



Social Equity Working Group Agenda

Thursday, July 24, 2025, 9:30 a.m.

SANDAG Board Room

1011 Union Street, First Floor

San Diego, CA 92101

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1. Call to Order

2. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Social Equity Working Group on any issue within the jurisdiction of SANDAG 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. Members and SANDAG staff also may present brief updates and announcements under this agenda item.

3. Consent

3.1 Approval of Meeting Minutes

Michael Garcia, SANDAG

ACTION: APPROVE

The Social Equity Working Group is asked to approve the minutes from its May 22, 2025, meeting.

4. Evaluation Criteria for Next Gen Rapid Routes

Mimi Morisaki, Tim Garrett, SANDAG

ACTION: DISCUSSION

Staff will present the goals and objectives of the six Rapid routes currently being planned, along with input received from stakeholder planning staff. The Social Equity Working Group is asked to discuss and provide feedback.

5. 2024 State of the Commute

Joaquin Ortega, SANDAG

ACTION: INFORMATION

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

6. Borders 101

Héctor Vanegas, SANDAG

ACTION: INFORMATION

This report provides a brief overview of San Diego Association of Governments' longstanding efforts to work with our binational and interregional partners.

7. Adjournment

The next Social Equity Working Group meeting is scheduled for Thursday, September 25, at 9:30 a.m.



Regional Plan Social Equity Working Group

MEMBERSHIP

The purpose of the Regional Plan Social Equity Working Group (Working Group) is to provide ongoing public input from disadvantaged or underrepresented communities in the region into key activities associated with implementing the 2021 Regional Plan, developing the 2025 Regional Plan, and related planning activities with a focus on the social equity perspective.

The Working Group will meet monthly. Meetings will typically be held on the first Thursday of each month from 9:30 to 11:30 a.m. at SANDAG offices.

Staff contact: Paula Zamudio, (619) 515-1189, paula.zamudio@sandag.org

MEMBERS

Hon. Alysson Snow, Chair
Mayor, City of Lemon Grove
SANDAG Board Member

Rose Ceballos
Director of Social Services
Bayside Community Center

Lisa Cuestas
Community Development Director
Casa Familiar

Jesse Ramirez
Senior Program Manager
City Heights Community Development Corporation

Carol Lewis
Program and Property Manager
El Cajon Collaborative

Mirjana Rodriguez
Program Director
Escondido Education COMPACT

Belen Hernandez
Policy Advocate
Mid-City CAN

Claire Groebner
Director of Development
Olivewood Gardens

ALTERNATES

Kim Heinle
Executive Director
Bayside Community Center

Georgette Gomez
Community Development Officer
Casa Familiar

Goyo Ortiz
Community Development Choreographer
Casa Familiar

Rosa Olascoaga
Vice President of Community Development & Policy
City Heights Community Development Corporation

Vacant
El Cajon Collaborative

Vacant
Escondido Education COMPACT

Parke Troutman
Policy Advocate
Mid-City CAN

Jen Nation
Executive Director
Olivewood Gardens

MEMBERS

Kathleen Verances
Outreach and Enrollment Coordinator
OPSam Health

Kathryn Lembo
Chief Executive Officer
SBCS Corporation

Alix Aceituno
Project Coordinator
Urban Collaborative Project

Jennifer Gill
Program Manager
Vista Community Clinic

ALTERNATES

Leslie Manjarrez
Outreach and Enrollment Coordinator
OPSam Health

Jose Mireles
Program Manager
SBCS Corporation

Mauricio Torre
Vice President of Program Operations
SBCS Corporation

Carmina Paz
Program Coordinator
Urban Collaborative Project

Brian Pollard
Chief Executive Officer
Urban Collaborative Project

Nannette Stamm
Chief Community Health Officer
Vista Community Clinic

July 24, 2025

May 22, 2025, Meeting Minutes

[View Meeting Video](#)

Chair Alysson Snow called the meeting to order at 9:37 a.m.

1. Non-Agenda Public Comments/Member Comments

Public Comments: Alex Wong, Purita Javier, Cesar Javier.

Member Comments: Claire Groebner (Olivewood Gardens), Chair Snow

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

Senior Regional Planner Paula Zamudio provided updates on agency activities

Consent

2. Approval of Meeting Minutes

The Social Equity Working Group (SEWG) was asked to approve the minutes from its March 27, 2025, meeting and May 8, 2025, joint working group meeting.

Public Comments: Cesar Javier.

Action: Upon a motion by Barry Pollard (Urban Collaborative Project), and a second by Jennifer Gill (Vista Community Clinic), the SEWG voted to approve the consent agenda.

The motion passed. Yes: Rose Ceballos (Bayside Community Center), Jesse Ramirez (City Heights Community Development Corporation), Mirjana Rodriguez (Escondido Education COMPACT), Belen Hernandez (Mid-City CAN), Claire Groebner, Kathleen Verances (OPSam Health), Mauricio Torre (SBCS Corporation), Barry Pollard, and Jennifer Gill.

No: None.

Abstain: None.

Absent: Casa Familiar, El Cajon Collaborative

Reports

3. Airport Transit Connection Update

Senior Regional Planner Marisa Mangan presented an update on the advanced planning and outreach for the Airport Transit Connection project.

Public Comments: Cesar Javier, Alex Wong.

Action: Information.

4. SANDAG's Role in Housing

Senior Regional Planner Stacey Cooper presented an overview of SANDAG's role in housing

Public Comments: Cesar Javier.

Action: Information.

5. Adjournment

The next scheduled Social Equity Working Group meeting is Thursday, June 26, 2025, at 9:30 a.m.
Paula Zamudio adjourned the meeting at 11:15 a.m.

DRAFT

Confirmed Attendance at Social Equity Working Group Meeting

Jurisdiction	Name	Attended
Chair (Non-Voting)	Mayor Alysson Snow	Yes
Bayside Community Center	Rose Ceballos	Yes
	Kim Heinle, Alternate	No
Casa Familiar	Lisa Cuestas	No
	Georgette Gomez, Alternate	No
	Goyo Ortiz, Alternate	No
City Heights CDC	Jesse Ramirez	Yes
	Rosa Olascoaga, Alternate	No
El Cajon Collaborative	Rosa Alcaraz	No
	Carol Lewis, Alternate	No
Escondido Education COMPACT	Mirjana Rodriguez	Yes
	Vacant, Alternate	--
MidCity-CAN	Belen Hernandez	Yes
	Parke Troutman, Alternate	No
Olivewood Gardens	Claire Groebner	Yes
	Jen Nation, Alternate	No
Operation Samahan	Kathleen Verances	Yes
	Leslie Manjarrez, Alternate	No
SBCS Corporation	Kathryn Lembo	No
	Mauricio Torre, Alternate	Yes
	Jose Mirelas, Alternate	No
Urban Collaborative Project	Alix Aceituno	No
	Barry Pollard, Alternate	Yes
	Camina Paz, Alternate	No
Vista Community Clinic	Jennifer Gill	Yes
	Nanette Stam, Alternate	No

July 24, 2025

Evaluation Criteria for 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 share the draft evaluation criteria that will be used to rank alternatives for each route.

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.

Staff completed the first round of public outreach in early 2025 and are drafting evaluation criteria. This process started with the goals and objectives from prior Rapid planning efforts. From there, staff revised the goals to reflect new feedback from partner agencies and incorporate outcomes from the Vision Zero Action Plan. The evaluation criteria are based the following five goals:

- Provide reliable, high-quality transit service
- Maximize ridership potential
- Enhance road user safety along Rapid routes
- Gain support from the public and key stakeholders through partnerships
- Implement cost-effective and financially feasible Rapid service

Action: Discussion

Staff will present the goals and objectives of the six Rapid routes currently being planned, along with input received from stakeholder planning staff. The Social Equity Working Group is asked to discuss and provide feedback.

Fiscal Impact:

The SANDAG 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.

Twelve objectives and related performance measures detailed in Attachment 1 will enable staff and partner agencies to rank how well the alternatives for each route achieve the five goals. The draft evaluation criteria were discussed at two Agency Coordination Team¹ meetings made up of 22 partner agencies and educational institutions. Comments from the group included:

- Recommendation to focus on transit-dependent populations
- Recommendation to consider including safety improvements in communities
- Acknowledgement that parallel routes within a corridor can accommodate transit and other travel modes and should be studied
- Discussion of how stop amenities and fare collection policies can improve operations
- Emphasis on reliability, maximizing ridership potential, and cost-effectiveness

The Social Equity Working Group is asked to discuss the draft goals, objectives, and performance measures and provide feedback.

Next Steps

The project team will document feedback received from the Social Equity Working Group to refine the evaluation criteria. Over the next two years, staff will collaborate with partner agencies and stakeholders through Alternative Routes Analysis, Design and Engineering (up to 15% conceptual design), and Costing and Phasing. Updates will be provided to the Mobility Working Group and other relevant SANDAG working groups and committees.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. Draft Goals, Objectives, and Performance Measures Table

¹ The Agency Coordination Team consists of staff representatives from SANDAG, MTS, NCTD, Caltrans Districts 8 and 11, local jurisdictions, colleges and universities, Riverside County Transportation Commission, and Riverside Transit Agency

Draft Goals	Draft Objectives	Draft Performance Measures
Goal 1 – Reliable Transit Service	<ul style="list-style-type: none"> Minimize delays caused by congestion Expedite boarding/alighting 	<ul style="list-style-type: none"> Number of transit supportive facilities Number of station or route amenities to expedite boardings
	<ul style="list-style-type: none"> Reduce trip times compared to local bus 	<ul style="list-style-type: none"> Percent difference between Rapid and local bus trip times
Goal 2 – Maximize Ridership Potential	<ul style="list-style-type: none"> Attract new transit riders and encourage travel mode shift 	<ul style="list-style-type: none"> Number of new areas served by routes Number of new transit connections Number of transit, bike, pedestrian, and amenity improvements
	<ul style="list-style-type: none"> Serve key activity centers, and areas with high concentrations of population and employment 	<ul style="list-style-type: none"> Population within 0.5 miles of stations Jobs within 0.5 miles of stations Number of known activity centers within 0.5 miles of stations
	<ul style="list-style-type: none"> Connect transit-dependent populations with educational institutions and other basic needs 	<ul style="list-style-type: none"> Number of transit-dependent populations within 0.5 miles of stations Number of schools (high school and higher education) within 0.5 miles of stations Number of senior-oriented amenities within 0.5 miles of stations
	<ul style="list-style-type: none"> Enhance multimodal access 	<ul style="list-style-type: none"> Number of people and jobs that can access stations within 15 minutes by bike or microtransit

Draft Goals	Draft Objectives	Draft Performance Measures
	<ul style="list-style-type: none"> Ensure stations are accessible 	<ul style="list-style-type: none"> Number of suggestions from Social Services Transportation Advisory Council (SSTAC) incorporated into the plan
Goal 3 – Safety for All Users	<ul style="list-style-type: none"> Implement service that improves access in safety focus areas 	<ul style="list-style-type: none"> Percent of route within the Regional Systemic Safety Network
	<ul style="list-style-type: none"> Encourage safer vehicle travel speeds 	<ul style="list-style-type: none"> Number of traffic calming measures
Goal 4 – Gain Support through Partnerships	<ul style="list-style-type: none"> Implement context-sensitive strategies 	<ul style="list-style-type: none"> Feedback on conceptual designs from key stakeholders Variety of strategy types along the route
Goal 5 – Cost Effectiveness and Financial Feasibility	<ul style="list-style-type: none"> Cost effective route with high funding feasibility 	<ul style="list-style-type: none"> Qualitative ranking of capital cost Annual Operations & Maintenance cost per rider Connections to existing or planned infrastructure
	<ul style="list-style-type: none"> Identify Transit Oriented Development (TOD) opportunities to fund capital and Operations & Maintenance costs 	<ul style="list-style-type: none"> Redevelopment Potential Index (2021 Regional Plan methodology)



Evaluation Criteria for Next Gen Rapid Routes

Social Equity Working Group | Item 4
Tim Garrett, Associate Regional Planner
Mimi Morisaki, Senior Regional Planner
July 24, 2025

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Agenda



Project Overview



Goals and Objectives



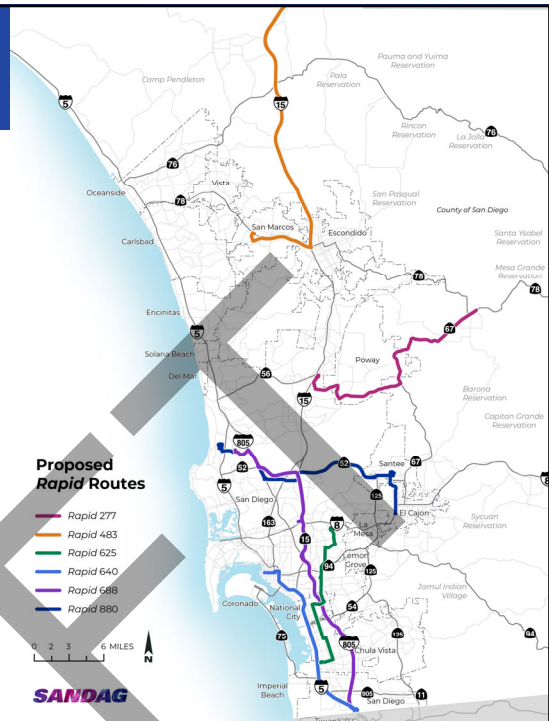
Next Steps

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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



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Goals and Objectives

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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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Goal 1



Goal 1 – Reliable Transit Service

ID	Objective	Performance Measure
1	<ul style="list-style-type: none"> Minimize delays caused by congestion Expedite boarding/alighting 	<ul style="list-style-type: none"> Number of transit supportive facilities Number of station or route amenities to expedite boardings
2	<ul style="list-style-type: none"> Reduce trip times compared to local bus 	<ul style="list-style-type: none"> Percent difference between Rapid and local bus trip times

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Goal 2



Goal 2 – Maximize Ridership Potential

ID	Objective	Performance Measure
1	<ul style="list-style-type: none"> Attract new transit riders and encourage travel mode shift 	<ul style="list-style-type: none"> Number of new areas served by routes Number of new transit connections Number of transit, bike, pedestrian, and amenity improvements
2	<ul style="list-style-type: none"> Serve key activity centers, and areas with high concentrations of population and employment 	<ul style="list-style-type: none"> Population within 0.5 miles of stations Jobs within 0.5 miles of stations Number of known activity centers within 0.5 miles of stations
3	<ul style="list-style-type: none"> Connect transit-dependent populations with educational institutions and other basic needs 	<ul style="list-style-type: none"> Number of transit-dependent populations within 0.5 miles of stations Number of schools (high school and higher education) within 0.5 miles of stations Number of senior-oriented amenities within 0.5 miles of stations

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Goal 2



Goal 2 – Maximize Ridership Potential

ID	Objective	Performance Measure
4	<ul style="list-style-type: none">Enhance multimodal access	<ul style="list-style-type: none">Number of people and jobs that can access stations within 15 minutes by bike or microtransit
5	<ul style="list-style-type: none">Ensure stations are accessible	<ul style="list-style-type: none">Number of suggestions from Social Services Transportation Advisory Council (SSTAC) incorporated into the plan

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Goal 3



Goal 3 – Safety for All Users

ID	Objective	Performance Measure
1	<ul style="list-style-type: none">Implement service that improves access in safety focus areas	<ul style="list-style-type: none">Percent of route within the Regional Systemic Safety Network
2	<ul style="list-style-type: none">Encourage safer vehicle travel speeds	<ul style="list-style-type: none">Number of traffic calming measures

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Goal 4



Goal 4 – Gain Support through Partnerships

ID	Objective	Performance Measure
1	<ul style="list-style-type: none"> Implement context-sensitive strategies 	<ul style="list-style-type: none"> Feedback on conceptual designs from key stakeholders Variety of strategy types along the route

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Goal 5



Goal 5 – Cost Effectiveness and Financial Feasibility

ID	Objective	Performance Measure
1	<ul style="list-style-type: none"> Cost effective route with high funding feasibility 	<ul style="list-style-type: none"> Qualitative ranking of capital cost Annual Operations & Maintenance cost per rider Connections to existing or planned infrastructure
2	<ul style="list-style-type: none"> Identify Transit Oriented Development (TOD) opportunities to fund capital and Operations & Maintenance costs 	<ul style="list-style-type: none"> Redevelopment Potential Index (2021 Regional Plan methodology)

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What We've Heard

- Focus on transit-dependent populations
- Include safety improvements in communities
- Parallel routes can accommodate transit and other travel modes
- Stop amenities and fare collection policies can improve operations
- Emphasis on reliability, maximizing ridership potential, and cost-effectiveness

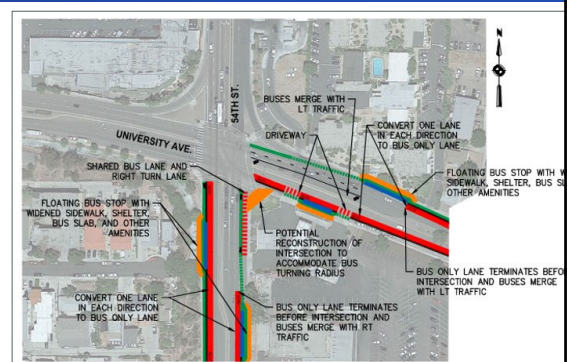
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Overall Timeline

- 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 24, 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 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 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 Plan. Staff will begin working on the next annual State of the Commute in winter 2025.



2024 State of the Commute Dashboard

Social Equity Working Group | Item 5
Joaquin Ortega, Senior Researcher and Modeler
July 24, 2025

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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:

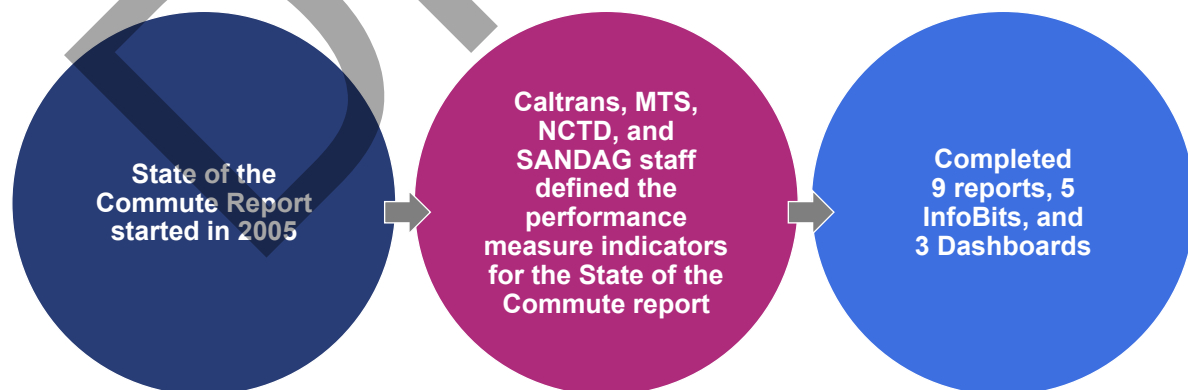
“On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG’s “State of the Commute” report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as:

- 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.

455 Capitol Mall • Suite 700 • Sacramento, California • 95814 • Tel 916.443.1300 • www.secon.com

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
Total list	40 recommendations	
Total list with relevance on performance	28 recommendations	

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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"

2020

All performance monitoring under Applied Research Division

2022-2024

Obtained big data to analyze congestion and delay on local streets and roads

2025-2026

Research additional local data & prepare for Big Data procurement

2023

Created Regional Safety Dashboard

Fall 2025

Launch Transit Ridership Dashboard

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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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data@sandag.org

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July 24, 2025

Borders 101

Overview

Since its founding, San Diego Association of Governments (SANDAG) has recognized the importance of its geographic location and consistently pursued collaboration with neighboring jurisdictions. This approach has developed along three key dimensions: binational (Mexico), interregional (Orange, Riverside, and Imperial Counties), and government-to-government (17 sovereign tribal governments in San Diego County). This report provides an overview of SANDAG's efforts with these partners.

SANDAG's structure has incorporated this borders-focused vision. Mexico has been part of the Board of Directors since the 1970s, now represented by the Consulate General of Mexico in San Diego. Following the first North American free trade agreement, SANDAG formed a task force that led to the Committee on Binational Regional Opportunities (COBRO), still active today and unique in U.S. local government.

In 2001, SANDAG adopted a new policy advisory committee model, creating the Borders Committee. Today, the Borders Committee advises the Board on major interregional planning activities that impact the borders of the San Diego region. This includes Orange, Riverside, and Imperial Counties; the Republic of Mexico; and neighboring tribal nations. The preparation and implementation of SANDAG Binational, Interregional, and Tribal Liaison Planning programs are included under this purview. Recommendations of the Borders Committee are forwarded to the Board for action. The committee meets monthly, on the fourth Friday at 1:30 p.m.

In 2003, SANDAG received a legislative mandate via Senate Bill 1703 (Peace, 2003) reaffirming its structure and adding Imperial County as a Borders Committee member, later complemented with Orange and Riverside Counties as advisory members. In 2006, the Southern California Tribal Chairmen's Association (SCTCA) joined as an advisory member and later became part of the Board and other committees.

Since 2020, SANDAG's regional relationships have evolved in response to the pandemic, social equity issues, policy changes, and a new border security context.

Binational: San Diego shares the largest transborder community in the Western Hemisphere, with over 100,000 daily crossers. As California's primary international trade gateway with Mexico, collaboration with Baja California includes mobility projects like transit, bike lanes, and the future Otay Mesa East Port of Entry. Challenges include long commutes, air quality, and crossborder wastewater pollution.

Interregional: Collaboration with neighboring counties involves shared infrastructure and regional mobility. With Orange County, priorities include the LOSSAN rail corridor and environmental concerns. With Riverside, focus areas include I-15 corridor, transportation, employment, and housing. With Imperial, collaboration includes the shared international border, water, energy, and infrastructure issues.

Tribal Governments: San Diego was originally tribal land, now home to 18 tribal nations and 17 sovereign governments represented by the SCTCA. SANDAG maintains strong ties with SCTCA through the Borders Committee, the Tribal Transportation Technical Working Group, and regular Tribal Summits and Symposiums.

Action: Information

This report provides a brief overview of San Diego Association of Governments' longstanding efforts to work with our binational and interregional partners.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.



Borders 101

Regional Plan Social Equity Working Group | Item 6
Héctor Vanegas, Borders Program Manager
July 24, 2025

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SANDAG History

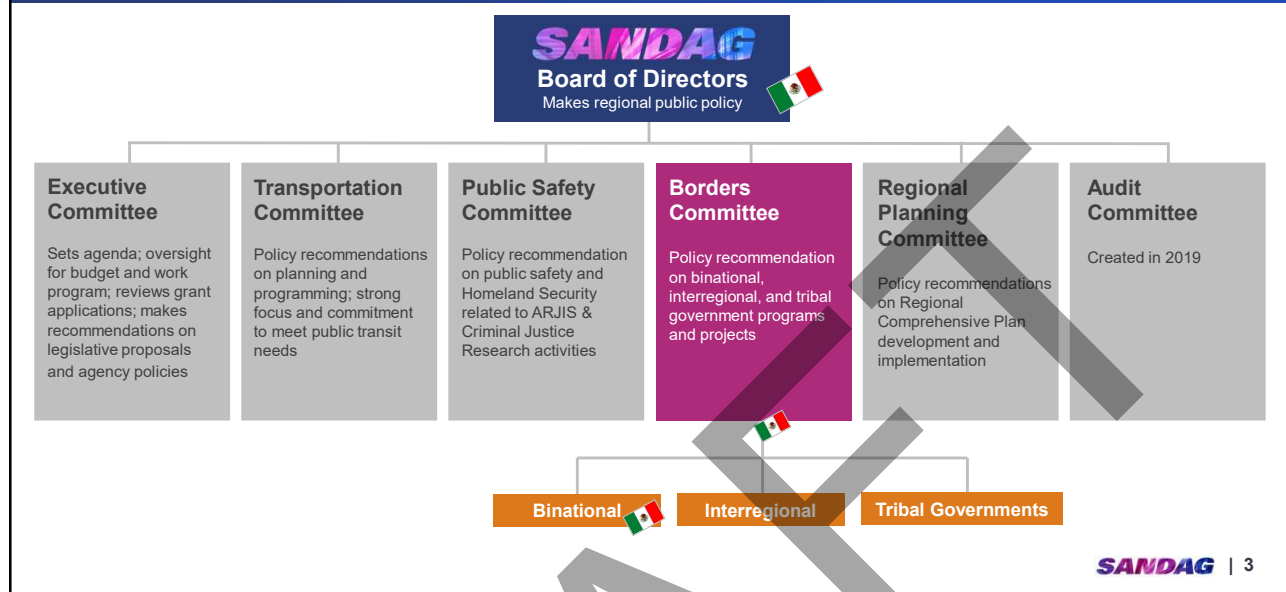
- **1966** County Planning Organization
- **1970** MPO
- **1972** Joint Power Agency
- **(+)** Mexico joins our governing Board
- **1980** San Diego Association of Governments
- **1996** COBRO
- **2001** New PACs: Borders Committee
- **2003** SB 1703 – Imperial County
- **2006** SCTCA joins the governing Board



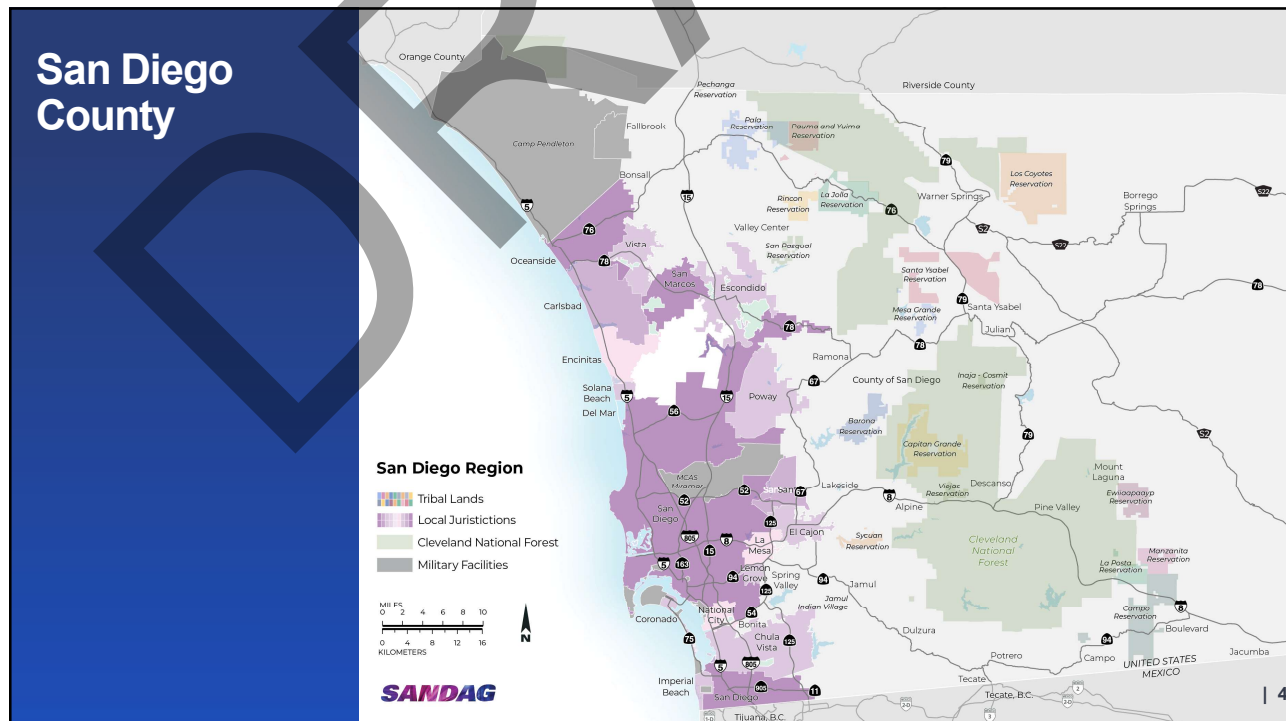
SANDAG

2

Addressing Borders

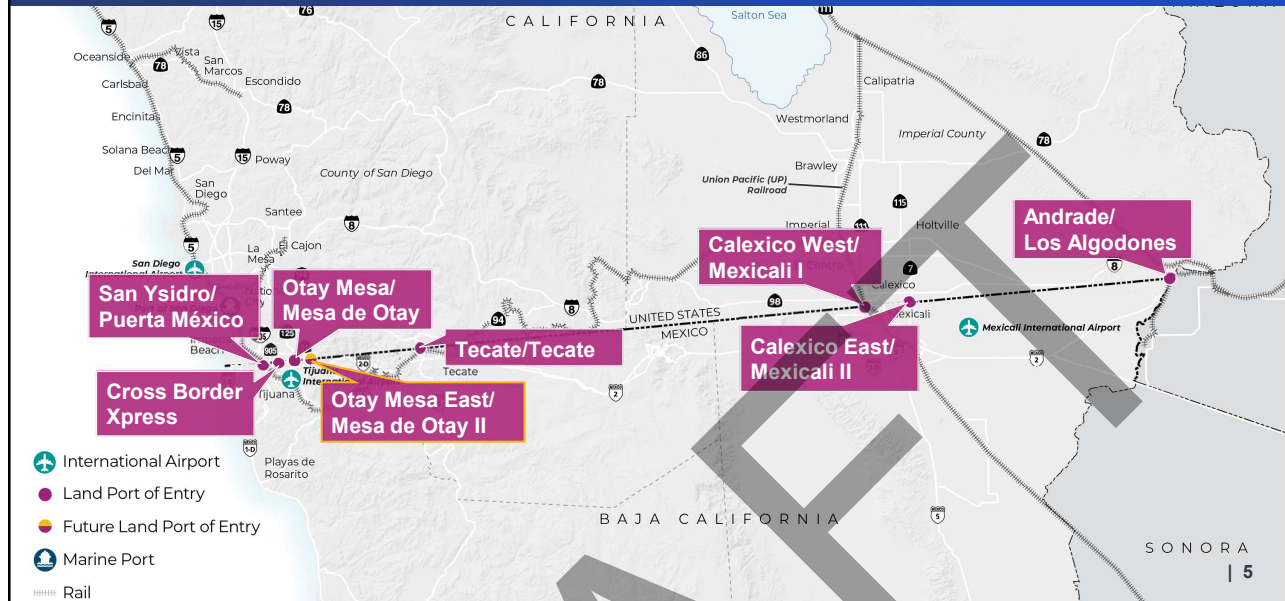


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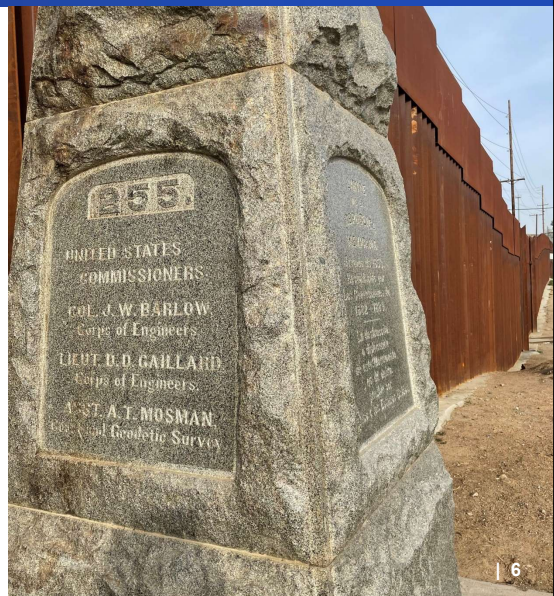
California–Baja California Land Ports of Entry



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The International Border

The most accepted definition of our border region is the one from the **La Paz Agreements** of 1983 defined as “the area of land being 100 kilometers (62.5 miles) north and south of the international boundary.”



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Who is Using Our Border Crossings?

Travel

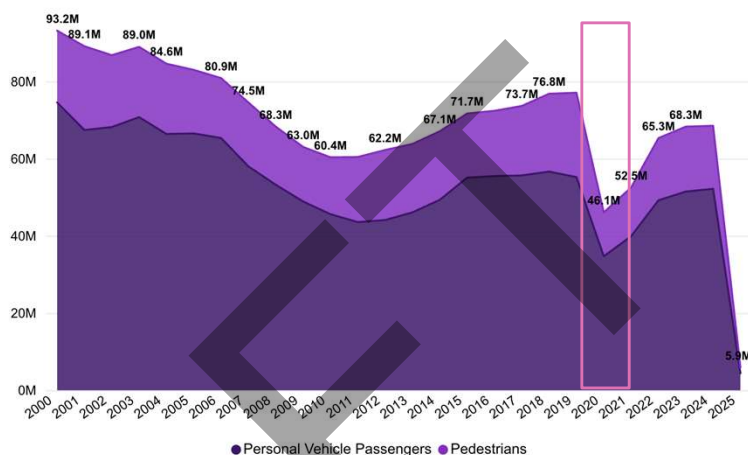
- Restrictions for “non-essential” crossborder trips went into effect March 21, 2020 and were extended until November 8, 2021.

Trade

- United States–Mexico–Canada Agreement (USMCA) entered into force on July 1, 2020.

Northbound Individual Crossings

Pedestrians and Vehicle Passengers through California-Baja California Land Ports of Entry



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Largest International HUBs in the United States

- **Airports:** **Hartsfield-Jackson Atlanta International Airport (ATL)** is the largest international hub in the United States, serving 55.4 million passengers annually
- **Seaports:** The **Port of Los Angeles** is the largest international seaport in the United States, and the largest in North America, handling over \$291 billion in cargo, and 20% of all incoming cargo for the United States.
- **Land Ports:** The **San Ysidro/El Chaparral Land Port of Entry** is the world's busiest international land border crossing. Otay Mesa Land Port of Entry is the second busiest international and border crossing.

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A Typical Day at the Border

“...that’s a huge statistics! If you were to take JFK, LAX, and Atlanta, some of the busiest airports in the US combined in one day, they **wouldn’t reach half** of San Ysidro.”

Mariza Marin,
SY Port Director

- **Over 75% of California exports** to Mexico cross at Otay Mesa
- **Over 20% of people** that enter the U.S., enters through San Ysidro Land Port of Entry (SY LPOE)
 - Just SY about 100,000 travelers a day! Northbound
- **33%, one third of all vehicles** come through San Diego
- **41% of pedestrians** walking to the U.S.

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Trade with Mexico: A Critical Economic Partnership

- **U.S. trade with Mexico is more than triple** that with Germany—our largest European trading partner.
- In fact, we trade more with **Mexico** than with **Germany**, the **U.K.**, the **Netherlands**, **France**, **Italy**, and **Ireland combined**.
- Total trade between the two countries in 2023 was of **\$798.8 billions**, representing almost **16 percent** of total U.S. international trade, followed by China and Canada.



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California's Economic Ties to Mexico

California's exports to Mexico are 70% greater than those to our second-largest export market, Canada.

- Every major company and organization in San Diego recognizes the importance of our relationship with Mexico.

GENERAL DYNAMICS
NASSCO

DJO
GLOBAL

SDSU San Diego State University

Solar Turbines
A Caterpillar Company

Callaway

Taylor
QUALITY GUITARS

ThermoFisher
SCIENTIFIC

UC San Diego

FASHION VALLEY
A SIMON MALL

SEMPRA

SCANTIBODIES Laboratory, Inc.
Harnessing God's Elegant Antibody Creation

PASHA

Westfield
UTC

Sd San Diego Regional Chamber of Commerce

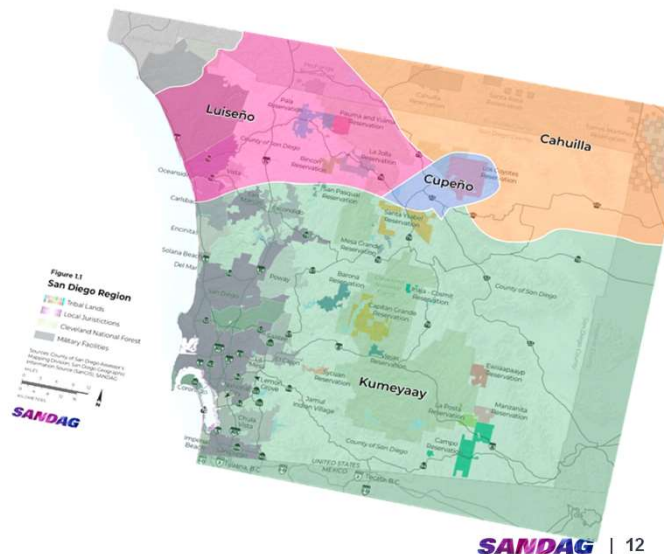
Etc...

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Government-to-Government with the Tribes

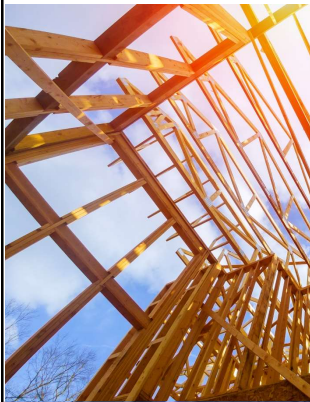
- 18 tribal nations, 17 sovereign governments in San Diego County
- SCTCA partnership
- Engagement platforms:
 - Borders Committee
 - Technical Working Group
 - Tribal Summits and Symposiums



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Government-to-Government with the Tribes

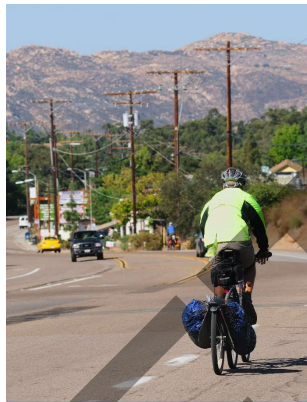
Current SANDAG Grant Efforts with Tribes



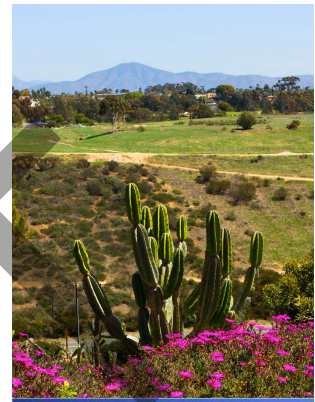
REAP 2.0



SCTCA LATA Grant



Vision Zero



EPA Climate Pollution
Reduction Grant
(CPRG)

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Interregional: Orange, Riverside and Imperial Counties

- **Riverside**
 - >29,000 commuters with Riverside
 - 60 minutes going south, and 71 minutes going north
- **Orange County**
 - I 5 and LOSSAN Corridors
- **Imperial County**
 - International Border, I 8 corridor, Water/Energy supply

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