



Social Services Transportation Advisory Council Agenda

**Tuesday, March 19, 2024
10 a.m.**

Welcome to SANDAG. The Social Services Transportation Advisory Council (SSTAC) meeting scheduled for Tuesday, March 19, 2024, will be held in person in the SANDAG Board Room. While SSTAC members will attend in person, members of the public will have the option of participating either in person or virtually.

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Vision Statement: *Pursuing a brighter future for all*

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

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

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

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

Social Services Transportation Advisory Council

Tuesday, March 19, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

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

Consent

+2. Approval of Meeting Minutes

Approve

Tessa Lero, SANDAG

SSTAC is asked to approve the minutes from its January 30, 2024, meeting.

[Meeting Minutes](#)

Reports

3. University Bikeway Design and Construction

Information

Omar Atayee, Chris Carterette, SANDAG

Staff will present an overview of the University Bikeway project, which will provide 2.9 miles of new active transportation infrastructure in the cities of San Diego and La Mesa. The project is fully designed and funded and will start construction this year.

[Supporting Materials](#)

+4. 2025 Regional Plan: Initial Concept

Discussion

Antoinette Meier, Tuere Fa'aola, SANDAG

Staff will present an overview of the initial concept for the draft 2025 Regional Plan, including projects, programs, and policies.

[2025 Regional Plan: Initial Concept](#)

[Att. 1 - Initial Concept for the Draft 2025 Regional Plan](#)

[Att. 2 - Policies and Programs Summary](#)

[Supporting Materials](#)

+5. Specialized Transportation Grant Program Annual Update

Information

Susan Huntington, Aly Vazquez, SANDAG

Staff will introduce the Specialized Transportation Grant Program (STGP) and provide an overview of the progress made by STGP grantees and the Grants Division in Calendar Year 2023.

[Specialized Transportation Grant Program Annual Update](#)

[Att. 1 - STGP Factsheet](#)

[Supporting Materials](#)

- +6. Specialized Transportation Grant Program Cycle 13 Call for Projects Selection Criteria** Discussion
Susan Huntington, Zachary Rivera, SANDAG
- Staff will seek input on the selection criteria used in the Specialized Transportation Grant Program Cycle 13 call for projects.
[Specialized Transportation Grant Program Cycle 13 Call for Projects Selection Criteria](#)
[Att. 1 - STGP C12 CFP Evaluation Criteria](#)
[Supporting Materials](#)
- 7. Updates from Transit Operators** Information
Brian Lane, Zaccary Bradt, SANDAG
- Representatives from Metropolitan Transit System, North County Transit District, and Facilitating Access to Coordinated Transportation, will present an update on service changes and notable activities at each agency.
- 8. Unmet Transit Needs** Discussion
Brian Lane, Zaccary Bradt, SANDAG
- SSTAC members and the public will have the opportunity to discuss new or continuing unmet transit needs in the San Diego region.
- 9. Adjournment**
- The next SSTAC meeting is scheduled for Tuesday, May 21, 2024, at 10 a.m.

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

March 19, 2024

January 30, 2023, Meeting Minutes

[View Meeting Video](#)

Chair Alex Warner (At Large Voting Member – Seat C) called the meeting of the Social Services Transportation Advisory Council (SSTAC) to order at 9:03 a.m.

1. Public Comments/Communications/Member Comments

Public comments: None.

Member comments: None.

Associate Regional Planner Zaccary Bradt presented the following updates:

- SANDAG's recent budget amendment included funding for transit improvements, including multiple new bus rapid transit routes to be planned and constructed in the coming years.
- SANDAG is working with the City of San Diego on a grant project to improve transit, safety, and accessibility.

Consent

2. Approval of Meeting Minutes

The SSTAC was asked to approve the minutes from its September 19, 2023, meeting.

3. 2024 Meeting Calendar

The SSTAC was asked to approve the dates for its meetings during the 2024 calendar year.

Public comments: None.

Action: Upon a motion by Mary Balderrama (NCTD Fixed Route), and a second by Wayne Landon (Special Interest Voting Member - Seat A), the SSTAC voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Warner, Vice Chair Ted Kagan (Special Interest Voting Member – Seat A), Clytie Kohler (Special Interest Voting Member – Seat B), David Jackson (At-Large Voting Member – Seat A), Marisa Romero Lucero (At-Large Voting Member - Seat B), Marcy Roke (Traveler's Aid Society of San Diego), Marilyn Greenblatt (Jewish Family Services), Keith Vann (MTS Fixed Route), Jay Washburn (MTS Paratransit), Mary Balderrama, and Robert Gebo (NCTD Paratransit).

No: None.

Abstain: None.

Absent: San Diego Center for the Blind, Options for All, The Arc of San Diego, FACT – Seat A, and FACT – Seat B.

Reports

4. University Bikeway Design & Construction

This item was postponed to a future meeting.

5. City of San Diego Mobility Master Plan

City of San Diego Planner Phil Trom presented an overview of the City's Draft Mobility Master Plan. The Plan was originally released in October and focuses on projects, programs, and actions to improve alternative transportation options within the City of San Diego.

Public comments: None.

Action: Discussion.

6. Blue Line Transit-Oriented Development Study

Regional Planners Lizzy Havey and Emily Doss presented the Blue Line Transit-Oriented Development Study to introduce and discuss the goals and key milestones for the study.

Public comments: None.

Action: Discussion.

7. Updates from Transit Operators

Jay Washburn and Keith Vann, MTS; and Mary Balderrama and Robert Gebo, NCTD; and Sofia Hughes (FACT – Seat B), presented updates on service changes and other notable activities for their respective agencies.

Public comments: Todd Lordson.

Action: Information.

8. Unmet Transit Needs

SSTAC members and the public discussed new or continuing unmet transit needs in the San Diego region.

Public comments: None.

Action: Discussion.

9. Adjournment

The next SSTAC meeting is a Joint Working Group Forum scheduled for Tuesday, March 5, 2024, at 10 a.m.

The next regular SSTAC meeting is scheduled for Tuesday, March 19, 2024, at 10 a.m.

Chair Warner adjourned the meeting at 10:08 a.m.

Confirmed Attendance at SSTAC Meeting

Jurisdiction	Name	Attended
Special Interest Voting Member (Seat A)	Vice Chair Ted Kagan (Primary)	Yes
	Wayne Landon (Alternate)	Yes
Special Interest Voting Member (Seat B)	Clytie Kohler (Primary)	Yes
	Sharon Beckas (Alternate)	Yes
At-Large Voting Member (Seat A)	David Jackson (Primary)	Yes
	Todd Shaw (Alternate)	No
At-Large Voting Member (Seat B)	Todd Lordson (Primary)	No
	Marisa Romero Lucero (Alternate)	Yes
At-Large Voting Member (Seat C)	Chair Alex Warner (Primary)	Yes
	Lorry Seagrim (Alternate)	No
San Diego Center for the Blind	Samantha Stephan (Primary)	No
	Kimberly Taylor (Alternate)	No
Travelers Aid Society of San Diego	Marcy Roke (Primary)	Yes
	Adrianna Yemhatpe (Alternate)	No
Options for All	Rachel Holiday (Primary)	No
	Brian Nero, Alternate	No
The Arc of San Diego	Anthony DeSalis (Primary)	No
	Matt Mauer, (Alternate)	No
Jewish Family Services	Kristine Stensberg (Primary)	No
	Marilyn Greenblatt, (Alternate)	Yes
FACT (Seat A)	Alissa Poorman (Primary)	No
	Paola Zilli (Alternate)	No
FACT (Seat B)	Arun Prem (Primary)	No
	Sofia Hughes (Alternate)	Yes
MTS Fixed Route	Bryan Killian (Primary)	No
	Keith Vann (Alternate)	Yes
MTS Paratransit	Jay Washburn (Primary)	Yes
	Carla Perez (Alternate)	No
NCTD Fixed Route	Mary Balderrama (Primary)	Yes
	Ioni Tcholakova (Alternate)	No
NCTD Paratransit	Robert Gebo (Primary)	Yes
	Mary Balderrama (Alternate)	Yes



University Bikeway

Social Services Transportation Advisory Council | Item 3
Chris Carterette, AICP, Senior Regional Planner
Tuesday, March 19, 2024

1

University Bikeway Route



2

Improvements

PROJECT IMPROVEMENTS AND SAFETY BENEFITS



3

Estrella Ave Current Conditions



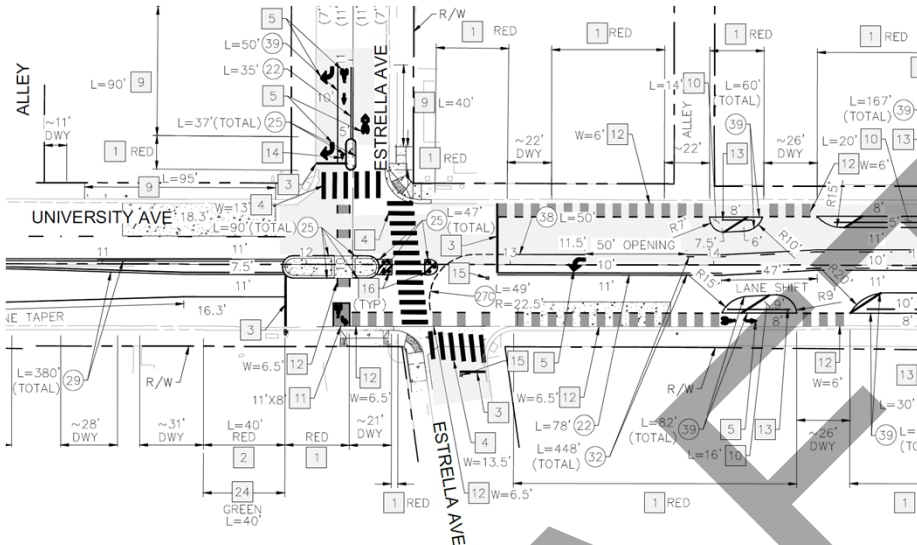
New signalized intersection focused on bike and pedestrian safety

Joins University Bikeway to Orange Bikeway

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Estrella Ave Improvements



- Bike Blvd. on Estrella Ave. articulates to University Ave.
- Traffic diverter to prevent cut through traffic on Estrella
- Crosswalks and median refuge
- Bike friendly intersection for left turn onto University

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University Ave. and 54th Street



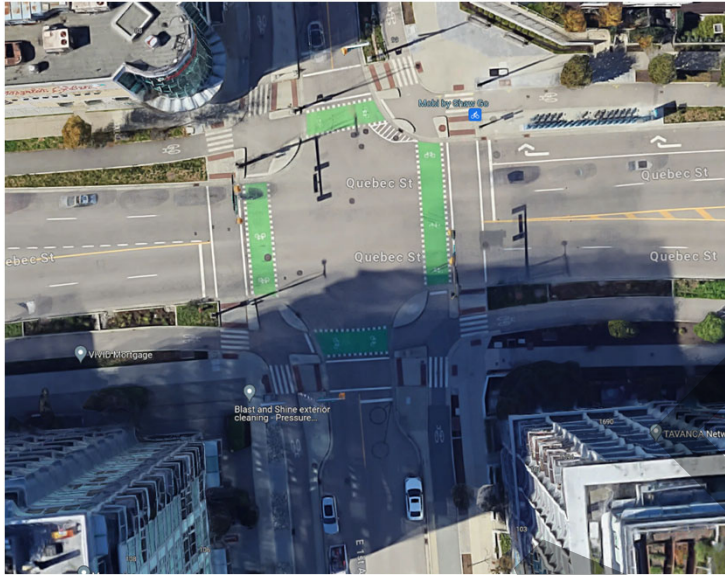
Current conditions

- Free right turns
- Long crossings
- Large turn radii

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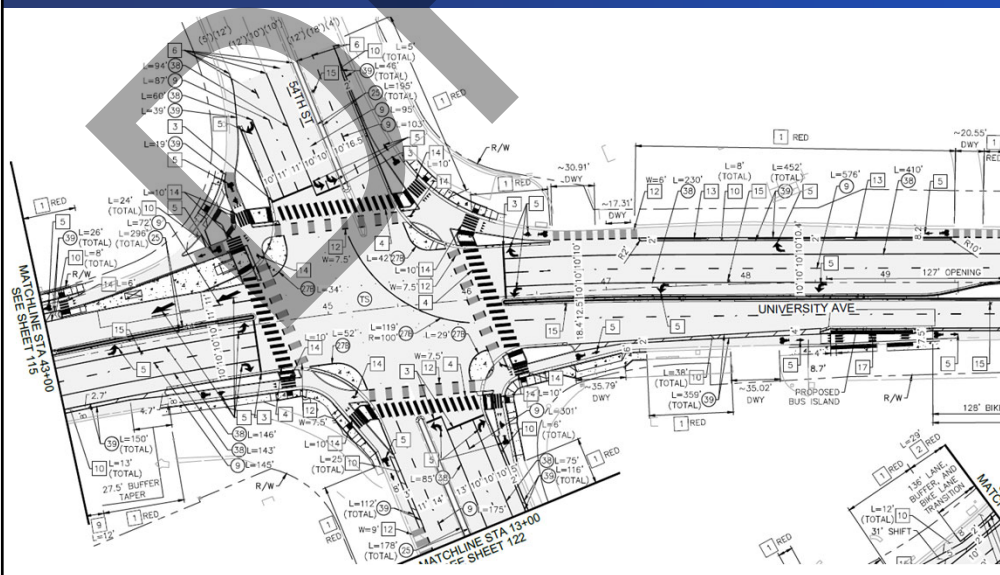
Protected Intersection (Vancouver, BC)



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54th Street – Protected Intersection



- Curb islands in intersection for protection non-motorized users
- Bus islands to reduce conflict with transit and bikes
- Buses pull up to bus islands more “in line” with curb

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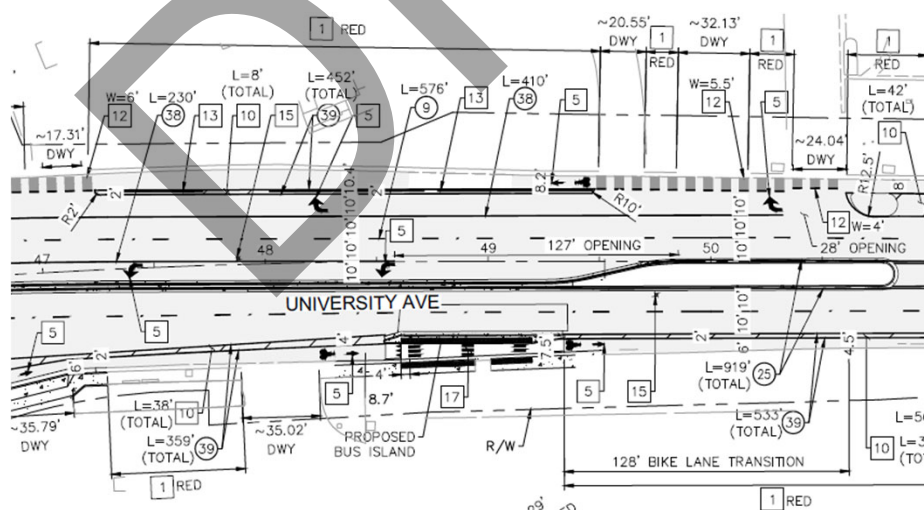
Protected Intersection (Quebec St. and E. 1st Ave. Vancouver, BC)



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Bus Island east of 54th Street



- Bus pulls up parallel to curb

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58th Street and University Ave.

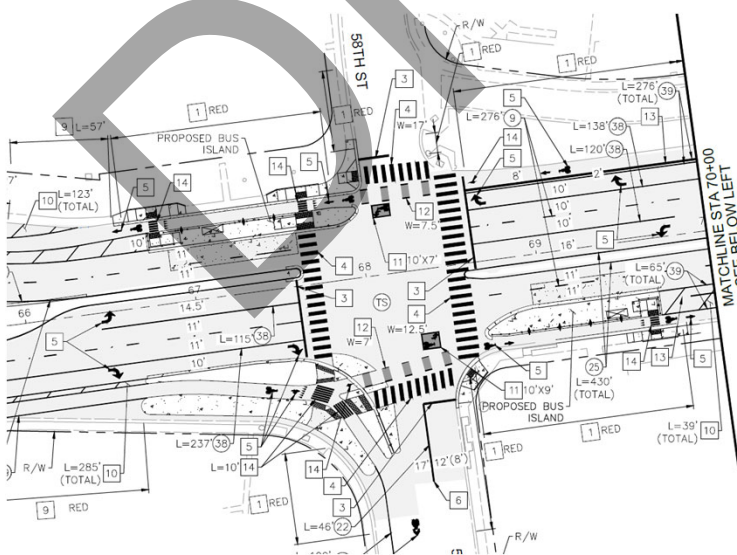


- Current conditions

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58th and University Improvements



- Protected intersection for non-motorized users

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12

Crossings and Bus Islands



13

Shared Loading Area (Seattle, WA)



14

Bus Island (San Francisco, CA)



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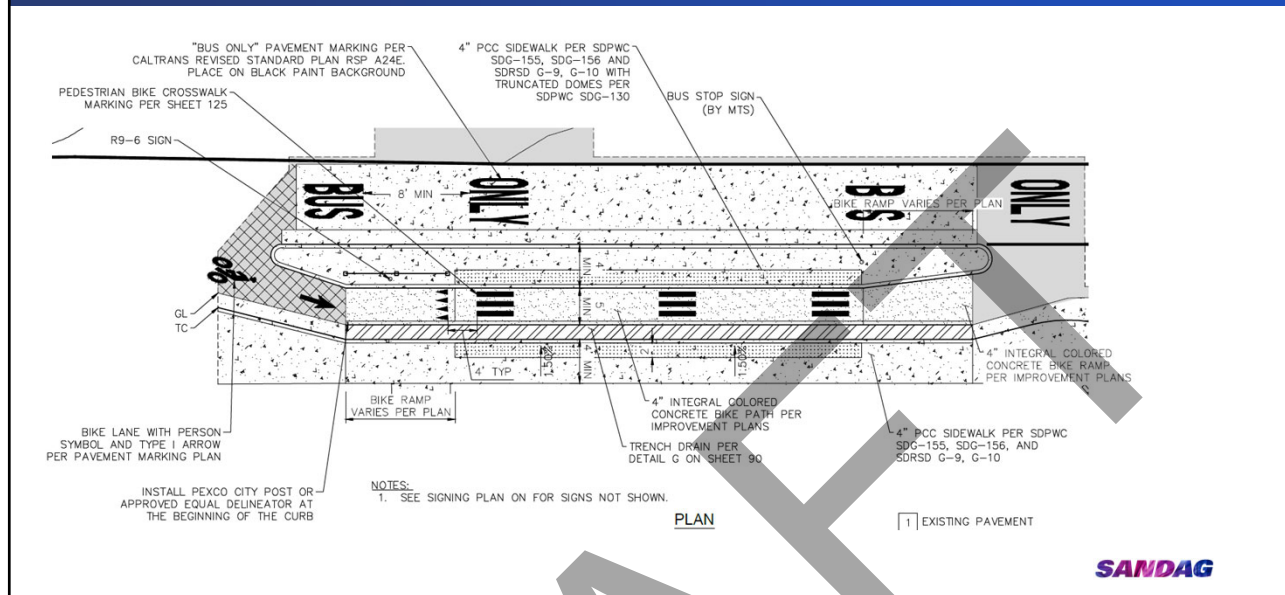
Bus Island (Burnaby, BC)



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Transit Island



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Email: chris.carterette@sandag.org

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March 19, 2024

2025 Regional Plan: Initial Concept

Overview

Over the past year, staff has collaborated with the Board of Directors, working groups, and community members to define goals, guiding principles, and priorities for the 2025 Regional Plan.¹ Engagement opportunities helped to inform development of an initial concept that includes projects (Attachment 1) and supporting programs and policies (Attachment 2).

The initial concept was created to provide an opportunity for the Board and working groups to provide feedback to staff before modeling work begins to determine if it meets state and federal air quality requirements. In 2023, SANDAG staff facilitated two Joint Working Group Forums with a combined 240 participants, bringing together the six SANDAG Working Groups (Military Working Group, Mobility Working Group, Shoreline Preservation Working Group, Social Equity Working Group, Social Services Transportation Advisory Council, and Sustainable Communities Working Group), task force members, and members of the public.

Action: **Discussion**

Staff will present an overview of the initial concept for the draft 2025 Regional Plan, including projects, programs, and policies.

Fiscal Impact:

Development of the 2025 Regional Plan is funded through Overall Work Program Element Nos. 3103000 and 3100406.

Schedule/Scope Impact:

The 2025 Regional Plan will be developed over the next two years and is expected to be brought to the Board of Directors for approval in late 2025.

Key Considerations

The initial concept provides a balance between the projects, programs, and policies that the region wants with the latest state and federal mandates that SANDAG is required to meet. Compared to the 2021 Regional Plan, the initial concept has no road usage charge, fewer managed lanes, fewer lane conversions, less heavy rail, more transit options and amenities, more flexible fleets, and more rural transportation services

Some of the key considerations that helped to inform the initial concept are outlined below.

- The latest growth forecast shows that the region's population will not grow as much as previously predicted, which results in a decrease in the anticipated overall traffic volumes on major highway corridors in future years. The California Air Resources Board has also advised that roadway expansion projects should be limited. In an effort to balance this, the managed lanes network has been refined to add new managed lanes on some corridors and a combination of lane conversions and new managed lanes on other major corridors throughout the region.
- Currently, travel times are significantly longer for transit trips than driving, and we heard that people need faster and more frequent transit with better access to jobs and opportunities now. The initial concept includes a comprehensive system of new bus routes along with increased frequency for existing bus routes, which can be implemented within 10 years. Station amenities, continuation of the Youth Opportunity Pass program, and reduced transit fares for riders are also proposed to make

¹ An overview of feedback received to date was provided to the Board of Directors on [November 3, 2023](#).

transit more comfortable, convenient, and affordable. These near-term investments are important for helping the Plan meet the state-mandated greenhouse gas (GHG) emissions reduction target of 19% per capita by 2035.

- We also heard a lot of interest in rail as a high-speed and high-capacity transit option; however, these projects take longer to implement, and at a higher cost. Accordingly, the initial concept includes a refined rail network that targets investments where they will have the largest regional benefit. This includes enhancements to the Los Angeles San Diego corridor and along the southern portion of the Blue Line, grade separations along existing trolley corridors, and the Purple Line. The initial concept also includes the Airport Transit Connection and the Balboa Park Perimeter Streetcar.
- Feedback from many of our stakeholders emphasized widespread support for microtransit throughout the region including Flexible Fleet services that provide on-demand, ride-sharing options for short trips. The recent increase in remote and hybrid work has led to people making more midday neighborhood trips. We also know that first/last mile connectivity to transit continues to be a barrier throughout the region. The initial concept includes a comprehensive Flexible Fleets strategy to serve local trips and expand access to transit. It also identifies new circulator routes for key destinations in need of right-sized transit options.
- The Board adopted a Regional Vision Zero Resolution last year to guide regional transportation safety efforts and establish a strategy to assist local agencies with Vision Zero planning and implementation. We also heard from the public about the importance of continuing to build out a safe network of bikeways throughout the region. The initial concept includes completion of the Regional Bike Plan and additional facilities to provide key connections to regional activity centers and mobility hubs.
- Residents in the region's unincorporated communities need additional mobility options as well as improved evacuation access during wildfires and other natural disasters. The initial concept includes new rural transit routes and upgrades to frequency and hours of operation for existing routes, as well as microtransit service areas tailored to rural and suburban communities. Additionally, enhancements to State Route 67 provide evacuation lanes in the event of emergencies.
- Despite ambitious state policies around the transition to zero emission vehicles (ZEVs), the latest Household Travel Behavior Survey shows that only 30% of the region is considering purchasing a ZEV in the near future. Public charging for ZEVs is significantly behind where it needs to be to support state goals and give the public confidence in ZEVs. Regional incentive programs remain an important part of the initial concept to accelerate the transition to clean transportation and improve air quality and health.

The transportation network (Attachment 1) is supported by policies and programs that work together to advance our regional goals. More information about each of the policies and programs is included in Attachment 2.

Next Steps

Staff will begin modeling the initial concept to determine if it meets state and federal targets for social equity, air quality, and GHG emissions reductions in early summer 2024. Staff will bring updates to the SSTAC as model updates become available and development of the Plan continues.

Antoinette Meier, Senior Director of Regional Planning

Attachments: 1. Initial Concept for the Draft 2025 Regional Plan
 2. Policies and Programs Summary



Arterial Improvement
Helps a high-traffic neighborhood street connect to a freeway more efficiently.



Bus Layover
Designated area where buses can wait between trips so drivers can take breaks, and where vehicles can be fueled, charged, or cleaned.



Circulator Route
A bus that comes frequently and stops at major local destinations in a specific area.



Connector
A ramp that connects one highway to another.



Direct Access Ramp (DAR)
A special highway entrance where buses, carpoolers, or people who pay a toll can directly enter managed lanes without having to merge from the right side.



Express Route
Bus routes that connect suburban areas to major urban centers that have very few stops at major destinations.



Highway Intersection Improvements
Improves safety, and traffic flow in places where a highway crosses a major road.



Highway Straightening
Removes curves from highways.



Interchange
Where a freeway and a major road or other freeway cross each other.



LOSSAN Improvements
Making the railway that connects San Diego to Los Angeles and San Luis Obispo safer, faster and more efficient.



Local Route
A bus route that travels around neighborhoods that are near one another.



Managed Lanes (ML)
Separated highway lanes set aside for multi-passenger transportation like buses or carpools, or for people who pay a toll.



Managed Lane Connector
Ramps that connect managed lanes on different freeways.



Microtransit
On-demand public shuttle service for short trips within a neighborhood.



Mobility Hub
An area where different types of transportation connect easily (ex. public transit, bike lanes, or shuttles) to housing and commercial areas.



Multimodal Corridor Improvements
Projects that make all transportation on the same route more efficient, including walking, biking, transit, trains, and/or vehicles.



Neighborhood Electric Vehicle (NEV) Service
Small, on-demand electric shuttle available for short trips in a small area (ex. FRED San Diego).



Otay Mesa East Port of Entry (OME POE)
A new U.S./Mexico border crossing.



Purple Line
Future transit route connecting the border region to University Town Center (UTC) and Sorrento Mesa.



Rapid Bus
A bus route that gets priority in high-traffic areas to speed up trips.



Reversible Managed Lanes
A managed lane that can change traffic direction depending on the time of day or traffic conditions.

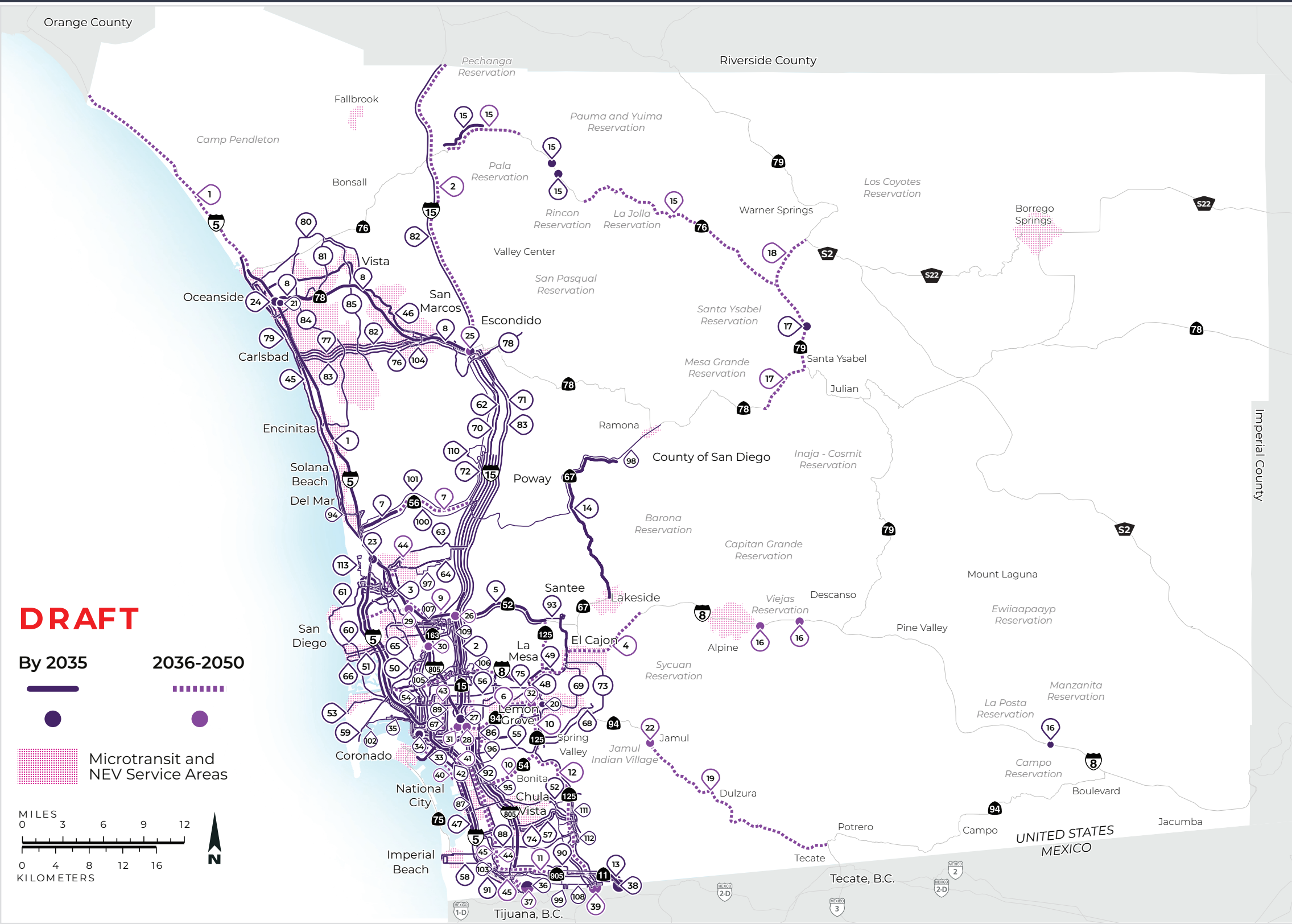


Shoulder Widening
Project that widens pavement on the side of a freeway for safety in case of emergencies.



Train and Trolley Improvements
(ex. on the Blue, Green, or Orange Line, SPRINTER, or COASTER) Projects that make rail trips more efficient: for example, separating rail tracks from car traffic with a bridge.

Initial Concept for the Draft 2025 Regional Plan: San Diego Region



- 10 SR 54 Managed Lanes
- 11 SR 905 Managed Lanes
- 12 SR 125 Managed Lanes
- 13 SR 11 Roadway Connection to
Otay Mesa East POE
- 14 SR 67 Improvements
- 15 SR 76 Safety & Operational
Improvements
- 16 I-8 Interchange Improvements

- 17** SR 79 Intersection Improvements
- 18** SR 79 Shoulder Widening
- 19** SR 94 Shoulder Widening/
Straightening
- 20** SR 125/SR 94 Interchange/
Arterial Improvements
- 21** I-5/SR 78 Interchange/
Arterial Improvements
- 22** SR 94 Intersection Improvements
- 23** I-5/I-805 ML Connector

- 24** I-5/SR 78 ML Connector
- 25** I-15/SR 78 ML Connector
- 26** I-15/SR 52 ML Connectors
- 27** I-15/I-805 ML Connector
- 28** SR 94/I-805 ML Connector
- 29** I-805/SR 52 ML Connector
- 30** I-805/SR 163 ML Connector
- 31** I-15/SR 94 ML Connector
- 32** SR 125/SR 94 ML Connector

- 33** SR 75 Coronado Bridge
Reversible Managed Lane
- 34** Downtown Bus Layover
- 35** Airport Transit Connection
- 36** San Ysidro Mobility Hub
- 37** U.S.-Mexico Border Transit Connection
- 38** Otay Mesa East POE

Otay Mesa POE Truck Bridge to
Commercial Vehicle Enforcement
Facility
- 40** Harbor Dr Multimodal Corridor
Improvements

- 41 I-5 Working Waterfront Access
- 42 Vesta Bridge: Phase 1
- 43 Balboa Park Perimeter Streetcar
- 44 Purple Line
- 45 LOSSAN Improvements
- 46 SPRINTER Improvements
- 47 Blue Line Improvements
- 48 Orange Line Improvements
- 49 Green Line Improvements
- 50 Rapid 120: Kearny Mesa to Downtown
- 51 Rapid 207: Pacific Beach to Kearny Mesa
- 52 Rapid 209: H St Trolley Station to Millennia
- 53 Rapid 210: La Mesa to Ocean Beach
- 54 Rapid 211: SDSU to Downtown via Adams Ave
- 55 Rapid 212: Spring Valley to Downtown
- 56 Rapid 215: SDSU to Downtown
- 57 Rapid 225: South Bay Rapid
- 58 Rapid 227: Otay Mesa East POE to Imperial Beach
- 59 Rapid 228: Point Loma to Kearny Mesa
- 60 Rapid 229: Downtown to Pacific Beach
- 61 Rapid 230: Balboa Station to UTC
- 62 Rapid 235: Escondido to Downtown
- 63 Rapid 237: UC San Diego to Rancho Bernardo
- 64 Rapid 238: UC San Diego to Rancho Bernardo
- 65 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
- 66 Rapid 243: Pacific Beach to Kearny Mesa
- 67 Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
- 68 Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College
- 69 Rapid 259: El Cajon Transit Center to Lemon Grove Depot
- 70 Rapid 265: Otay to Escondido
- 71 Rapid 280: Downtown San Diego to Escondido
- 72 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
- 73 Rapid 292: El Cajon to Otay Mesa
- 74 Rapid 293: Imperial Beach to Otay Ranch
- 75 Rapid 295: South Bay to Clairemont
- 76 Rapid 440: Carlsbad to Escondido Transit Center
- 77 Rapid 450: Oceanside to Escondido

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| 78 | Rapid 471: Downtown Escondido to East Escondido |
| 79 | Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego |
| 80 | Rapid 474: Oceanside to Vista |
| 81 | Rapid 477: Carlsbad Village to SR 76 |
| 82 | Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poinstettia Station |
| 83 | Rapid 484: Carlsbad to Kearny Mesa |
| 84 | Rapid 485: Oceanside to Encinitas |
| 85 | Rapid 486: Oceanside to Carlsbad/ San Marcos |
| 86 | Rapid 625: SDSU to Palomar Station |
| 87 | Rapid 630: Iris Trolley/Palomar to Kearny Mesa |
| 88 | Rapid 635: Eastlake to Palomar Trolley |
| 89 | Rapid 637: North Park to 32nd St Trolley Station |
| 90 | Rapid 638: Iris Trolley to Otay Mesa |
| 91 | Rapid 640: San Ysidro to Santa Fe Depot |
| 92 | Rapid 688: San Ysidro to UTC |
| 93 | Rapid 880: El Cajon to UC San Diego |
| 94 | Local Route 89: Solana Beach to UTC |
| 95 | Local Route 195: 8th St Trolley to Plaza Bonita |
| 96 | Local Route 196: 8th St Trolley to Plaza Blvd |
| 97 | Local Route 984: Mira Mesa to Sorrento Valley |
| 98 | Express Route 77: Ramona to Poway |
| 99 | Express Route 121: Cross-Border Xpress to Iris Transit Center |
| 100 | Express Route 246: Rancho Bernardo to UC San Diego |
| 101 | Express Route 247: Escondido to UC San Diego |
| 102 | Express Route 993: Shelter Island to Convention Center |
| 103 | Circulator Route 193: Iris Transit Center to San Ysidro High School |
| 104 | Circulator Route 449: Palomar College area |
| 105 | Circulator Route 647: Mission Valley Loop |
| 106 | Circulator Route 648: Mission Valley Loop |
| 107 | Circulator Route 649: Kearny Mesa Loop |
| 108 | Circulator Route 661: Otay Mesa Loop |
| 109 | Circulator Route 668: Kearny Mesa Loop |
| 110 | Circulator Route 675: Rancho Bernardo Business Park Loop |
| 111 | Circulator Route 715: Otay Ranch Loop |
| 112 | Circulator Route 716: Lower Otay Ranch Loop |
| 113 | Circulator Route 985: UC San Diego Shuttle |

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|-----|---|
| 78 | Rapid 471: Downtown Escondido to East Escondido |
| 79 | Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego |
| 80 | Rapid 474: Oceanside to Vista |
| 81 | Rapid 477: Carlsbad Village to SR 76 |
| 82 | Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poinstettia Station |
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| 113 | Circulator Route 985: UC San Diego Shuttle |

Additional Map Information

Unmapped Projects

- 2025 Bike Network
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network

Unmapped Policies

- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- Parking & Curb Management
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero

Acroynms

- ML** = Managed Lane
- NEV** = Neighborhood Electric Vehicle
- POE** = Port of Entry
- OME** = Otay Mesa East

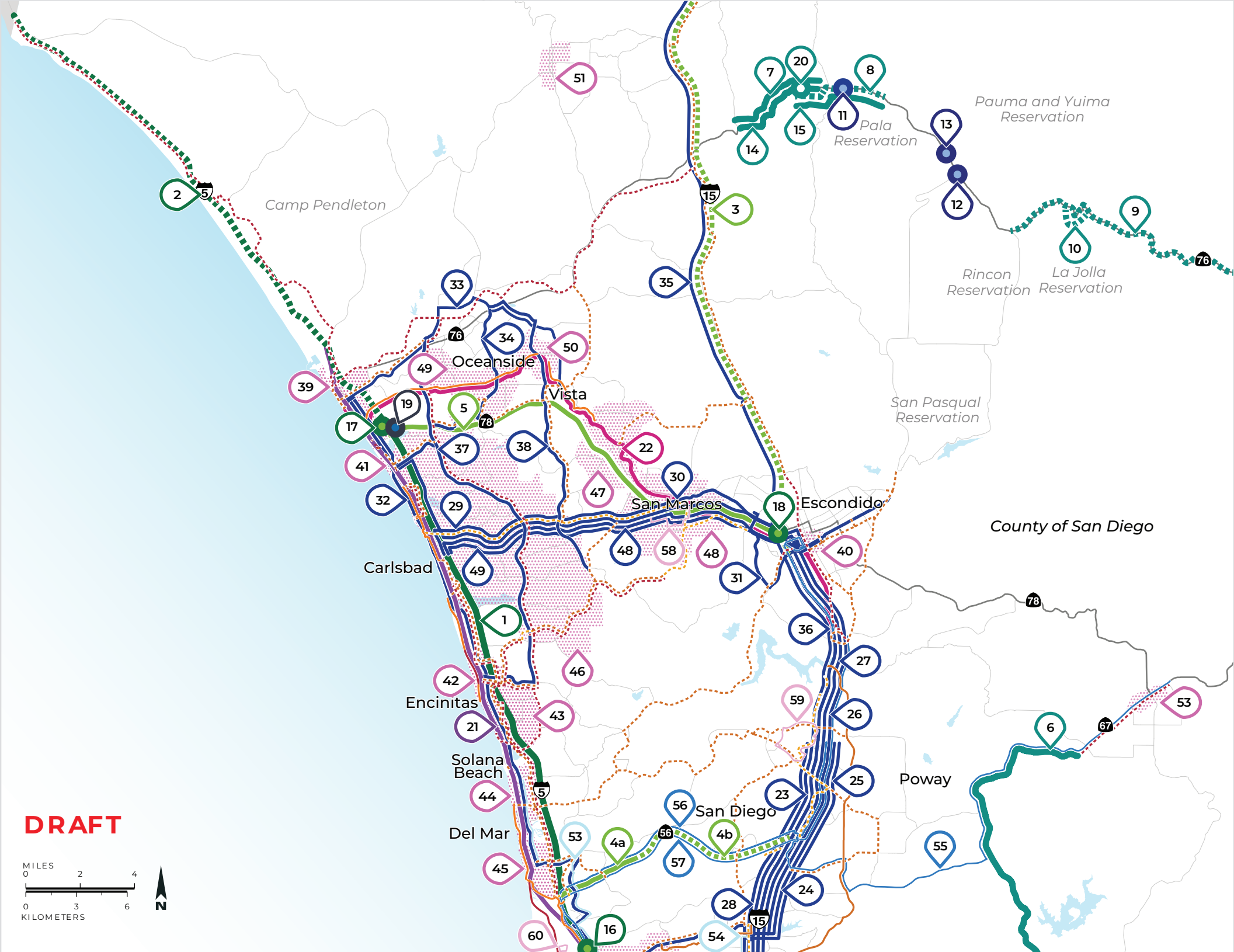


San Diego Region residents told us they needed safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.

Recurring Feedback and Impact on the Concept

Across the region, people said they needed:	What we’re considering (and much more, as seen on the map):
Local public transportation improvements to speed up short neighborhood trips as well as regional improvements to speed up commutes and other longer trips in the short-term.	Prioritizing transit projects that can be made a reality in the next decade; adding more Rapid regional bus routes and neighborhood circulator routes, along with increased service on local bus routes and projects to speed up trolley trips.
Improved public transit that’s faster, more efficient, safe, and reliable.	Funding for better transit amenities such as bathrooms, lighting, shelter, WiFi, and security; as well as funding to increase how often transit comes and adding some expanded weekend and night service.
Highway improvements: adding lanes and finishing highway connectors or improving existing interchanges.	Setting aside key lanes and shoulders to move more people at once in multi-passenger vehicles; this will reduce traffic while supporting Rapid bus routes and carpooling on these highways .
A safe network of bikeways throughout the region.	Continuing to deliver key regional bikeway projects and expanding the bikeways across the region.
Pedestrian and cyclist paths that are protected when crossing highways and major streets to safely access key neighborhood destinations.	An active transportation network that includes connections crossing over highways and major streets that are safe for all ages and abilities.
Microtransit and shuttles for short trips and to connect people to public transit stops, especially for older adults and those that are transit dependent.	Adding more neighborhood shuttles and microtransit that can connect people to common destinations and transit stops.
Electric vehicle discounts and infrastructure.	Continuing to support electric vehicle infrastructure and programs to incentivize people buying electric vehicles.
Projects that improve air quality and reduce greenhouse gas emissions.	Prioritizing improvements to our transportation network that reduce pollution and emissions.
No regional road usage charge.	No regional road useage charge; other flexible funding sources are proposed.
Make transportation more accessible and affordable for people with disabilities, children and seniors, and for low-income households.	<ul style="list-style-type: none">► Funding for transit amenities which can improve access for those with disabilities► Continued funding for free youth transit and studying expanded transit discounts
Better connections between different types of transportation.	Planning ways to create seamless connections between transportation modes such as safer biking and walking paths, shuttles and microtransit, secure parking, and e-charging stations
Safer roads and more transit options in rural, unincorporated communities, and especially providing emergency evacuation solutions.	<ul style="list-style-type: none">► Exploring shoulder widening, reducing road curves, and technology solutions to improve travel and enhance safety in emergencies► Planning further improvements to rural transit routes; new opportunities for community-based microtransit services

Initial Concept for the Draft 2025 Regional Plan: North County



- | | | | |
|------|---|------------------------------------|--|
| 1 | I-5 Managed Lanes: I-805 to SR 78 | 31 | Rapid 471: Downtown Escondido to East Escondido |
| 2 | I-5 Managed Lanes: SR 78 to County Line | 32 | Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego |
| 3 | I-15 Managed Lanes: SR 78 to County Line | 33 | Rapid 474: Oceanside to Vista |
| 4a-b | SR 56 Managed Lanes: I-5 to I-15 | 34 | Rapid 477: Carlsbad Village to SR 76 |
| 5 | SR 78 Managed Lanes: I-5 to I-15 | 35 | Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poinsettia Station |
| 6 | SR 67 Improvements: Maplevue St to Dye Rd | 36 | Rapid 484: Carlsbad to Kearny Mesa |
| 7 | SR 76 Straightening: Rice Canyon Rd to Pala Reservation | 37 | Rapid 485: Oceanside to Encinitas |
| 8 | SR 76 Shoulder Widening for Adding Bike Lanes: West Reservation Boundary to East Reservation Boundary | 38 | Rapid 486: Oceanside to Carlsbad/ San Marcos |
| 9 | SR 76 Improvements: SR 79 to Valley Center Rd | 39 | NEV Service Area: Oceanside |
| 10 | SR 76 Straightening: Harolds Rd to Pauma Rancho | 40 | NEV Service Area: Escondido |
| 11 | SR 76 Intersection Improvements: SR 76 to Pala Mission Rd | 41 | NEV Service Area: Carlsbad Village |
| 12 | SR 76 Intersection Improvements: SR 76 to Cole Grade Rd | 42 | NEV Service Area: Encinitas |
| 13 | SR 76 Intersection Improvement: SR 76 to Pauma Reservation Rd | 43 | NEV Service Area: Cardiff |
| 14 | SR 76 Improvements: Pala Casino to Rice Canyon Rd | 44 | NEV Service Area: Solana Beach |
| 15 | SR 76 Safety: Shoulder Widening | 45 | NEV Service Area: Del Mar |
| 16 | I-5/I-805 ML Connector | 46 | Carlsbad Palomar Aiport Microtransit |
| 17 | I-5/SR 78 ML Connector | 47 | Vista/San Marcos/County Microtransit |
| 18 | I-15/SR 78 ML Connector | 48 | San Marcos Microtransit |
| 19 | I-5/SR 78 Interchange/ Arterial Improvements | 49 | Southeast Oceanside Microtransit |
| 20 | SR 76 Safety: Dynamic Messaging Sign | 50 | Vista/Bonsall Microtransit |
| 21 | LOSSAN Improvements | 51 | Fallbrook Microtransit |
| 22 | SPRINTER Improvements | 52 | Ramona Microtransit |
| 23 | Rapid 235: Escondido to Downtown | 53 | Local Route 89: Solana Beach to UTC |
| 24 | Rapid 237: UC San Diego to Rancho Bernardo | 54 | Local Route 984: Mira Mesa to Sorrento Valley |
| 25 | Rapid 238: UC San Diego to Rancho Bernardo | 55 | Express Route 77: Ramona to Poway |
| 26 | Rapid 265: Otay to Escondido | 56 | Express Route 246: Rancho Bernardo to UC San Diego |
| 27 | Rapid 280: Downtown San Diego to Escondido | 57 | Express Route 247: Escondido to UC San Diego |
| 28 | Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station | 58 | Circulator Route 449: Palomar College area |
| 29 | Rapid 440: Carlsbad to Escondido Transit Center | 59 | Circulator Route 675: Rancho Bernardo Business Park Loop |
| 30 | Rapid 450: Oceanside to Escondido | 60 | Circulator Route 985: UC San Diego Shuttle |
| | | Projects Outside Map Extent | |
| | | Borrego Springs Microtransit | |

Borrego Springs Microtransit

Borrego Springs Microtransit

By 2035

2036-2050

By 2035

2036-2050

By 2035

2036-2050

Regional Rail

Light Rail

Next Gen Rapid

Express Bus

Local Bus

Circulator

4 Managed Lanes

2 Managed Lanes

Managed Lanes Connector

Interference/Arterial

Operational Improvements

Intersection Improvements

Flexible Fleets
(Neighborhood Electric Vehicle (NEV))
or Microtransit)

On-Street Bikeway

Off-Street Bikeway

See reverse for detailed Managed Lanes Key and Additional Map Information

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: I-805 to SR 78	X	
2	I-5 Managed Lanes: SR 78 to County Line	X	X
3	I-15 Managed Lanes: SR 78 to County Line	X	
4a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
4b	SR 56 Managed Lanes: Carmel Valley Rd to I-15		X
5	SR 78 Managed Lanes: I-5 to I-15		X

DRAFT

- Unlisted Projects
- 2025 Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network
- Unmapped Policies
- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- Parking & Curb Management
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acroynms
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle
- POE = Port of Entry
- OME = Otay Mesa East

Recurring Feedback and Impact on the Concept

In North County, people said they needed:	What we’re considering (and much more):
<ul style="list-style-type: none">▶ Better traffic flow on highways: especially the SR 78, SR 76 and I-15▶ Safer/easier connector between I-5 and SR 78	<ul style="list-style-type: none">▶ Managed lanes on the SR 78 and managed lane connectors between the SR 78 and I-5 and I-15▶ Straightening out SR 76 from Rice Canyon to the Pala Reservation, Harolds Rd to Pauma Rancho, adding intersection improvements in three places, and widening the shoulder for emergencies▶ Connector between I-5 and SR 78
<p>Better public transit service:</p> <ul style="list-style-type: none">▶ COASTER, SPRINTER, and buses that come more often and that can make faster trips▶ More service at night and on weekends▶ Expanded transit or microtransit access for communities where routes don’t currently go such as San Elijo Hills, Rancho Santa Fe, Fallbrook▶ Connection to Riverside County▶ Access to Palomar Airport	<ul style="list-style-type: none">▶ Improving the SPRINTER and COASTER routes by increasing frequency, making rail improvements to speed up trip times, and adding more evening and weekend service▶ More Rapid routes, including one from Otay to Escondido and another connecting Carlsbad and San Marcos to Riverside County
<p>Better transit, shuttle and microtransit options to make it easier to access COASTER and SPRINTER stations and community destinations.</p>	<p>Twelve shuttle or microtransit service areas which will increase access to common local destinations, including transit stops; includes service area providing access to Palomar Airport.</p>
<ul style="list-style-type: none">▶ Safer walking and biking routes, either improving existing routes or expanding the network▶ Protected bike lanes on major roads to connect to the coast	<ul style="list-style-type: none">▶ Upgrading existing bike routes or adding new ones across the region with separated bikeways on high-speed roads▶ Bike trails with coastal access, along with other east to west bikeway connections

North County residents told us they needed better traffic flow on SR 78, SR 76, and I-15, more frequent COASTER and SPRINTER service with expanded night and weekend hours, safer walking and biking routes, shuttle and microtransit services to connect to transit stations, and connections to Palomar Airport and Riverside County.

Initial Concept for the Draft 2025 Regional Plan: Central & East County



By 2035	2036-2050	By 2035	2036-2050	By 2035	2036-2050
<div></div> Regional Rail	<div></div>	<div></div> Managed Lanes Connector	<div></div>	<div></div> On-Street Bikeway	<div></div>
<div></div> Light Rail	<div></div>	<div></div> Direct Access Ramp (DAR)	<div></div>	<div></div> Off-Street Bikeway	<div></div>
<div></div> Next Gen Rapid	<div></div>	<div></div> Interchange/Arterial Operational Improvements	<div></div>	<div></div> On-Street & Off-Street Bikeway	<div></div>
<div></div> Express Bus	<div></div>	<div></div> Rural Corridor Improvements	<div></div>	<div></div> Goods Movement	<div></div>
<div></div> Local Bus	<div></div>	<div></div> Downtown Bus Layover	<div></div>	<div></div> Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)	<div></div>
<div></div> Circulator	<div></div>				
<div></div> 4 Managed Lanes	<div></div>				
<div></div> 2 Managed Lanes	<div></div>				
<div></div> 1 Reversible Managed Lane	<div></div>				

See reverse for detailed Managed Lanes Key and Additional Map Information | * Includes addition of truck climbing lane

1a-b	I-5 Managed Lanes	50	Rapid 256: SDSU to Rancho SD/Cuyamaca College
2a-c	I-15 Managed Lanes	51	Rapid 259: El Cajon Transit Center to Lemon Grove Depot
3a-d	I-805 Managed Lanes	52	Rapid 265: Otay to Escondido
4a-b	I-8 Managed Lanes	53	Rapid 280: Downtown San Diego to Escondido
5a-d	SR 52 Managed Lanes*	54	Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
6a-b	SR 94 Managed Lanes	55	Rapid 292: El Cajon to Otay Mesa
7a	SR 56 Managed Lanes	56	Rapid 295: South Bay to Clairemont
8a	SR 163 Managed Lanes	57	Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
9a	SR 125 Managed Lanes	58	Rapid 484: Carlsbad to Kearny Mesa
10a	SR 75 Coronado Bridge Reversible Managed Lane	59	Rapid 625: SDSU to Palomar Station
11	I-5/I-805 ML Connector	60	Rapid 630: Iris Trolley/Palomar to Kearny Mesa
12	I-15/SR 52 ML Connectors	61	Rapid 637: North Park to 32nd St Trolley Station
13	I-15/SR 94 ML Connector	62	Rapid 640: San Ysidro to Santa Fe Depot
14	I-15/I-805 ML Connector	63	Rapid 688: San Ysidro to UTC
15	SR 94/I-805 ML Connector	64	Rapid 880: El Cajon to UC San Diego
16	I-805/SR 52 ML Connector	65	Downtown Bus Layover
17	SR 125/SR 94 ML Connector	66	NEV Service Area: Coronado
18	I-805/SR 163 ML Connector	67	NEV Service Area: Del Mar
19	SR 67 Improvements: Mapleview St to Dye Rd	68	NEV Service Area: La Jolla
20	SR 125/SR 94 Interchange/Arterial Improvements	69	NEV Service Area: La Mesa
21	I-15 @ SDSU West DAR	70	NEV Service Area: Ocean Beach
22	I-805 @ Nobel Dr DAR	71	NEV Service Area: Pacific Beach
23	I-15 @ Clairemont Mesa Blvd DAR	72	NEV Service Area: Downtown/Little Italy
24	I-5 @ Voigt DAR	73	NEV Service Area: North Park/City Heights
25	Harbor Dr Multimodal Corridor Improvements	74	Southeast San Diego Microtransit
26	I-5 Working Waterfront Access	75	Eastern San Diego Microtransit
27	Purple Line	76	Casa De Oro Microtransit
28	LOSSAN Improvements	77	Lakeside Microtransit
29	Airport Transit Connection	78	Clairemont Mesa Microtransit
30	Blue Line Improvements	79	Sorrento Valley Microtransit
31	Orange Line Improvements	80	Kearny Mesa Convoy Microtransit
32	Green Line Improvements	81	El Cajon Microtransit
33	Balboa Park Perimeter Streetcar	82	Local Route 89: Solana Beach to UTC
34	Rapid 120: Kearny Mesa to Downtown	83	Local Route 984: Mira Mesa to Sorrento Valley
35	Rapid 207: Pacific Beach to Kearny Mesa	84	Express Route 77: Ramona to Poway
36	Rapid 210: La Mesa to Ocean Beach	85	Express Route 246: Rancho Bernardo to UC San Diego
37	Rapid 211: SDSU to Downtown	86	Express Route 247: Escondido to UC San Diego
38	Rapid 212: Spring Valley to Downtown	87	Express Route 993: Shelter Island to Convention Center
39	Rapid 215: SDSU to Downtown	88	Circulator Route 647: Mission Valley Loop
40	Rapid 225: South Bay Rapid	89	Circulator Route 648: Mission Valley Loop
41	Rapid 228: Point Loma to Kearny Mesa	90	Circulator Route 649: Kearny Mesa Loop
42	Rapid 229: Downtown to Pacific Beach	91	Circulator Route 668: Kearny Mesa Loop
43	Rapid 230: Balboa Station to UTC	92	Circulator Route 985: UC San Diego Shuttle
44	Rapid 235: Escondido to Downtown		
45	Rapid 237: UC San Diego to Rancho Bernardo		
46	Rapid 238: UC San Diego to Rancho Bernardo		
47	Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego		
48	Rapid 243: Pacific Beach to Kearny Mesa		
49	Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest		

Projects Outside Map Extent

Alpine Microtransit

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 905 Pacific Highway	X	
1b	I-5 Managed Lanes: Pacific Highway to I-805	X	
2a	SR 15 Managed Lanes: I-5 to I-805		X
2b	SR 15 Managed Lanes: I-805 to I-8	X	
2c	I-15 Managed Lanes: I-8 to SR-163	X	X
3a	I-805 Managed Lanes: Palomar St to SR 94	X	
3b	I-805 Managed Lanes: SR 94 to I-8	X	X
3c	I-805 Managed Lanes: I-8 to SR 52	X	X
3d	I-805 Managed Lanes: SR 52 to I-5	X	
4a	I-8 Managed Lanes: I-5 to SR 67	X	
4b	I-8 Managed Lanes: SR 67 to Lake Jennings Pk Rd		X
5a	SR 52 Managed Lanes: I-5 to I-805		X
5b	SR 52 Managed Lanes: I-805 to I-15	X	
5c	SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
5d	SR 52 Managed Lanes: Mast Blvd to SR 125		X
6a	SR 94 Managed Lanes: I-5 to I-15	X	
6b	SR 94 Managed Lanes: I-15 to SR-125	X	
7a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
8a	SR 163 Managed Lanes: I-8 to SR-52	X	
9a	SR 125 Managed Lanes: SR 54 to SR 52	X	
10a	SR 75 Coronado Bridge Reversible Managed Lane	X	

Central & East County residents told us they needed improved traffic flow on SR 52, I-8, and SR 67, the completed SR 94/SR 125 connector, faster connections to job centers, beaches, the airport, more frequent transit connections with expanded night and weekend hours, and safer walking and biking routes.

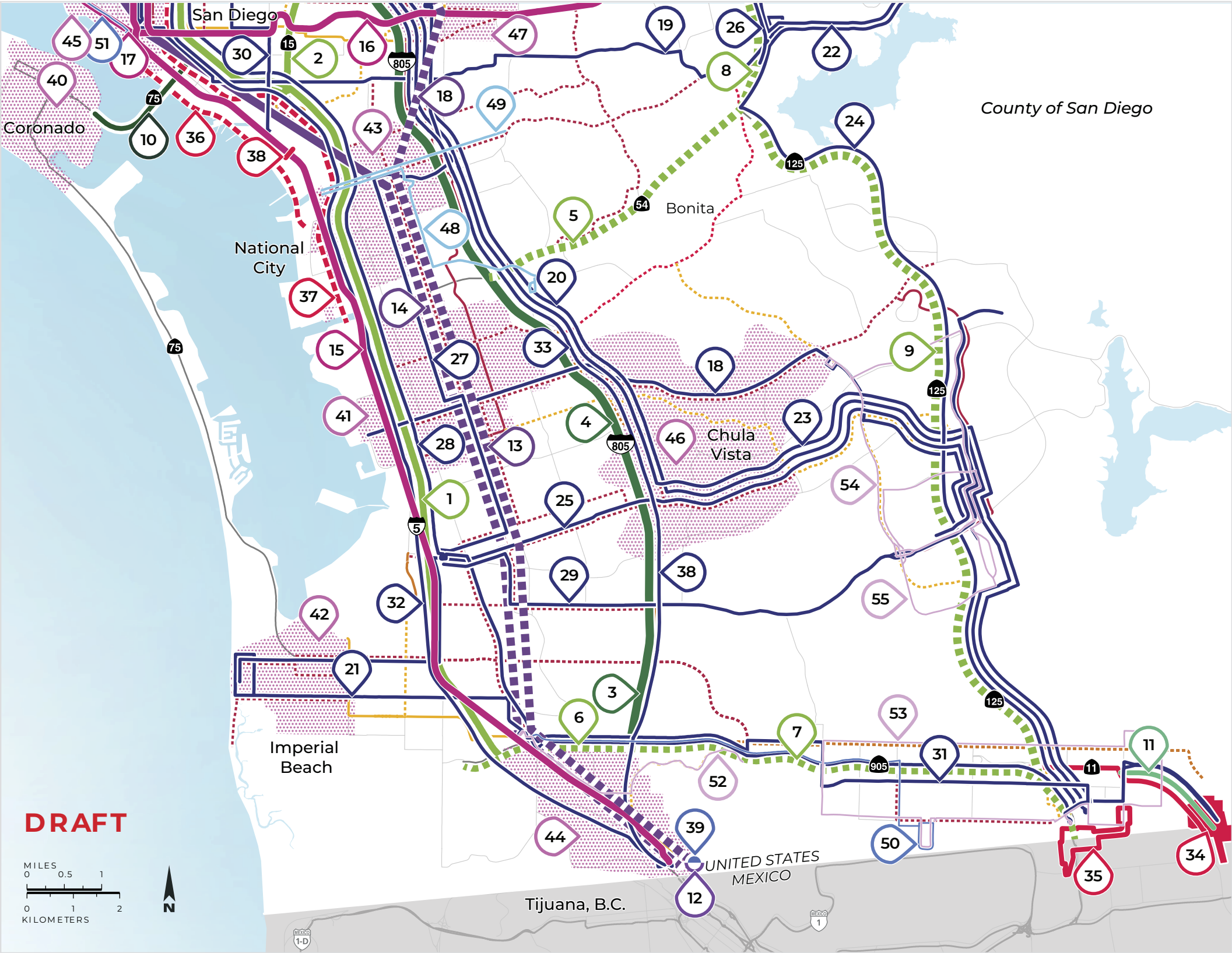
- Unlisted Projects
- 2025 Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network
- Unmapped Policies
- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- Parking & Curb Management
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acroynms
- DAR = Direct Access Ramp
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle

Recurring Feedback and Impact on the Concept





























In San Diego, people said they needed:	What we’re considering (and much more):
Better public transit including: <ul style="list-style-type: none">Expanded routes and more frequent service, including later evening and more weekend hoursFaster connections east to west including beach access, and east of the I-15More connections to job centers, beaches, and major landmarksFaster transit to the airportFaster trips through high-traffic areasMore bus lanes on major streetsTransit station amenities like shade and lighting	<ul style="list-style-type: none">More Rapid buses and trolley improvementsMore frequent service and expanded night and weekend hoursRoutes maximize access to jobs and high-traffic destinations
Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking	Twelve microtransit and/or shuttle service areas; parking district funds will partially fund shuttle service in those areas
Better traffic flow on and between highways including: <ul style="list-style-type: none">Smoother connections to the SR 52I-5 and I-8	<ul style="list-style-type: none">Managed lanes and truck climbing lane on SR 52, and connecting the I-15 and SR 52 managed lanesConverting existing lanes and adding managed lanes on I-8Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 56, 163, and part of the 125
More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including: <ul style="list-style-type: none">Between Point Loma and the Marina along the coastAround SDSURoutes that go over a freeway such as I-5Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old TownBetter connections from the I-15 bikeway over I-8	Our Regional Bike Network includes existing bikeway improvements, additions, or finishing routes addressing all of these location-specific concerns. For more information, visit the interactive map on our website.
More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers).	Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.

In East County, people said they needed:	What we’re considering (and much more):
To improve highways by: <ul style="list-style-type: none">Finishing the SR 94 and SR 125 connector projectHelping traffic flow on State Routes 52 and 67	<ul style="list-style-type: none">Improving the SR 94/125 connectorManaged lanes and a truck climbing lane on SR 52 and connecting managed lanes between I-15 and SR 52Widening the shoulder for emergency purposes on SR 67
Public transportation improvements: <ul style="list-style-type: none">More Rapid transit and transit options for Cuyamaca College and La PresaTransit that comes more often and for extended hours in the evening	<ul style="list-style-type: none">More Rapid buses including routes 256: SDSU to Rancho SD/Cuyamaca College; and 292, El Cajon to Otay Mesa via La PresaNext Gen Rapid bus routes may include infrastructure and technology to speed up tripsGreen and Orange Line trolley improvementsMore transit frequency and evening hours
Microtransit and shuttles: <ul style="list-style-type: none">Connecting suburban East County to transit stopsService from unincorporated communities to San Diego	Shuttles and microtransit in Lemon Grove, El Cajon, La Mesa and in unincorporated communities in the County.
<ul style="list-style-type: none">Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roadsMore bike routes east to west	Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.

Initial Concept for the Draft 2025 Regional Plan: South County



- | | | | |
|----|---|----|---|
| 1 | I-5 Managed Lanes: SR 905 to Pacific Hwy | 30 | Rapid 637: North Park to 32nd St Trolley Station |
| 2 | I-15 Managed Lanes: I-5 to I-805 | 31 | Rapid 638: Iris Trolley to Otay Mesa |
| 3 | I-805 Managed Lanes: SR 905 to Palomar St | 32 | Rapid 640: San Ysidro to Santa Fe Depot |
| 4 | I-805 Managed Lanes: Palomar St to SR 94 | 33 | Rapid 688: San Ysidro to UTC via 805 |
| 5 | SR 54 Managed Lanes: I-805 to SR 125 | 34 | Otay Mesa East POE |
| 6 | SR 905 Managed Lanes: I-5 to Border | 35 | Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility |
| 7 | SR 905 Managed Lanes: I-805 to Otay Mesa East Port of Entry | 36 | Harbor Dr Multimodal Corridor Improvements |
| 8 | SR 125 Managed Lanes: SR 54 to I-8 | 37 | I-5 Working Waterfront Access |
| 9 | SR 125 Managed Lanes: transition from toll road to managed and general-purpose lanes from SR 905 to SR 54 | 38 | Vesta Bridge: Phase 1 |
| 10 | SR 75 Coronado Bridge Reversible Managed Lane | 39 | San Ysidro Mobility Hub |
| 11 | SR 11 Roadway Connection to Otay Mesa East POE | 40 | NEV Service Area: Coronado |
| 12 | U.S.-Mexico Border Transit Connection | 41 | NEV Service Area: Downtown Chula Vista |
| 13 | Purple Line | 42 | NEV Service Area: Imperial Beach |
| 14 | LOSSAN Improvements | 43 | NEV Service Area: National City |
| 15 | Blue Line Improvements | 44 | NEV Service Area: U.S.-Mexico Border/San Ysidro |
| 16 | Orange Line Improvements | 45 | NEV Service Area: Downtown/Little Italy |
| 17 | Green Line Improvements | 46 | Central Chula Vista Microtransit |
| 18 | Rapid 209: H St Trolley Station to Millennia | 47 | Southeast San Diego Microtransit |
| 19 | Rapid 212: Spring Valley to Downtown | 48 | Local Route 195: 8th St Trolley to Plaza Bonita |
| 20 | Rapid 225: South Bay Rapid | 49 | Local Route 196: 8th St Trolley to Plaza Blvd |
| 21 | Rapid 227: Otay Mesa East POE to Imperial Beach via 905 | 50 | Express Route 121: Cross-Border Xpress to Iris Transit Center |
| 22 | Rapid 256: SDSU to Rancho San Diego/Cuyamaca College | 51 | Express Route 993: Shelter Island to Convention Center |
| 23 | Rapid 265: Otay to Escondido | 52 | Circulator Route 193: Iris Transit Center to San Ysidro High School |
| 24 | Rapid 292: El Cajon to Otay Mesa | 53 | Circulator Route 661: Otay Mesa Loop |
| 25 | Rapid 293: Imperial Beach to Otay Ranch | 54 | Circulator Route 715: Otay Ranch Loop |
| 26 | Rapid 295: South Bay to Clairemont | 55 | Circulator Route 716: Lower Otay Ranch Loop |
| 27 | Rapid 625: SDSU to Palomar Station | | |
| 28 | Rapid 630: Iris Trolley/Palomar to Kearny Mesa | | |
| 29 | Rapid 635: Eastlake to Palomar Trolley | | |

By 2035		2036-2050		By 2035		2036-2050		By 2035		2036-2050	
	Regional Rail				1 Reversible Managed Lane				On-Street Bikeway		
	Light Rail				Freeway Connection to OME POE				Off-Street Bikeway		
	Next Gen Rapid				Managed Lanes Connector				On-Street & Off-Street Bikeway		
	Express Bus										
	Local Bus				Goods Movement				Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)		
	Circulator										
	4 Managed Lanes				U.S.-Mexico Border Transit Connection						
	2 Managed Lanes				Mobility Hubs						

* See reverse for detailed Managed Lanes Key

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: SR 905 to Pacific Highway	X	
2	I-15 Managed Lanes: I-5 to I-805		X
3	I-805 Managed Lanes: SR 905 to Palomar St	X	X
4	I-805 Managed Lanes: Palomar St to SR 94	X	
5	SR 54 Managed Lanes: I-805 to SR 125	X	
6	SR 905 Managed Lanes: I-5 to I-805		X
7	SR 905 Managed Lanes: I-805 to Otay Mesa East Port of Entry	X	
8	SR 125 Managed Lanes: SR 54 to I-8	X	
9	SR 125 Managed Lanes: transition from toll road to managed and general-purpose lanes from SR 905 to SR 54		X
10	SR 75 Coronado Bridge Reversible Managed Lane	X	

Unlisted Projects

2025 Bike Network

Unmapped Projects

- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network

Unmapped Policies

- Climate (includes Zero-Emission Vehicle Infrastructure)
 - Digital Equity
 - Fix it First
 - Habitat Conservation
 - Health
 - Housing & Land Use
 - Parking & Curb Management
 - Pricing Strategies
 - Transportation Demand Management
 - Transportation Technology & Operational Improvements
 - Vision Zero
- Acroynms**
- ML** = Managed Lane
 - NEV** = Neighborhood Electric Vehicle
 - POE** = Port of Entry
 - OME** = Otay Mesa East

Recurring Feedback and Impact on the Concept

In South County, people said they needed:	What we’re considering (and much more):
<ul style="list-style-type: none">▶ Better and faster transit options coming from the border, including a rail connection directly at the border▶ Expanded network of transit with service to major destinations such as job centers, shopping areas, event venues, and schools	<ul style="list-style-type: none">▶ Adding more Rapid routes and eventually a COASTER connection to the border and improvements to the Blue Line; San Ysidro Transit Center improvements and surrounding connections; exploring options for additional border transit▶ Managed lanes with bus priority on various south-to-north highways▶ Purple Line transit route from the border to Sorrento Valley via City Heights and Kearny Mesa
More transit routes to reach housing developments in areas isolated from transit and microtransit service for shorter trips.	Six new microtransit or shuttle service areas in Southeast San Diego, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, and San Ysidro.
More transit access to the Cross Border Express (CBX).	Express bus from Iris Ave trolley station to CBX and a bus route between Otay Mesa and CBX.
Faster transit access to San Diego International Airport from South County.	Adding an airport transit connection based on potential concepts currently being studied.
<p>More protected bike lanes, pedestrian walkways, and signals overall, and specifically:</p> <ul style="list-style-type: none">▶ Connections to parks, transit stations, malls, and other commercial areas▶ Connections from communities near Sweetwater reservoir to central Chula Vista	<ul style="list-style-type: none">▶ Improving and expanding separated bikeways on high-speed roads across the region, including intersection improvements such as bike signals▶ On street, protected bikeways to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista
To remove the toll on SR 125.	By 2037, changing the SR 125 toll road to a regular highway with a mix of free and managed lanes (use of lanes may vary depending on demand).

South County residents told us they needed faster, more direct transit access to and from the border and CBX, more transit routes to major destinations and housing, faster access to the airport, more protected bike and pedestrian routes, and to remove the toll on SR 125.

Policies and Programs Summary

The policies and programs in the Regional Plan are significant contributors to meeting our requirements for air quality and reducing greenhouse gas emissions, as well as advancing our goals for equity, safety, and healthy communities. These strategies maximize the benefits of the region's investments in transportation infrastructure. They can also serve as the foundation for mitigation measures in the Environmental Impact Report for the Regional Plan.

The policies and programs that make up the initial concept for the draft 2025 Regional Plan fall under the categories below:

- **Climate** programs address climate impacts through mitigation and adaptation efforts including regional clean transportation programs, climate action planning, and resilience planning. This includes incentive programs for zero emission vehicles and charging infrastructure.
- **Digital Equity** programs expand affordable and reliable internet service and improve digital literacy. Technology and connectivity also are an important part of how we manage the transportation system.
- **Fix it First** invests in the maintenance and rehabilitation of existing transportation infrastructure to provide a system that is resilient to natural disasters and safe and reliable for all users.
- **Habitat conservation** protects and preserves the region's wealth of open space and natural resources and serves as mitigation for our regional transportation projects.
- **Health** policies identify measures that reduce the health impacts caused by the transportation sector, especially in the region's most affected communities.
- **Housing and Land Use** programs encourage locating more housing near jobs and activity centers and in transit-rich parts of the region. This includes grant funding for local projects and technical assistance to accelerate housing production and smart growth.
- **Parking and Curb Management** strategies help to balance the competing needs for valuable parking and curb space while remaining flexible to the needs of residents, employees, businesses, and visitors.
- **Pricing Strategies** refer to the cost of using various components of the transportation system. This includes providing subsidized transit (specifically, continuing the Youth Opportunity Pass and providing a discount for other fares), charging for parking in select locations, allowing carpool drivers to drive free, adding fees for certain ride-hailing or delivery services, or paying to drive in an Express Lane to pass traffic.
- **Transportation Demand Management** programs provide regional vanpool incentives, bike education services, a guaranteed ride home program, support for employers to implement customized commuter benefit programs, and secure bicycle parking to support commuters with traveling to/from work using an alternative to driving alone.
- **Transportation Technology and Operational Improvements** help to make the transportation system reliable and convenient. Proactive coordination of transportation technologies improves travel times, decreases fuel consumption and emissions, and enhances safety. This includes connected vehicle infrastructure, dynamic operations of Managed Lanes, a connected network of smart intersections, and advanced traveler information systems.
- **Vision Zero** strategies improve safety for all modes of transportation with the goal of eliminating traffic-related deaths and serious injuries.

The policies and programs identified in previous Regional Plans have brought many tangible benefits to the region, including the Youth Opportunity Pass, nearly 400 vanpools, a Smart Growth Incentive program that has distributed nearly \$60 million in funds to local jurisdictions, an environmental mitigation program that has preserved 9,195 acres of sensitive land, 990 electric vehicle chargers through the region's California Electric Vehicle Infrastructure Project (CALeVIP), expanded access to broadband, and more.



DRAFT 2025 Regional Plan: Initial Concept

Social Services Transportation Advisory Council | Item 4
Tuere Fa'aola, Sustainable Communities Program Manager

March 19, 2024

1

Regional Planning Process



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2

Data and Modeling



Changing Population



Changing World



Changing Technical Requirements

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3

Partner Agency Coordination



- Two Joint Working Group Workshops
- Two Workshops with the Technical Working Group on Tribal Transportation
- Joint Policy Advisory Committee Workshop
- Binational Workshop
- Ongoing coordination meetings with MTS, NCTD, and Caltrans

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Public Engagement

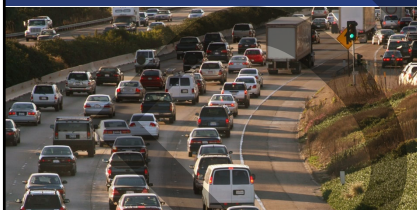


- Six subregional workshops
- 45 tabling events by CBO partners
- Approximately 2,400 participants
- More than 2,000 comments online
- More than 8,000 unique visits to website
- Online engagement regionwide

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Public Feedback



Too Much Traffic



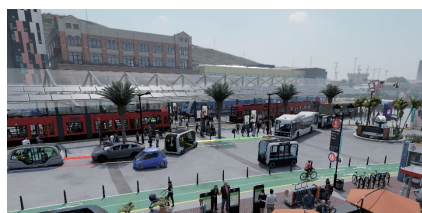
Need for Faster & More Frequent Public Transit



Microtransit Needed to Reach Neighborhood Destinations



Expand Transit More Places



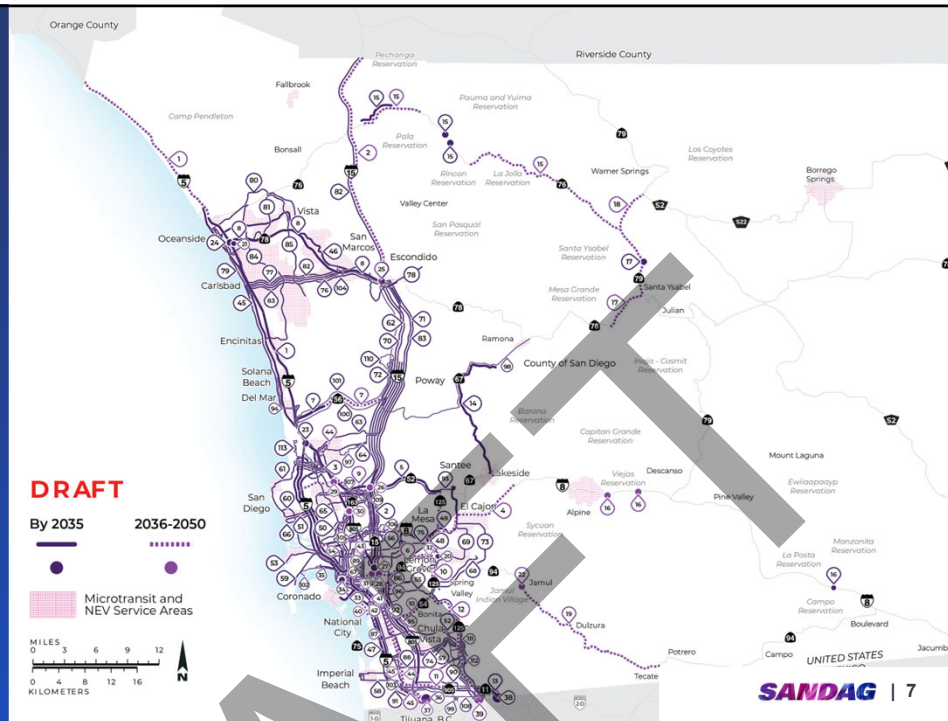
Problems Connecting Between Types of Transportation



Biking & Walking Safety Issues

6

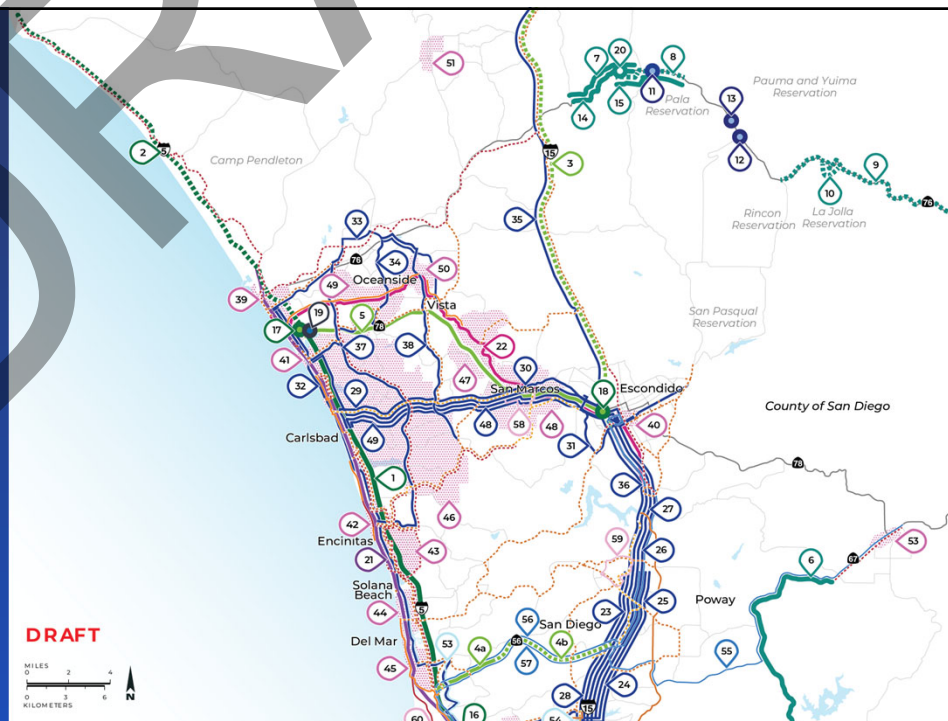
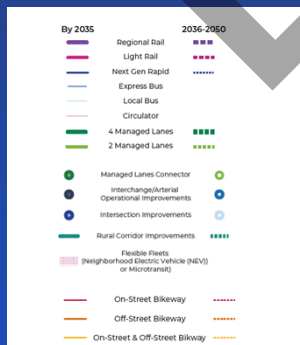
The 2025 Regional Plan Initial Concept



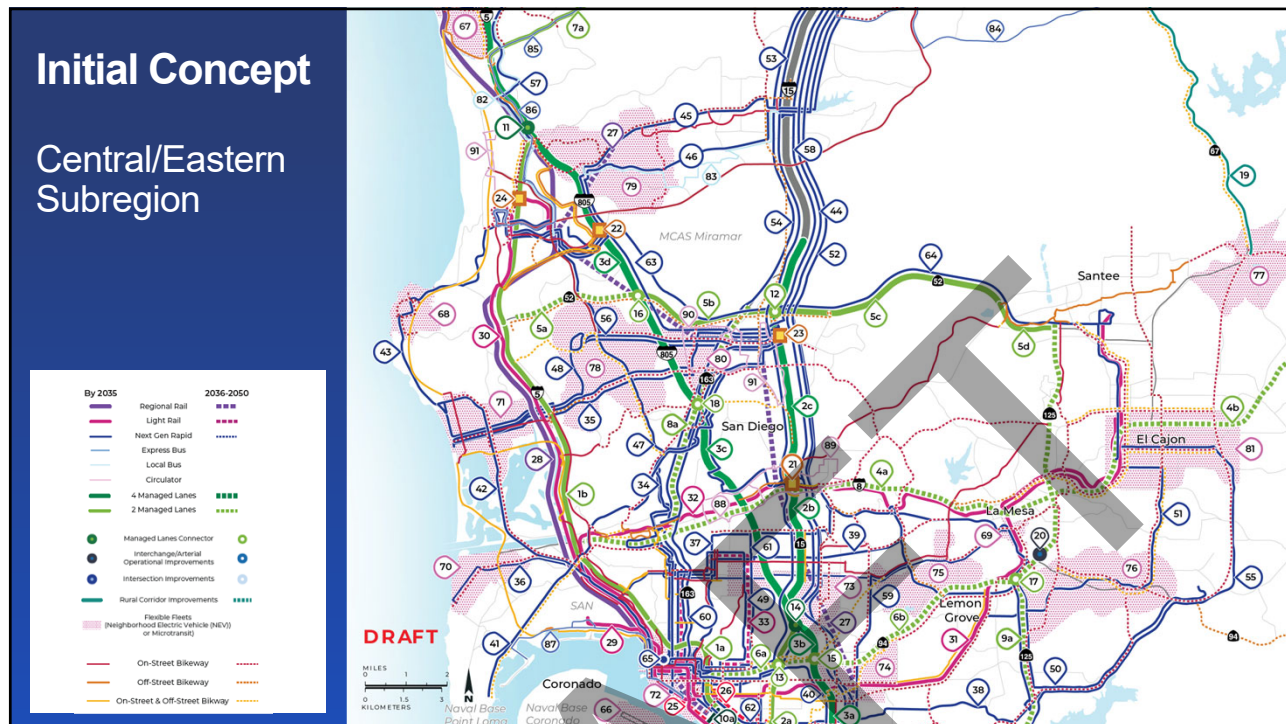
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Initial Concept

Northern Subregion



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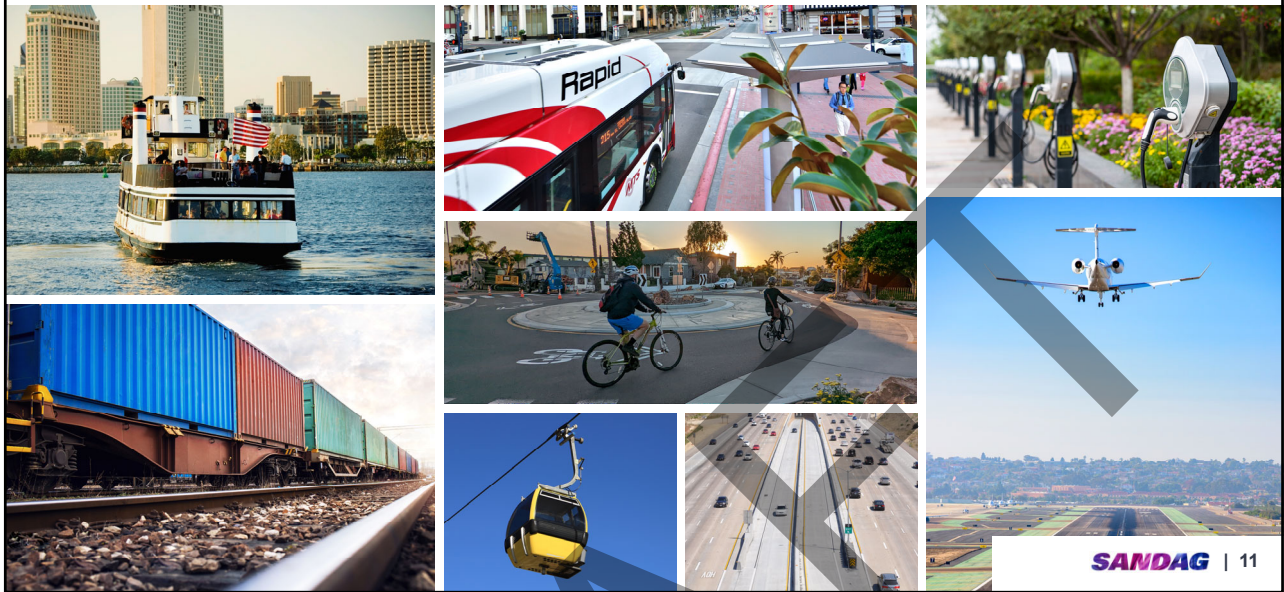


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10

Fiscally Unconstrained Network



11

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March 19, 2024

Specialized Transportation Grant Program Annual Update

Overview

SANDAG administers multiple, competitive grant programs through its Grants Division. The Specialized Transportation Grant Program (STGP) funds projects and programs in the San Diego region that expand mobility options for older adults and individuals with disabilities whose needs cannot be met by conventional transit or paratransit services.

More information is available on the [STGP web page](#).

Action: Information

Staff will introduce the Specialized Transportation Grant Program and provide an overview of the progress made by STGP grantees and the Grants Division in Calendar Year 2023.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Key Considerations

- The STGP Program Goal is to improve mobility for older adults and individuals with disabilities by delivering effective, equitable, environmentally responsible, and coordinated specialized transportation solutions.
- Eligible applicants are nonprofit organizations and local governmental agencies.
- The STGP funds capital, mobility management, and operating projects.
- Sample projects include accessible vehicle procurements as well as mileage reimbursement for volunteer driver programs.
- STGP funding comes from the TransNet Senior Mini-Grant Program and Federal Transit Administration Section 5310 Program.
- SANDAG holds a competitive process, or call for projects, about every two years to allocate available STGP funding.
- Staff monitors grantees for grant agreement compliance and provides quarterly status updates to the Transportation Committee and Independent Taxpayer Oversight Committee.

Next Steps

Staff anticipates releasing the STGP Cycle 13 call for projects in July 2024. Staff welcomes stakeholder input during the development of STGP Cycle 13 call for projects, including feedback on draft evaluation criteria used to score proposed projects. Robust stakeholder engagement began in fall 2023 and will conclude in June 2024.

Susan Huntington, Director of Financial Planning, Budgets, and Grants

Attachment: 1. STGP Factsheet

Specialized Transportation Grant Program Fact Sheet

About the Specialized Transportation Grant Program

Every two years, SANDAG distributes available Specialized Transportation Grant Program (STGP) funds to provide regional transportation services for older adults and individuals with disabilities. The STGP is crucial in meeting the increasing mobility needs of older adults and individuals with disabilities, especially when conventional transit is unavailable, insufficient, or inappropriate. Using local and federal dollars, the STGP seeks to address these needs.

The STGP consists of two programs: the Federal Transit Administration (FTA) Section 5310 and the TransNet Senior Mini-Grant programs. The FTA Section 5310 program funds projects that enhance mobility for people age 65 and older and individuals with disabilities within the large, urbanized areas of San Diego County. The Senior Mini-Grant program uses funding from the TransNet local half-cent sales tax to provide specialized transportation for people aged 60 and older within San Diego County. SANDAG facilitates a competitive grant application process to award these funds.

Accomplishments

- Approximately \$24 million in Senior Mini-Grant funds have supported 93 grants since 2009.
- Approximately \$25 million in FTA Section 5310 funds have supported 79 grants since 2015.
- In 2022, an estimated 8,900 individuals were served through STGP operating and mobility management grants.
- Over 100,000 one-way passenger trips are provided by STGP-funded vehicles per year.



Eligible Applicants

- Local governmental agencies
- Nonprofit organizations
- Private and public operators of public transportation
- The Consolidated Transportation Services Agency
- Tribal governments

Grant Requirements

- Projects must be derived from the very high or high priority strategies in the SANDAG [Coordinated Plan](#).
- At least 80% of a grant's beneficiaries must be older adults or individuals with disabilities.
- Grantees must report on grant progress at least quarterly.
- Grantees must provide matching funds.

Contact Facilitating Access to Coordinated Transportation (FACT) at (888) 924-3228 or visit factsd.org to request a ride!

Eligible Grant Types by Funding Source

Funding Source	Capital	Mobility Management	Operating
FTA Section 5310	<ul style="list-style-type: none"> Vehicle and other equipment procurement Contracted transportation services 	<ul style="list-style-type: none"> Transportation brokerage services Transportation call centers Travel training instruction 	<ul style="list-style-type: none"> Mileage reimbursement Volunteer driver programs
TransNet Senior Mini-Grant	N/A	<ul style="list-style-type: none"> Transportation brokerage services Transportation call centers Travel training instruction 	<ul style="list-style-type: none"> Mileage reimbursement Volunteer driver programs Transit pass subsidies

Match Requirements by Funding Source and Grant Type

Project Type	FTA Section 5310	TransNet Senior Mini-Grant
Capital	15-20%	N/A
Mobility Management	20%	20%
Operating	50%	20%



For More Information

- Please visit SANDAG.org/STGP
- Email grantsdistribution@sandag.org

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SANDAG.org/LanguageAssistance | 619.699.1900





2023 STGP Annual Update

Social Services Transportation Advisory Council
Item 5
Aly Vazquez
March 19, 2024

1



Program Overview

2

2

Program Goal

Improve mobility for older adults and individuals with disabilities by delivering effective, equitable, environmentally responsible, and coordinated specialized transportation solutions in our region.

3

3

Funding Programs & Eligible Applicants

Funding Programs



Federal Transit
Administration

SANDAG
TransNet Program

Eligible Applicants

- Nonprofit organizations
- Local governmental agencies
- Transit operators
- Tribal governments

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Section 5310 Program versus Senior Mini-Grant

Section 5310

- Target population: older adults and individuals with disabilities
- Older adults: 65+
- **Urbanized** areas of San Diego County

Senior Mini-Grant

- Target population: older adults
- Older adults: 60+
- San Diego County

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Grant Types



Mobility Management



Operating



Capital

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6

Grantees

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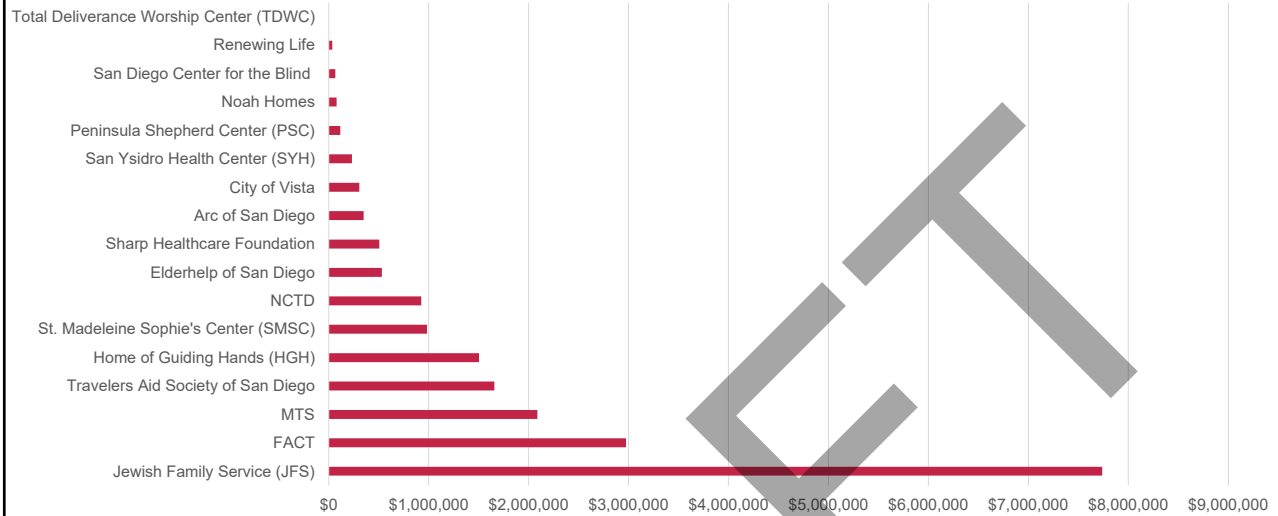
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STGP Grantees



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Active Awarded Amount by Grantee



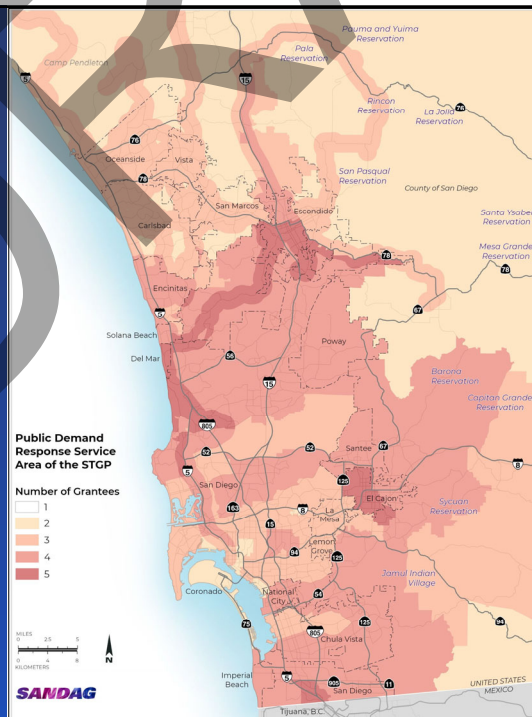
*Note: Total Deliverance Worship Center was awarded two vehicles returned to SANDAG from a grantee, but not any grant funds.

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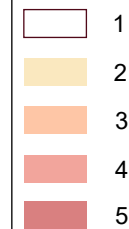
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Specialized Transportation Grant Program

Public Demand-Responsive Service Areas

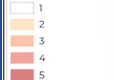


Number of Grantees



Public Demand-Responsive Service Area of the STGP

Number of Grantees



0 5 10 15 20 25 30
MILES
0 4 8 12 16 20
KILOMETERS

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Specialized Transportation Grant Program

Client Demand-Responsive Service Areas

Number of Grantees Legend:

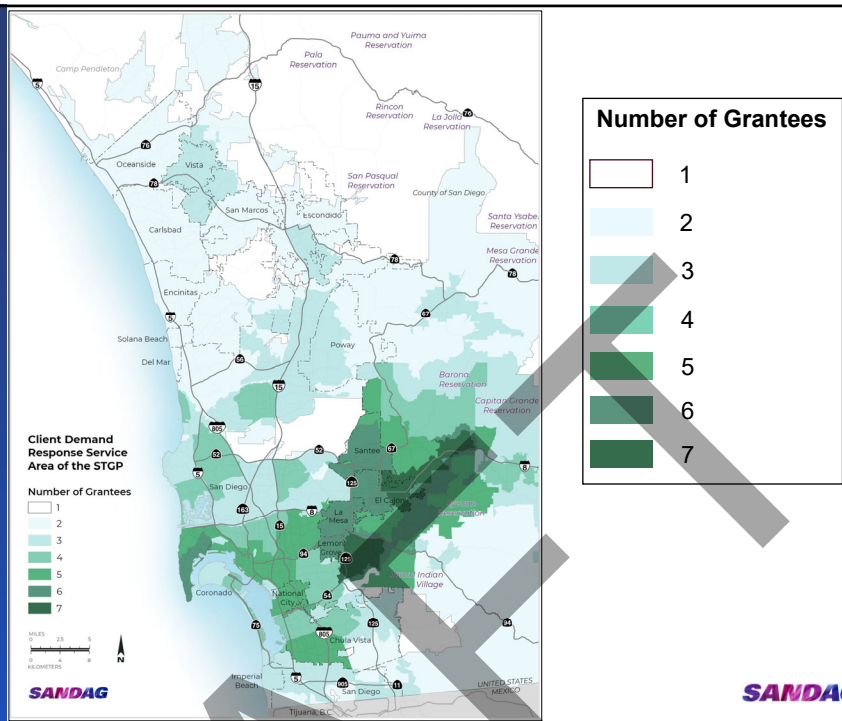
- 1 (Lightest Green)
- 2
- 3
- 4
- 5
- 6
- 7 (Darkest Green)

Client Demand Response Service Area of the STGP

Number of Grantees

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11

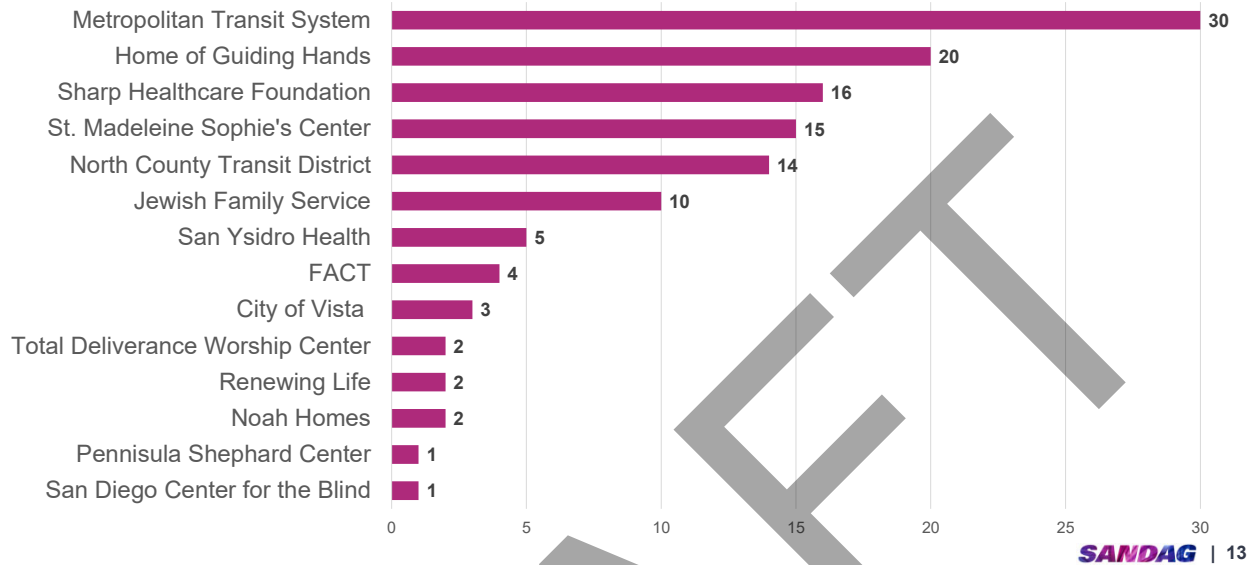


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Grantee Performance

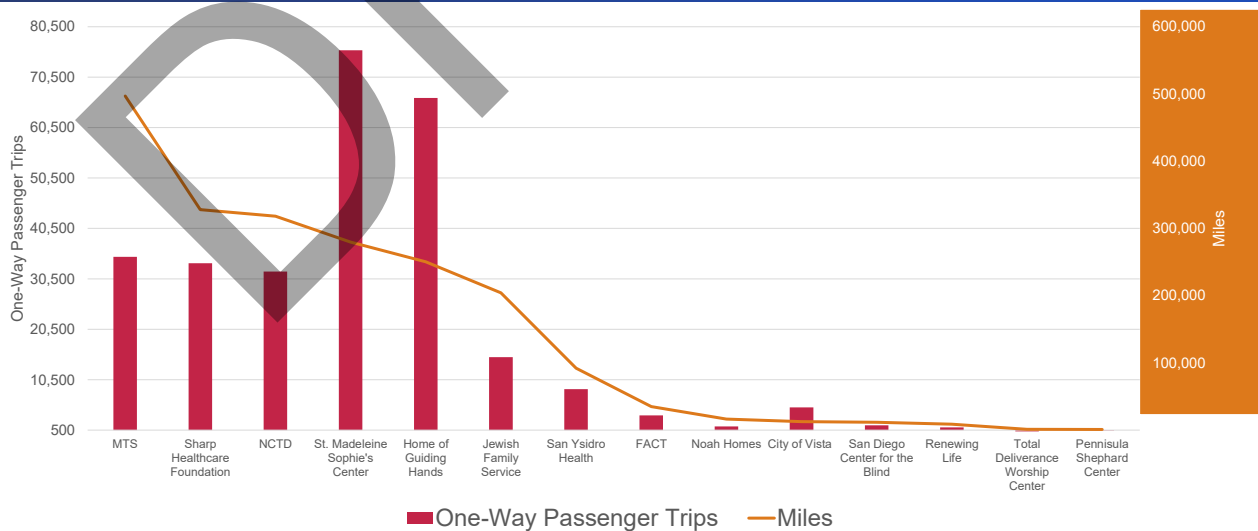
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Vehicles



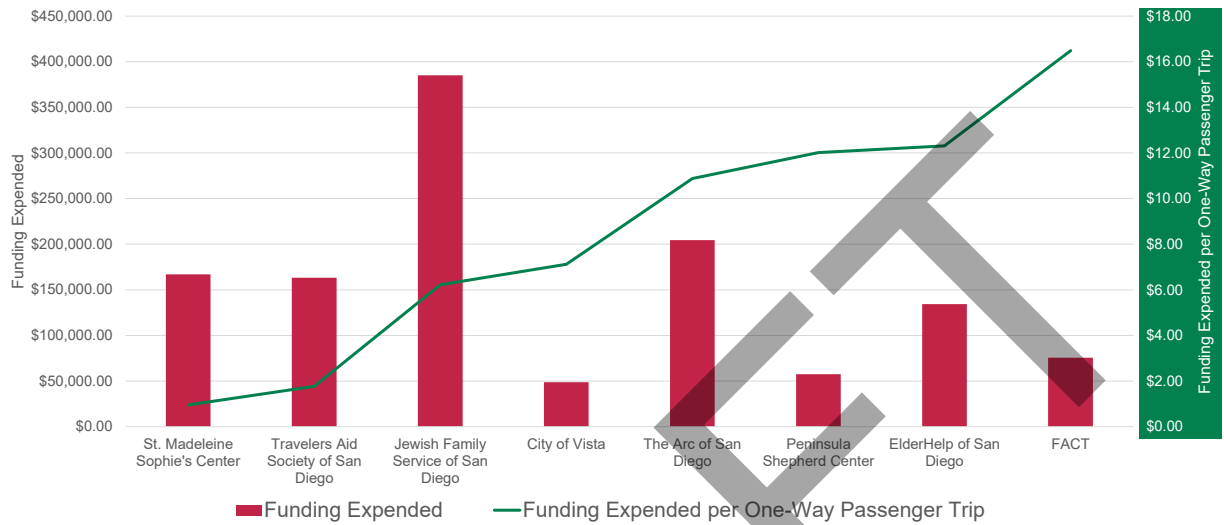
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Annual Vehicle Data



14

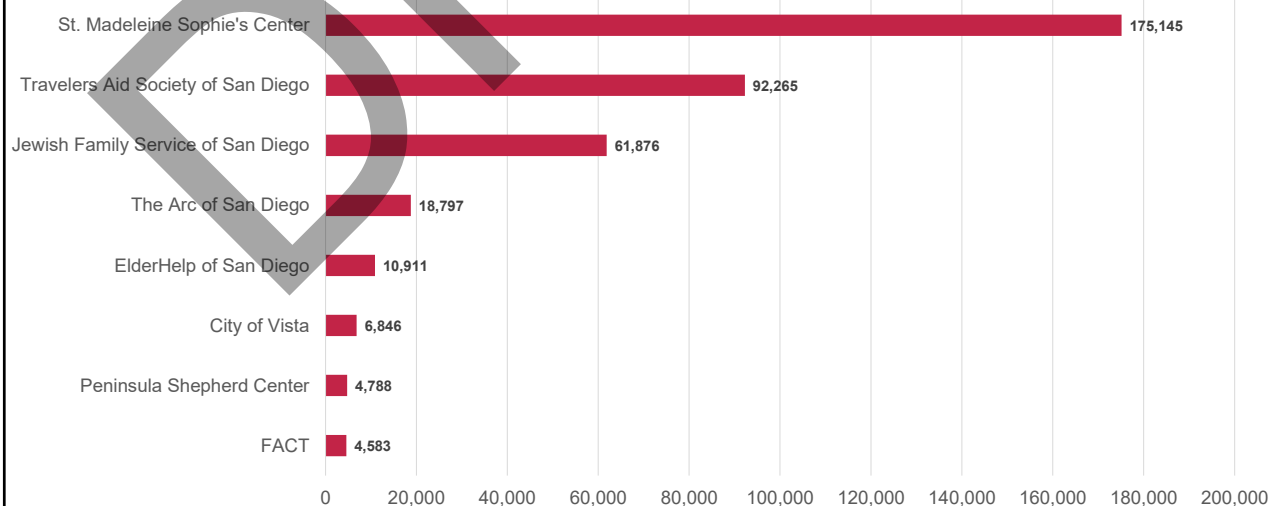
Operating and Contracted Transportation Funding and Performance



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15

Operating and Contracted Transportation One-Way Passenger Trips



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Mobility Management



42,949 Units



15,039 Brokerage Trips

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2023 Lessons Learned



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18

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19

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March 19, 2024

Specialized Transportation Grant Program Cycle 13 Call for Projects Selection Criteria

Overview

The SANDAG Specialized Transportation Grant Program (STGP) funds programs and projects that improve mobility for older adults and individuals with disabilities when fixed-route public transit is insufficient, unavailable, or inappropriate. About every two years, SANDAG holds a call for projects to allocate available STGP funding. For this Cycle 13 call for projects, staff is seeking input on the selection criteria we should use to help determine which programs and projects should receive funding.

Action: Discussion

Staff will seek input on the selection criteria used in the Specialized Transportation Grant Program Cycle 13 call for projects.

Fiscal Impact:

None.

Schedule/Scope Impact:

Pending SANDAG Board of Directors approval, the STGP Cycle 13 call for projects would be released on July 1, 2024, opening a 90-day application window.

Key Considerations

- Staff currently estimates that \$9.2 million will become available through the STGP Cycle 13 call for projects.
- In November 2023, staff emailed the SSTAC, seeking input on the region's specialized transportation needs and feedback on the STGP Program Goal.
- In December 2023, staff conducted a Literature Review and Benchmarking Analysis, which identified eight comparable regions and compared their criteria with SANDAG's. The complete analysis is available on the [STGP web page](#).
- On February 7, 2024, SANDAG held the STGP Cycle 13 call for projects Stakeholder Workshop, gathering input on the criteria used to score and prioritize proposed STGP grants. The meeting recording, presentation slides, questions and answers, and a summary of feedback received are available on the [STGP web page](#).
- The criteria used during the last competitive cycle are available on the [STGP web page](#) and are included as Attachment 1. To guide the discussion on the STGP Cycle 13 selection criteria, the SSTAC is asked to consider the following questions:
 1. Do you think the criteria used last cycle help us identify which applications receive funding?
 2. Of the criteria used last cycle, which do you think are the most and least important?
 3. What other criteria should we consider?
- Awards through the 10th, 11th, and 12th STGP cycles are available on the [STGP web page](#).

Next Steps

Through April 2024, staff plans to gather more input from SANDAG working groups and other stakeholder groups on the selection criteria. Informed by this feedback, staff anticipates presenting the STGP Cycle 13 call for projects to the Independent Taxpayer Oversight Committee and the Transportation Committee at their May 2024 meetings for discussion and possible action. Depending on the outcome of those meetings, staff plans to present the STGP Cycle 13 call for projects to the Board in May or June 2024. Pending Board approval, SANDAG would release the STGP Cycle 13 call for projects on July 1, 2024, opening a 90-day application window.

Following the application window, submitted applications will be reviewed for eligibility, eligible applications will be forwarded to evaluators to score, and funding recommendations will be developed. Staff anticipates presenting proposed STGP Cycle 13 awards for Board consideration in March 2025. Pending Board approval, awarded Senior Mini-Grants could begin July 1, 2025, and awarded Section 5310 grants could begin October 1, 2025. Operating and mobility management grant terms are typically two years. Vehicle grant terms range from five to seven years, depending on the vehicle type(s).

Susan Huntington, Director of Financial Planning, Budgets, and Grants

Attachment: 1. STGP Cycle 12 Call for Projects Evaluation Criteria



Specialized Transportation Grant Program Cycle 12 Call for Projects: Program Goal, Objectives, and Evaluation Criteria

Program Goal

To improve mobility for older adults and individuals with disabilities by delivering effective, equitable, environmentally responsible, and coordinated transportation solutions that use public funds wisely to address existing gaps in specialized transportation service.

Objectives

- To fund organizations that have the requisite financial, technical, and managerial capacity to implement cost-effective, innovative, and successful specialized transportation services
- To apply a social equity lens to ensure that specialized transportation projects benefit those who need them the most
- To promote healthier air and reduce greenhouse gas emissions region-wide
- To encourage coordination among specialized transportation providers that reduces duplicative services, enhances efficient service, and expands ridership

Evaluation Criteria Summary

No.	Criteria	Points Possible
1.	Applicant Capacity and Experience for Proposed Service	15
2.	Operational/Implementation Plan	20
3.	Stewardship of Public Funds and Assets	15
4.	Need and Equity	15
5.	Coordination	10
6.	Environmental Responsibility	5
7.	Proposed Performance	10
8.	Performance Monitoring, Reporting, and Outcomes	10
Total		100

Evaluation Criteria Details

No.	Criteria	Points Possible
1. Applicant Capacity and Experience for Proposed Service		
A.	<ul style="list-style-type: none"> Extent to which the Applicant has experience in successfully managing grant-funded projects for transportation and/or other services benefiting the Target Population¹ Extent to which the Applicant has received any audit findings or a Notice to Complete a Corrective Action Plan or similar notice for performance or compliance deficiencies within the past three years, and if so, the ability of the Applicant to remedy such issues in a timely manner 	5
B.	Extent to which the Applicant demonstrates its fiscal stability, including the ability to maintain the proposed grant-funded service throughout the grant term	5
C.	Extent to which the Applicant demonstrates its technical capacity for implementing the proposed STGP-funded service, including, but not limited to, sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, financial management, and allowability of costs	5
2. Operational/Implementation Plan		
A.	<p>The thoroughness of an Applicant's plan to effectively deliver the proposed service, which may include the following elements:</p> <ul style="list-style-type: none"> A description of the project design that incorporates innovative concepts to provide cost-effective service A description of key personnel and their qualifications, and any identified third-party contractors who would implement the proposed service A description of the technology to be used in scheduling/dispatching trips or delivering mobility management activities A description of the safety protocols the Applicant would implement to protect passengers, drivers, and project property 	20

¹ For the Section 5310 program, the Target Population is both older adults (age 65 and older) and individuals with disabilities. For the Senior Mini-Grant program, the Target Population is individuals who are age 60 and older.

No.	Criteria	Points Possible
3. Stewardship of Public Funds and Assets		
A.	<p>Mobility Management, Operating, and Contract Transportation Service Projects:</p> <ul style="list-style-type: none"> The extent to which the proposed budget demonstrates stewardship of public funds such that only necessary and reasonable expenses are proposed, and matching funds have been secured The extent to which the proposed budget contains a budget narrative that thoroughly explains how proposed expenses were derived The extent to which the proposed budget is consistent with the proposed tasks, activities, and deliverables contained in the project scope of work <p>Vehicle and Other Equipment Projects:</p> <ul style="list-style-type: none"> The extent to which the Applicant demonstrates that the proposed purchase of project property is a cost-effective use of public funds for the type of service proposed The degree to which the Applicant would use the proposed Project Property to the maximum extent possible to meet the specialized transportation needs of the Target Population through the duration of the Project Property's useful life The extent to which matching funds have been secured and would be available to the Applicant through the Project Property procurement process The robustness of the procedures the Applicant would employ to safeguard Project Property and mitigate the risk of loss, theft, or abuse 	15
4. Need and Equity		
A.	Percentage of those served by the proposed service that are members of the Target Population	Less than 80% = 0 pts 80-84% = 1 pt 85-89% = 2 pts 90-94% = 3 pts 95-99% = 4 pts 100% = 5 pts
B.	The extent to which the Applicant establishes one or more specialized transportation needs that the proposed service will address through the duration of the proposed service	2

No.	Criteria	Points Possible
C.	The extent to which a social equity lens is applied to ensure that the proposed service benefits those in the Target Population that need it the most, including historically underserved populations such as low-income people, people of color, and federally recognized Native American tribes	5
D.	The extent to which the Applicant has a thorough strategy to ensure that cultural and linguistic competence is infused in the Applicant's policies, procedures, and practices, and is responsive to diverse populations, including individuals with limited English proficiency	3
5. Coordination		
A.	The extent to which the Applicant demonstrates coordination and leverages partnerships with other agencies in the proposed service area to address gaps not met by existing specialized transportation services, avoid duplicative services, and enhance service delivery	10
6. Environmental Responsibility		
A.	The degree to which the proposed service promotes healthier air and reduces greenhouse gas emissions through mechanisms such as clean air vehicles, efficient routing and scheduling, or dissemination of information about environmentally responsible transportation options available in the region	5
7. Proposed Performance		
A.	All Services: <ul style="list-style-type: none"> Proposed Minimum Service Hours per Week 	0-19 hrs = 0 pts 20-24 hrs = 1 pt 25-29 hrs = 2 pts 30-34 hrs = 3 pts 35-39 hrs = 4 pts 40+ hrs = 5 pts
B.	Operating and Contract Transportation Services: <ul style="list-style-type: none"> Cost per One-Way Passenger Trip (OWPT) 	\$122.10+ = 0 pts \$97.68 - 122.09 = 1 pt \$73.26 - 97.67 = 2 pts \$48.84 - 73.25 = 3 pts \$24.43 - 48.83 = 4 pts \$24.42 or less = 5 pts
C.	Mobility Management Services and Vehicle and Other Equipment Projects: <ul style="list-style-type: none"> The extent to which the Applicant provides clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service 	5

No.	Criteria	Points Possible
8.	Performance Monitoring, Reporting, and Outcomes	
A.	The robustness of the Applicant's plan to monitor the proposed service's performance, track client data, and strive for continuous improvement	3
B	The robustness of the Applicant's system to receive input from project beneficiaries through client surveys or other methods, and use this input to inform changes to service delivery	2
C.	The extent to which the design of the proposed service allows the Applicant to measure outcomes, demonstrate impact, and advance the STGP goal and objectives	5
Total		100

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Specialized Transportation Grant Program

Cycle 13 Call for Projects – Selection Criteria

Social Services Transportation Advisory Council | Item 6
Zachary Rivera, Associate Grants Analyst
March 19, 2024

1

Stakeholder Engagement Methods



SANDAG Working
Groups and Other
Stakeholder
Groups
November 2023
and Ongoing



STGP Cycle 13
Call for Projects
Stakeholder
Workshop
February 7, 2024



Email, Social
Media, and STGP
Web Page



100+ Participants
and 100+
Comments

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2

Themes of Feedback So Far

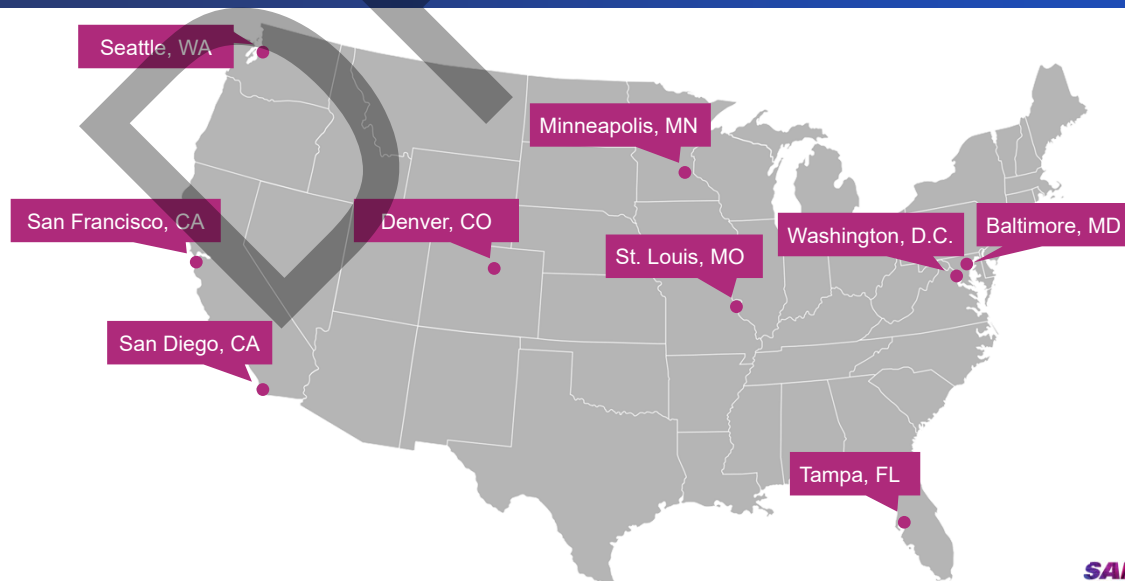
- Specialized Transportation Needs
 - Expanded hours and service areas
 - Flexibility/on-demand service
 - Service quality
 - Coordination among providers
 - Affordability
- Suggested Improvements to Program Goal
 - Include dependability
 - Add on-demand component
 - Reference affordability
- Suggested Changes to Selection Criteria
 - Add affordability, dependability, and efficiency



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3

Benchmarking Analysis



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Last Cycle's Evaluation Criteria

No.	Selection Criteria	Points Possible	Percentage of Total Points Possible
1	Applicant Capacity and Experience for Proposed Service	15	15%
2	Operational/Implementation Plan	20	20%
3	Stewardship of Public Funds and Assets	15	15%
4	Need and Equity	15	15%
5	Coordination	10	10%
6	Environmental Responsibility	5	5%
7	Proposed Performance	10	10%
8	Performance Monitoring, Reporting, and Outcomes	10	10%
	Total	100	100%

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Discussion Questions

1. Do you think these criteria help us identify which applications should receive funding?
2. Of the criteria used last cycle, which do you think are the most and least important?
3. What other criteria should we consider?

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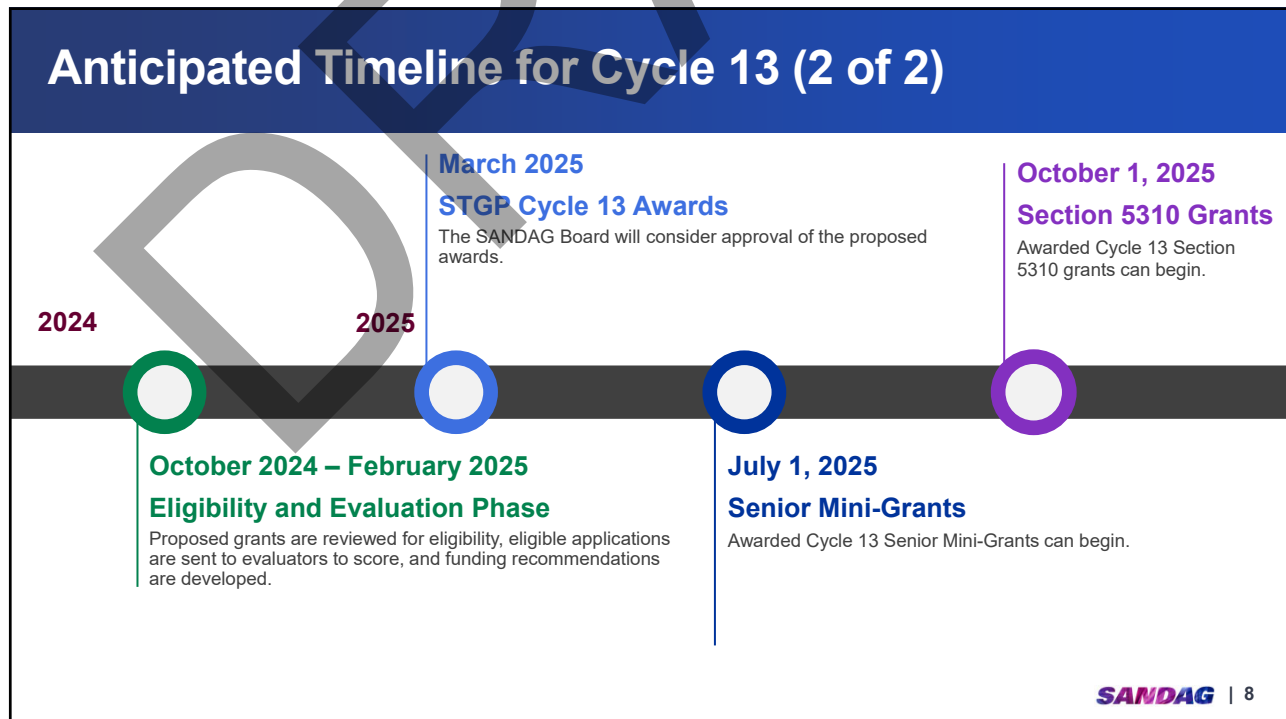
6

Anticipated Timeline for Cycle 13 (1 of 2)



7

Anticipated Timeline for Cycle 13 (2 of 2)



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