTS's Comprehensive Operational Analysis (COA)

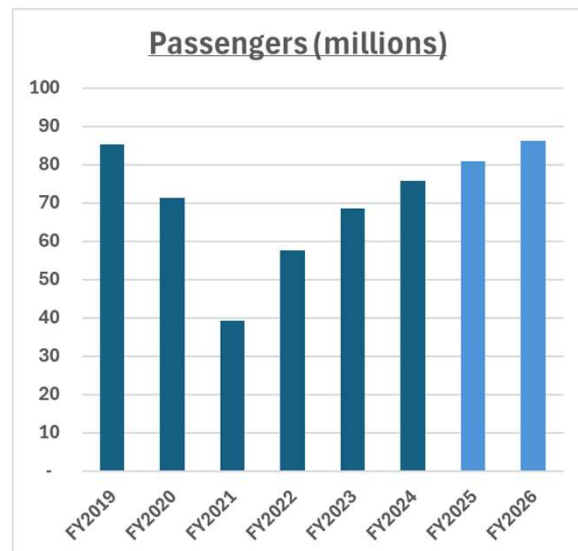
SANDAG Mobility Working Group

June 25, 2025

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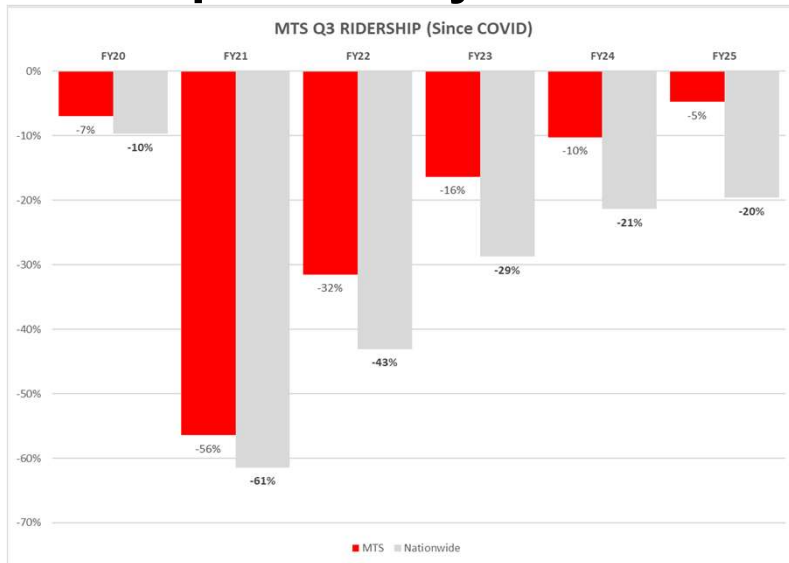
## Overall MTS Ridership FY 2025

- Steady growth in ridership continues:
  - FY 2024 – 11% increase over prior year
  - FY 2025 – Projecting 7% increase
  - FY 2026 – Budget assumes 6% increase



2

# Ridership Recovery from COVID



## Overall Trends

- Ridership recovery is improving each year; almost back to pre-COVID levels
- Strongly outpacing national trends

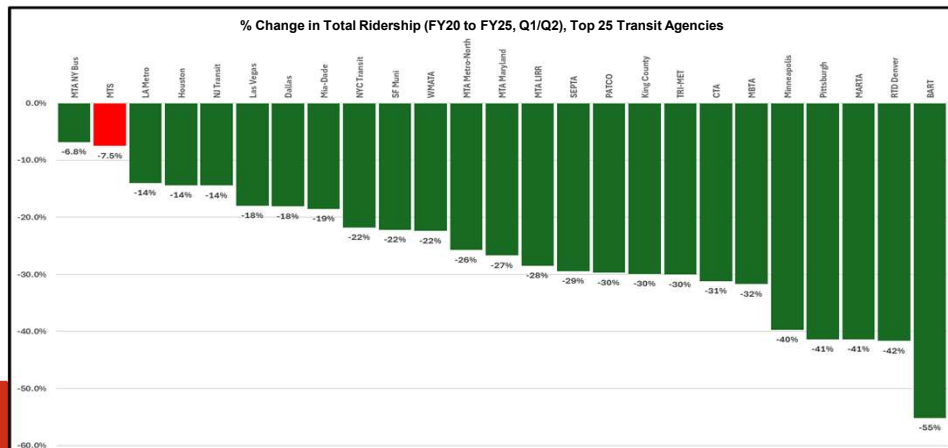


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# MTS vs National Trends

- MTS ridership down **7%** from July-December 2019 to July-December 2024
- National ridership down **23%** in same timeframe
- Of Top 25 transit systems, only MTA New York Bus (-6.8%) retained more ridership than MTS.



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# MTS vs National Trends

- MTS went from 21<sup>st</sup> highest-ridership system in first half of FY20 to 13<sup>th</sup> highest-ridership system in first half of FY25
- 4 of 12 higher than San Diego in FY25 are in metro New York

Agency	FY20, Q1Q2	FY20Rank	FY25Rank	FY25, Q1Q2	Agency
NYC Transit	1,777,036,628	1	1	1,389,867,379	NYC Transit
CTA	232,046,493	2	2	161,357,701	LA Metro
LA Metro	187,605,962	3	3	159,708,662	CTA
WMATA	186,644,813	4	4	144,881,978	WMATA
MBTA	186,208,556	5	5	127,185,399	MBTA
SEPTA	155,958,519	6	6	116,449,760	NJ Transit
NJ Transit	136,053,984	7	7	110,035,164	SEPTA
SF Muni	108,392,791	8	8	84,327,598	SF Muni
MTA NY Bus	68,481,589	9	9	63,829,907	MTA NY Bus
King County	64,250,423	10	10	45,027,482	King County
BART	64,026,896	11	11	42,336,557	MTA LIRR
MTA LIRR	59,171,192	12	12	41,624,973	Miami-Dade
MARTA	56,848,936	13	13	41,039,265	San Diego MTS
RTD Denver	54,430,197	14	14	38,960,924	Houston
Miami-Dade	51,087,634	15	15	35,034,265	MTA Maryland
TRI-MET	48,644,972	16	16	34,758,805	MTA Metro-North
MTA Maryland	47,791,322	17	17	34,044,934	TRI-MET
MTA Metro-North	46,797,893	18	18	33,334,499	MARTA
PATCO	46,547,631	19	19	32,720,070	PATCO
Houston	45,511,850	20	20	31,765,029	RTD Denver
San Diego MTS	44,360,716	21	21	29,063,732	Dallas
Minneapolis	39,906,659	22	22	28,718,733	BART
Dallas	35,482,471	23	23	28,349,542	Las Vegas
Las Vegas	34,554,924	24	24	24,065,634	Minneapolis
Pittsburgh	32,746,778	25	30	19,203,766	Pittsburgh



5

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## MTS Recent Trends

#2

Fastest growing transit ridership in the country (post-pandemic) among the nation's top 25 agencies



#2

Busiest light rail system in the country



71%

Increase in Youth ridership (April 2022 vs April 2025)



67%

Using MTS to get to work or school



49%

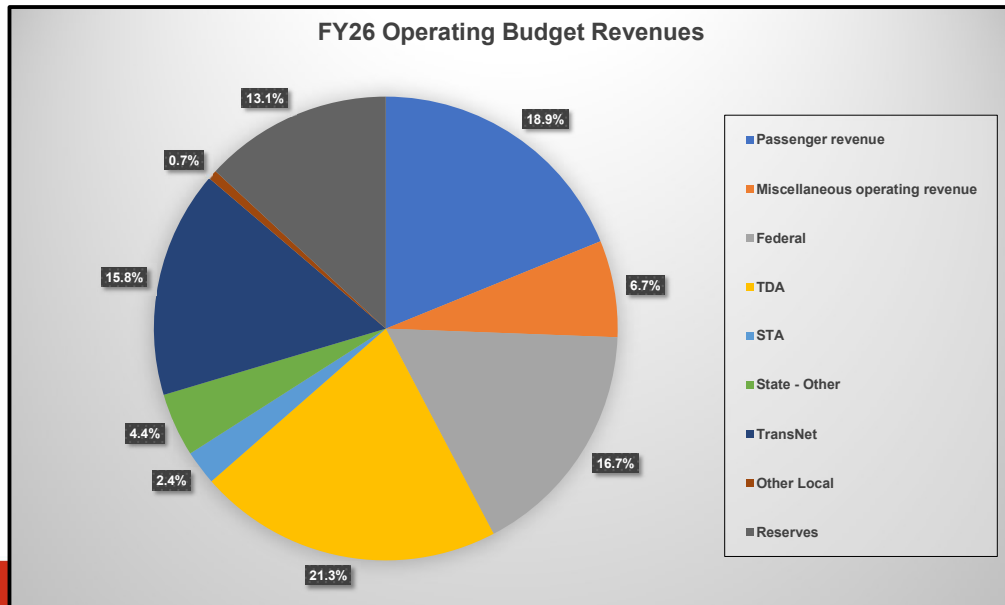
Increase in riders reporting their primary trip purpose is for Special Event and Leisure Ridership



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## FY 2026 Operating Budget – Sources



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## FY 2026 Operating Budget – Five Year Projections – Summary (000's)

	FY 2026 Budget	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected	FY 2030 Projected
Operating Revenues	\$ 121,090	\$ 126,790	\$ 130,718	\$ 135,812	\$ 139,992
Recurring Subsidy	243,984	247,282	252,369	258,766	265,676
<b>Total Recurring Revenues</b>	<b>\$ 365,074</b>	<b>\$ 374,071</b>	<b>\$ 383,087</b>	<b>\$ 394,578</b>	<b>\$ 405,667</b>
<b>Total Expenses</b>	<b>473,079</b>	<b>492,440</b>	<b>511,033</b>	<b>530,844</b>	<b>551,535</b>
<b>Structural Deficit</b>	<b>\$ (108,005)</b>	<b>\$ (118,369)</b>	<b>\$ (127,946)</b>	<b>\$ (136,266)</b>	<b>\$ (145,868)</b>
One-Time Funding	\$ 108,005	\$ 118,369	\$ 127,946	\$ 16,146	\$ 297
<b>Revenues Less Expenses</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (120,120)</b>	<b>\$ (145,571)</b>

### Major Assumptions

- Passenger revenue continues steady growth over the next four years
- Sales tax growth using SANDAG TDA/TransNet growth assumptions
- Inflation trend returns to normal levels, overall expense growth averages 3.9% per year
- Operating deficits remaining over five-year period, balanced with one-time funding through FY 2028

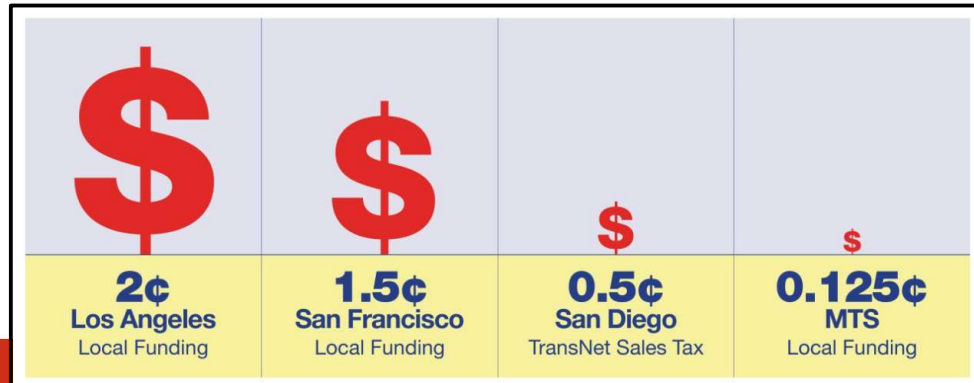


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## Why the impending deficit?

- Competitive job market / wage increases
- Cost of goods and materials
- Less fare revenue
- Level of local funding



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## Addressing Fiscal Cliff

- Board approved short-term recommendation in February 2025 to extend timing of fiscal cliff by a year (balanced through FY 2028):
  - Exercise Innovative Clean Transit (ICT) off-ramp provisions to delay implementation of ZEBs
  - Shift funding from capital to operations: \$25M in FY 2026, \$35M in FY 2027, \$50M in FY 2028
  - Maintain service at January 2025 levels
- MTS working closely with the California Transit Association (CTA) on statewide transit efforts and transit operations funding needs
- Ballot measure (polling and outreach) and other subsidy revenue increases
- Maximize non-fare revenue opportunities (advertising, naming rights, etc.)
- Passenger Fare Study
- Comprehensive Operational Analysis underway: Service reductions and/or increases pending revenue outcomes



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## What is a COA?

A comprehensive operational analysis (COA) is a project that features an examination and evaluation of a transit system to determine where improvements could be made to make transit service more effective and efficient.



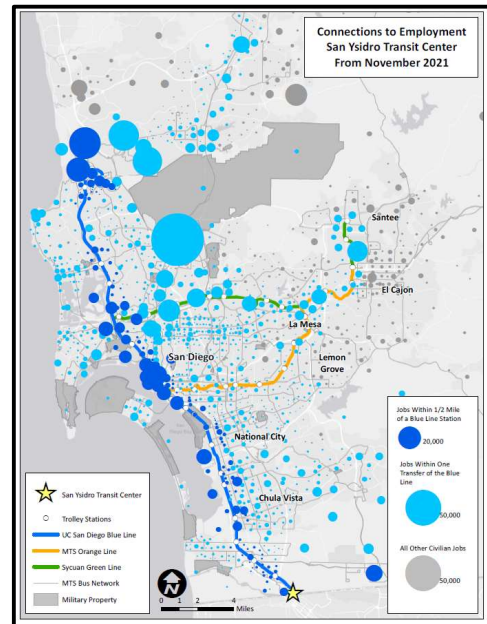
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## What is a COA?

### Analysis of:

- Current and potential ridership
- Travel patterns
- Demographics
- Current and future land use
- Operating Costs
- Performance in relation to Board Policy 42



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## Recent COAs by MTS

- **Comprehensive Operational Analysis (2006)**
  - Created a core network of high frequency services through significant route consolidation and straightening
  - 7% ridership gain after first year
  - Overall, 75% of routes were affected
  - Immediately boosted ridership throughout the overall network, but...
  - Was curtailed by Great Recession of 2008
- **Major changes after the COA**
  - Significant cut of weekend services
  - Realigned Trolley services (Green Line to downtown)
  - SuperLoop
  - I-15 Rapid routes
  - Mid-City Rapid



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## Recent COAs by MTS

- **Transit Optimization Plan (2017)**
  - Update to the COA
  - Added \$2 million in new service, with again, changes significantly adding to the network of high-frequency routes
  - Overall, 60% of MTS bus routes were affected
  - Provided basis for Elevate 2020 ballot-measure efforts, but...
  - Was curtailed by COVID Pandemic of 2020
- **Major changes after TOP**
  - COVID reductions
  - Operator shortages
  - Mid-Coast (Blue Line) extension to UTC & Copper Line
  - Otay Mesa & Iris Rapids
  - Electric buses
  - COVID recovery with SB125 funds and expansion of high-frequency services



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## Why Now?

- Through the major impacts of COVID
- Changing demographics and travel patterns
- Significant recent transit investments in the region
- Budget concerns



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## Goals of the COA

- Develop strategies to address current travel demand with projected funding levels
- Integration with the region's current and future multimodal transportation system
- Realign existing services and operational frequency and span of services based on proposed service strategies
- Develop phasing plans and financial programs to support implementation of the service plans



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## Planning Scenarios of the COA

- **Scenario 1 – Additional funding procured:**

- \$75 million in additional revenues expected to increase frequencies and spans (or realigning services) on the existing transit network.

- **Scenario 2 - No increase in regional transit funding:**

- Budget shortfall of \$100-plus million annually, with an estimated \$30-\$50 million in savings required to come from service reductions/changes.



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## Planning Scenarios of the COA

- **Scenario 2 - No increase in regional transit funding:**

- What does \$30-\$50 million in service cuts look like:
  - ALL weekend bus and Trolley service *(\$36 million)* **OR**
  - Complete elimination of the 15 worst-performing bus routes – would result in no service north of Mira Mesa *(\$30 million)* **OR**
  - 1/3 across the board cut to bus *(\$46 million)* **OR**
  - Complete elimination of Trolley service *(\$46 million)*
- Specific target to be determined over next several months



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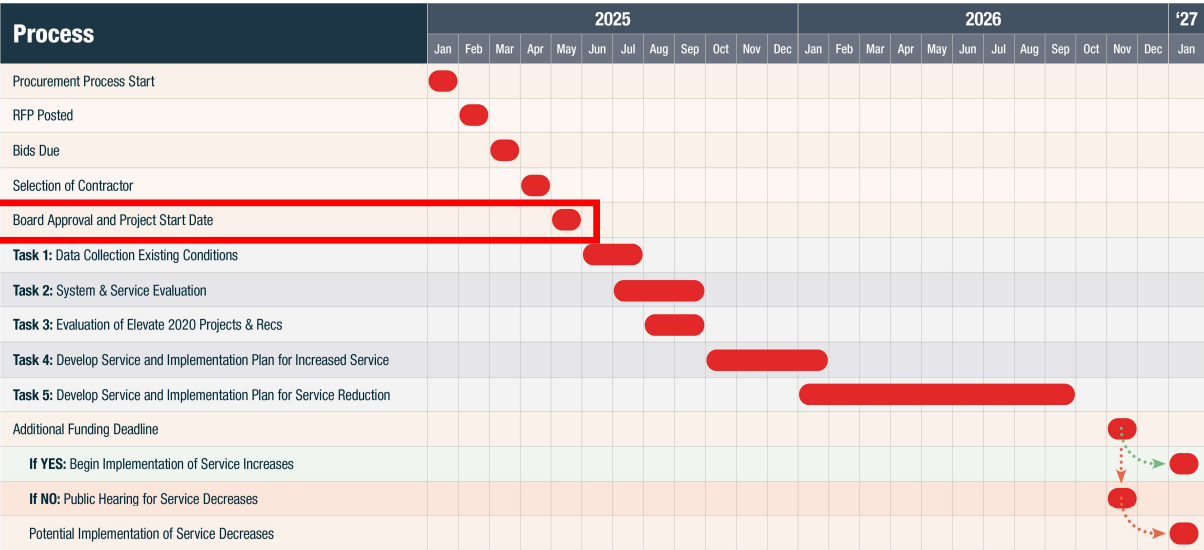
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# COA Tasks

- Data Collection / Review of Existing Conditions
- System and Service Evaluation
- Evaluation of Recommendations from Elevate 2020
- Develop Service and Implementation Plan for Increased Service (Ballot measure or other funding)
- Develop Service Reduction Plan (for no increase in funding)

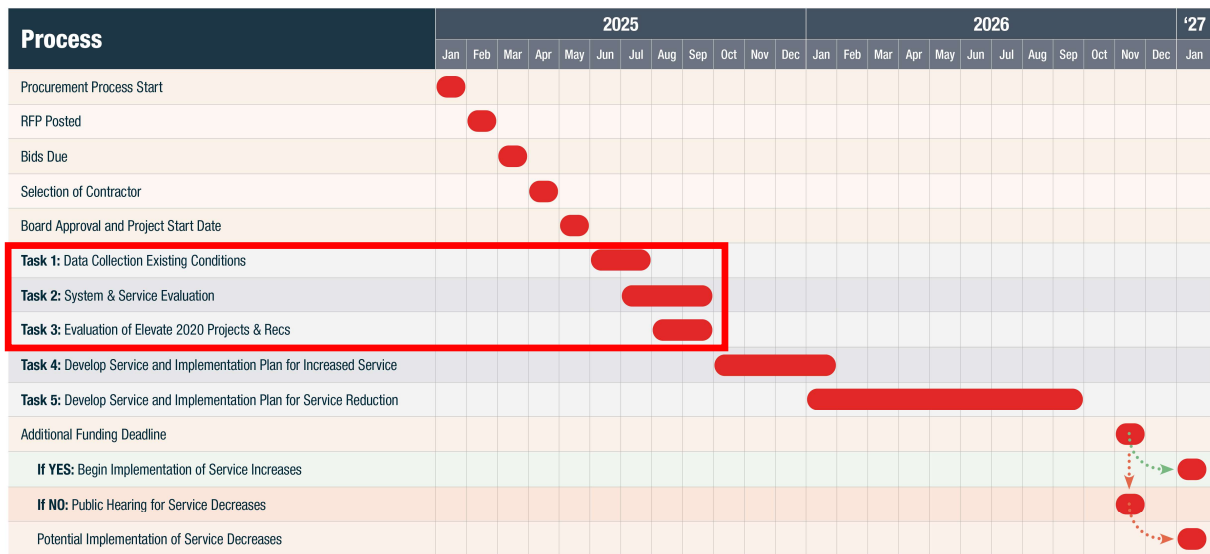


# Overall COA Timeline





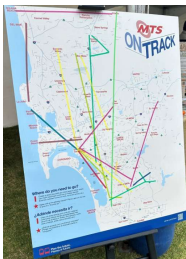
# Overall COA Timeline



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## MTS OnTrack



### What to Expect in the Next Few Months:

**Now through July:** Ongoing community meetings, transit center events, workshops. (Online tool available starting mid-to-late June.)

**Data provided to consultant for modeling:** Data will be provided as a whole, as well as by communities (e.g. zip codes) and demographics (e.g. transit riders, seniors, etc.)

**Potential Projects and Plans:** Released for public feedback in the fall (around October)

**All results shared at OnTrack website, email lists and through community partners.**



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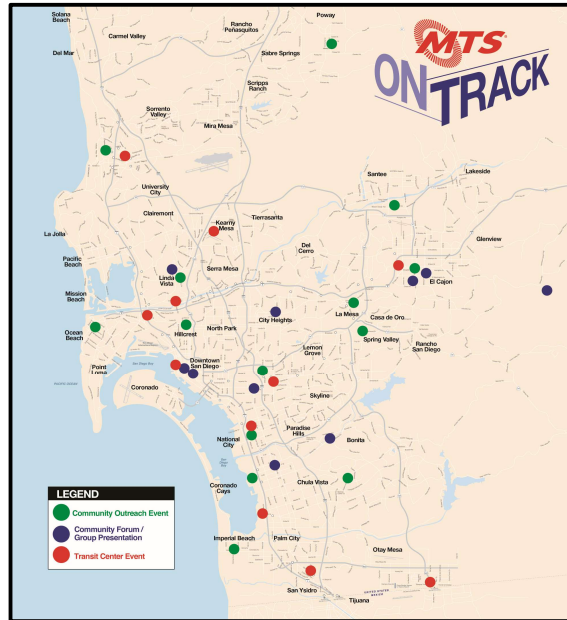


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## Community Outreach

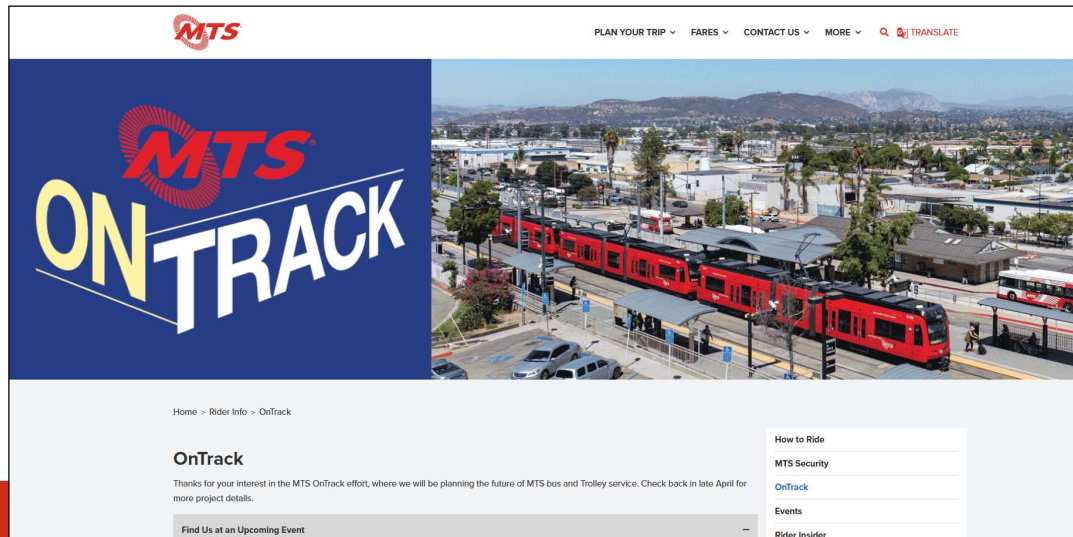
- 15 general community + transit center events completed
- Seven more general public events planned through July
- Nearly 1,200 people engaged to-date
- Online engagement website live in early July (mimic outreach activities for participation)



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## MTS OnTrack

- [sdmts.com/rider-info/ontrack](http://sdmts.com/rider-info/ontrack)



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- Questions / Comments



**Brent Boyd**  
**Director of Planning & Scheduling**  
[brent.boyd@sdmts.com](mailto:brent.boyd@sdmts.com)



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June 25, 2025

## 2024 State of the Commute

### Overview

Reviewing annual performance monitoring is one of the responsibilities of the TransNet Independent Taxpayer Oversight Committee (ITOC). Paragraph seven of the ITOC Responsibilities section of the “Statement of Understanding Regarding the Implementation of the ITOC for the TransNet program” of the TransNet Extension Ordinance establishes this responsibility as follows:

*“On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG’s “State of the Commute” report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as level of service measurements by roadway segment and by time of day, throughput in major travel corridors, and travel time comparisons by mode between major trip origins and destinations. Such information will be used as a tool in the Regional Transportation Plan (RTP) development process.”*

### Key Considerations

The [2024 State of the Commute](#) represents the most recent annual report on system performance evaluations which began in 2005 and is the third iteration that is an interactive data dashboard hosted on SANDAG's Open Data Portal. New to this report are transit ridership estimates for the Metropolitan Transit System Rapid 227 and the Copper Line Trolley services, which began operating in 2023 and 2024, respectively.

### Next Steps

Staff will prepare the 2025 State of the Commute and return to the ITOC and Transportation Committee in spring 2026.

**Grace Mino, Senior Director of Data Science**

### Action: Information

Staff will present findings from the 2024 State of the Commute report.

### Fiscal Impact:

Development of the annual State of the Commute report costs approximately \$90,000 in staff time, funded in Overall Work Program Project No. 3311700.

### Schedule/Scope Impact:

The State of the Commute provides transportation performance monitoring and reporting to be used as a tool in the development of Regional Transportation Plans. Staff will begin working on the next annual State of the Commute in winter 2025.



# 2024 State of the Commute Dashboard

Mobility Working Group | Item 5  
Connor Vaughns, Associate Data Scientist  
June 25, 2025

1

## Overview



Introduction



Background



2024 State of the Commute  
Overview of Updates



2024 State of the  
Commute Results



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## Background on ITOC's role for the State of the Commute (SOC) Report

### Transnet Ordinance for the State of the Commute report:

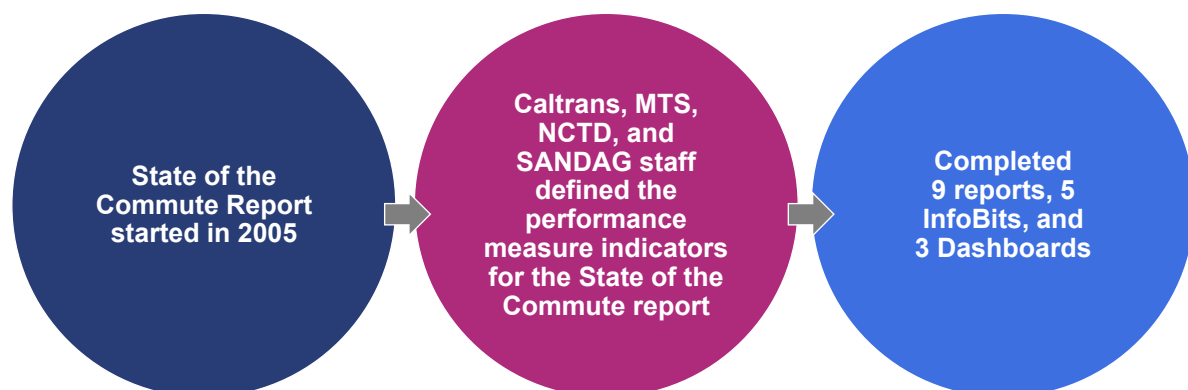
“On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG’s “State of the Commute” report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as:

- level of service measurements by roadway segment and by time of day throughput in major travel corridors
- and travel time comparisons by mode between major trip origins and destinations.
- Such information will be used as a tool in the RTP development process.”

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## Background on State of the Commute



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# 2018 TransNet Triennial Performance Audit Recommendations

**TransNet** Independent Taxpayer Oversight Committee

TransNet Triennial Performance Audit - 2018

Task 8:  
Final Report

June 2018

**SJOBERG EVASHENK**  
CONSULTING, INC.

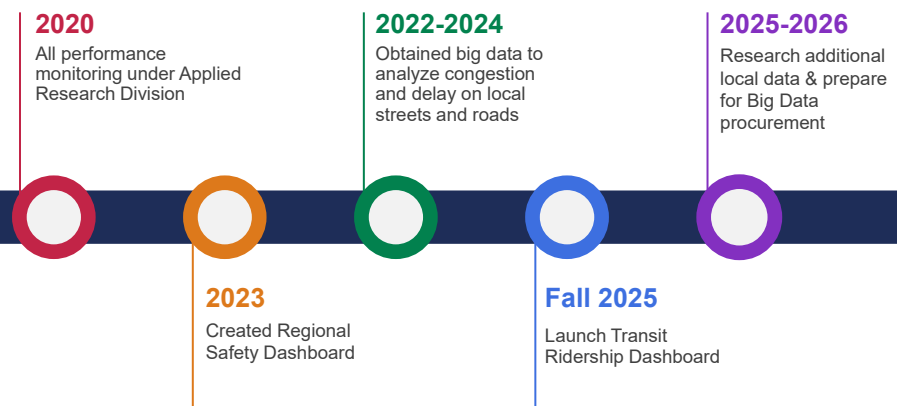
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FY 2018 TransNet Audit Report Recommendations		
Chapter 1: TransNet Financing	9	4
Chapter 2: Establish Performance Framework	7	7
Chapter 3: Major Corridor Capital Construction	3	2
Chapter 4: Local Street and Road Program	3	3
Chapter 5: Transit Services	4	3
Chapter 6: Bike and Pedestrian Modes of Transportation	3	3
Chapter 7: Environmental Mitigation Program	6	3
Chapter 8: Information and Transparency	5	3
<b>Total list</b>	<b>40 recommendations</b>	
<b>Total list with relevance on performance</b>	<b>28 recommendations</b>	

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## Progress on Performance Framework Recommendations

“Capturing performance outcome data related to safety metrics, pavement condition for highways, local roadways, and bike and pedestrian modes”



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## State of the Commute

Items added in 2021	Items added in 2022	Items added in 2023	Items added in 2024
Top Highway Routes with most congested bottlenecks for AM and PM peak times	Big data for congestion and mobility on arterial roads	New Bridge data source getting more specific	Improved transit data fidelity from new passenger count program
Safety data for motorist, bicycles, and pedestrians	Bridge data	More years of transit and highway travel data	Data for new MTS Rapid Bus 227 and Copper Line Trolley
	Pavement data		
	All available on Open Data Portal		
	Data presented in dashboard format		

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Email: [connor.vaughns@sandag.org](mailto:connor.vaughns@sandag.org)  
[data@sandag.org](mailto:data@sandag.org)

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June 25, 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, 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.

#### **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 disconnection 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.

### 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 Mobility, Sustainable Communities, and Regional Planning Social Equity Working Groups, and the Social Services Transportation Advisory Council.

***Antoinette Meier, Senior Director of Regional Planning***



# Regional Reconnecting Communities Study

## Overview

Mobility Working Group | Item 6  
Lizzy Havey, Regional Planner  
June 25, 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

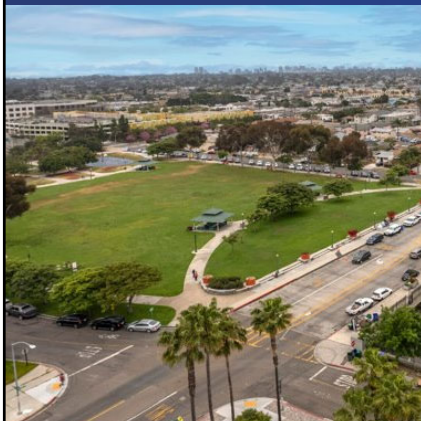
Funded by a Caltrans Planning Grant

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

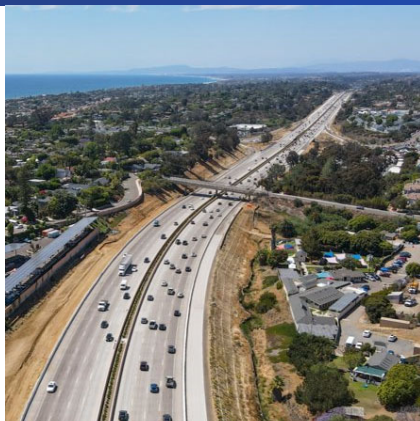
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## Recap from Social Equity Working Group Meetings



**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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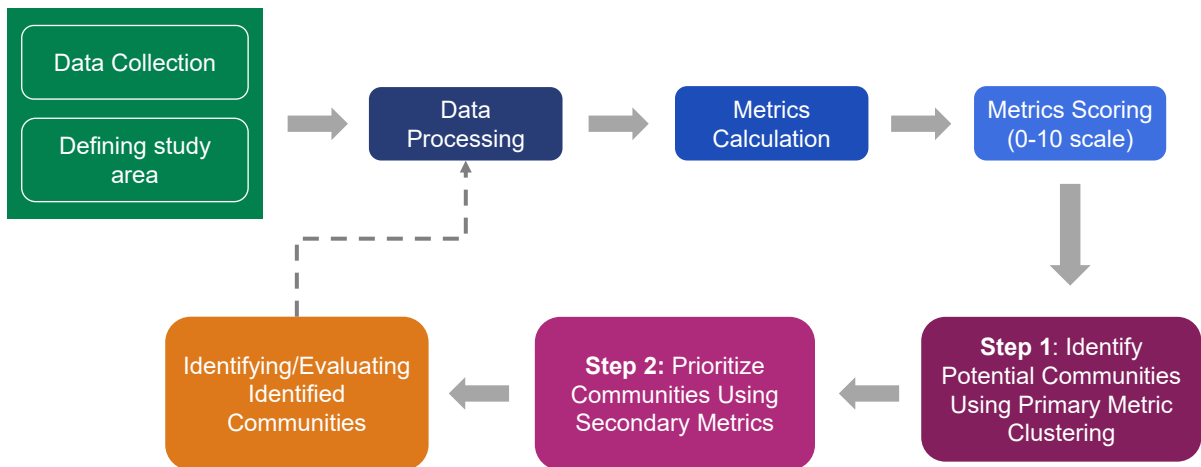
## Analysis Metrics

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

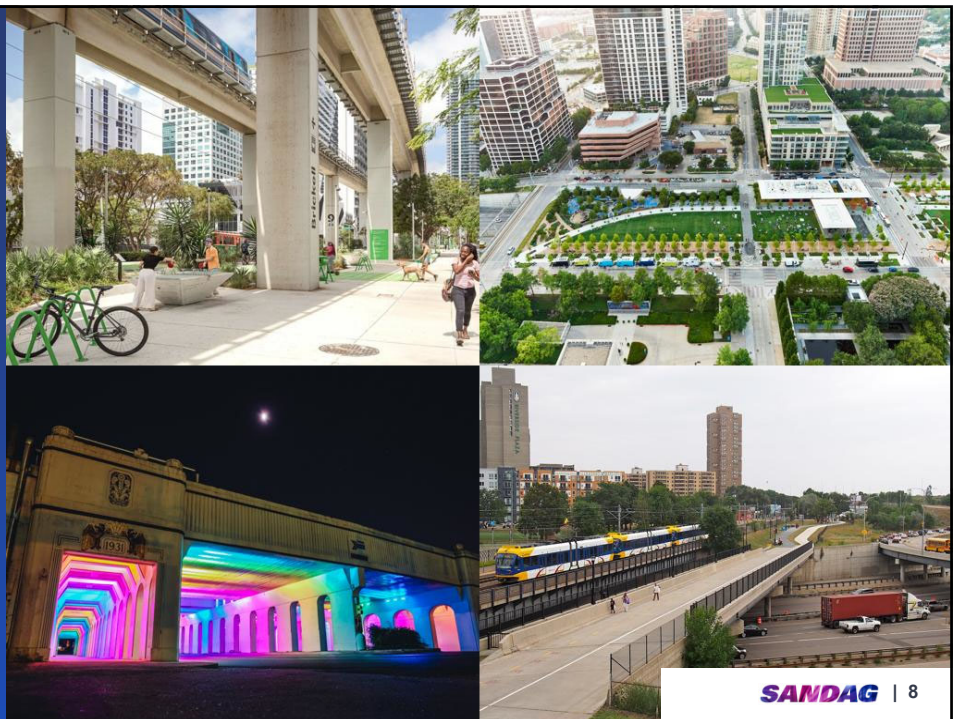


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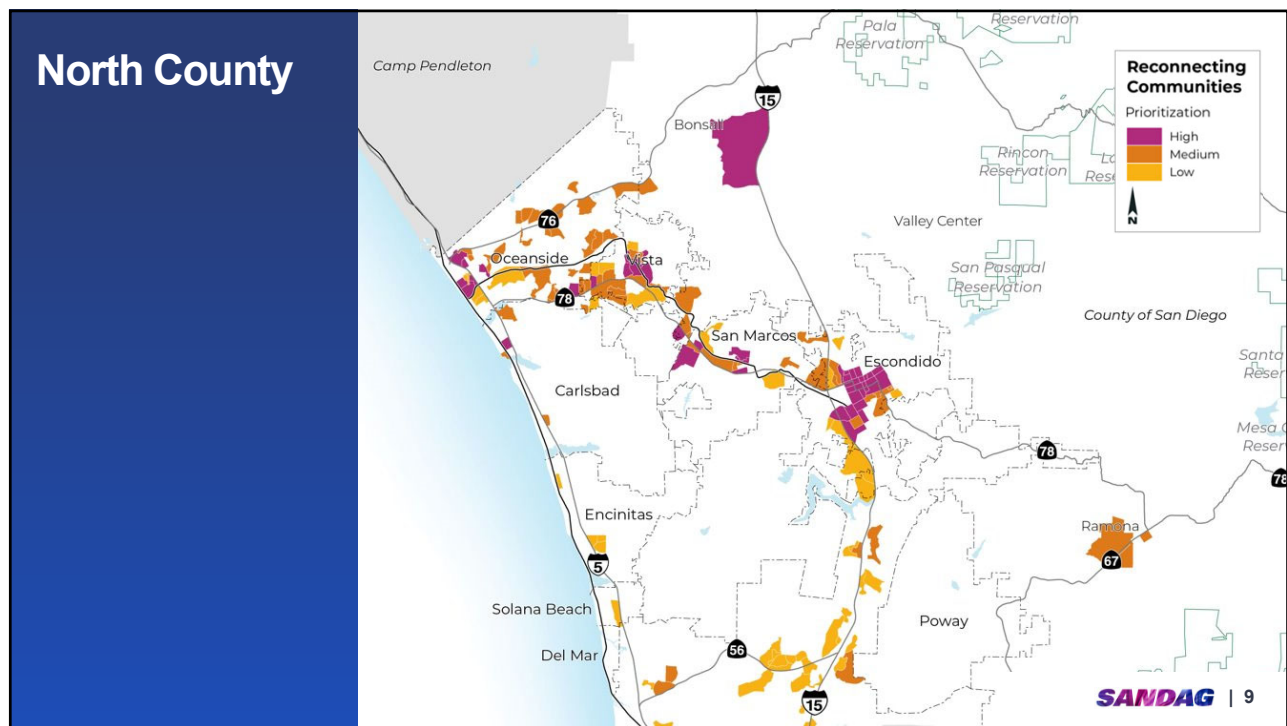
## Best Practices Research

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

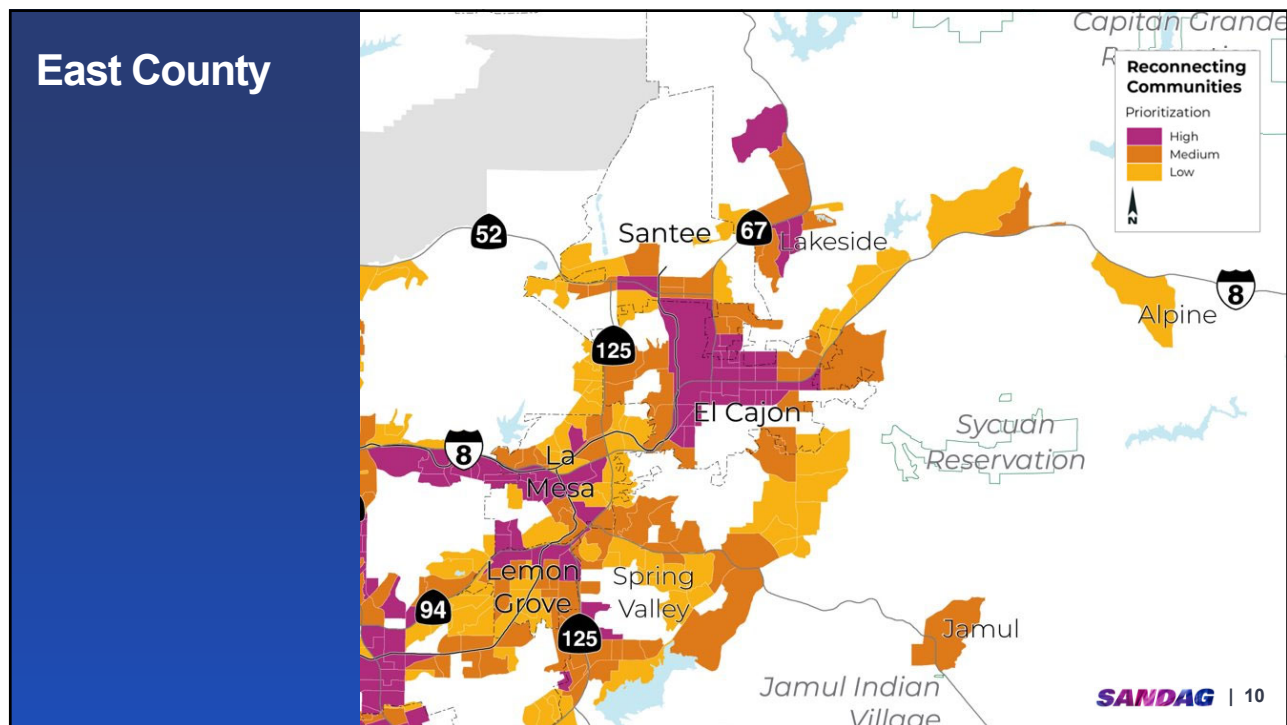


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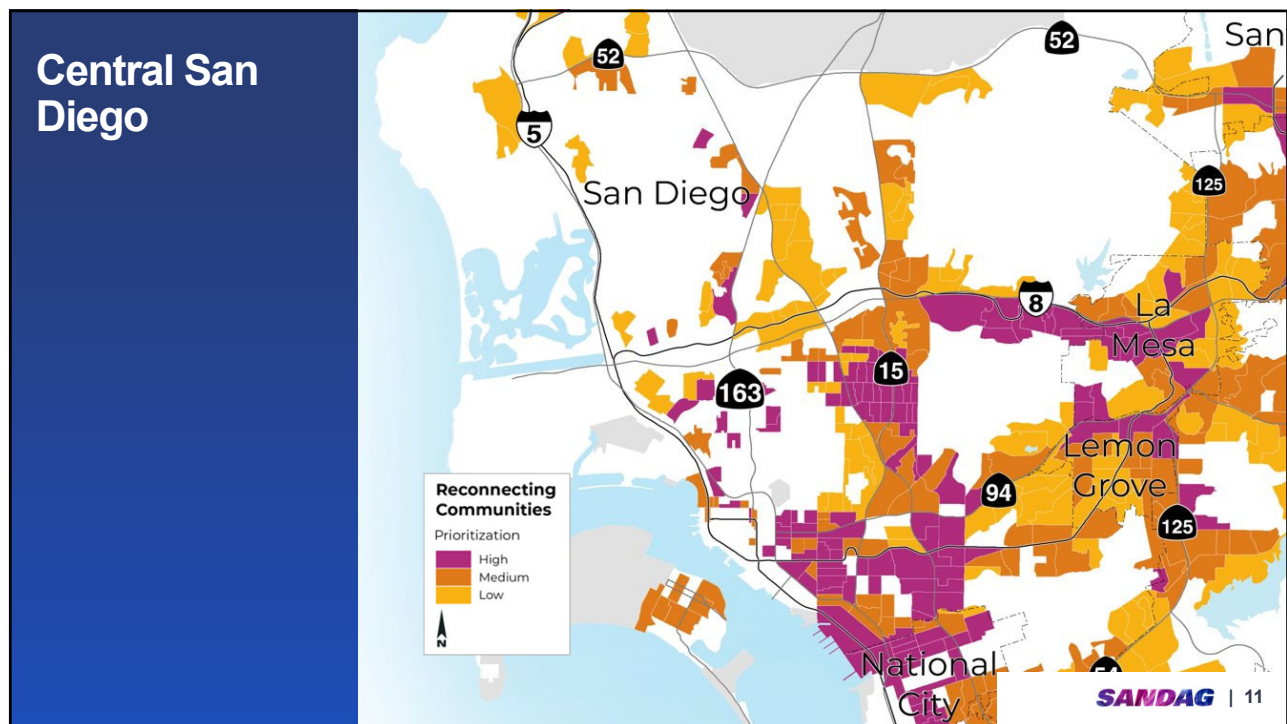
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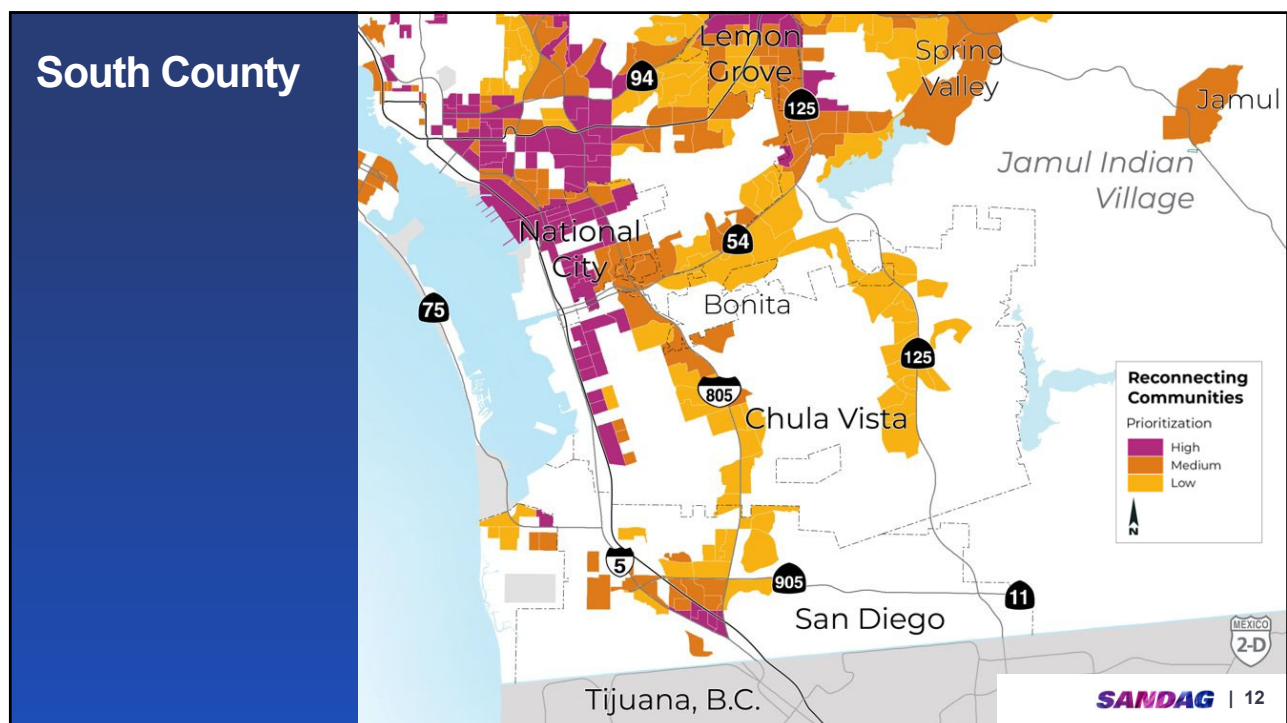
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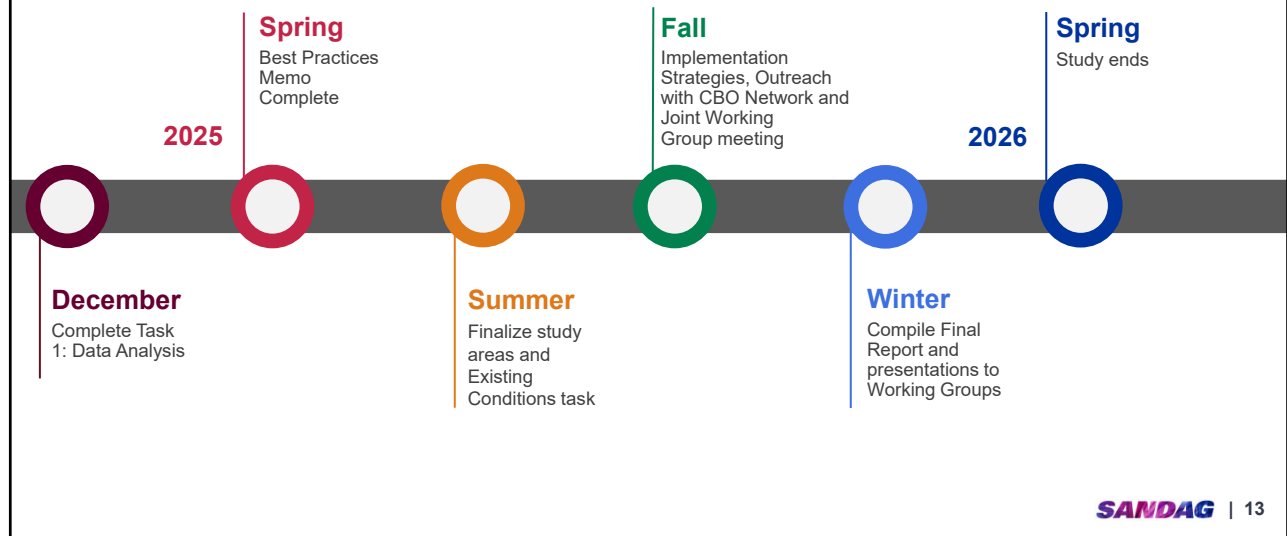


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## Schedule and Next Steps



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