



San Diego Regional Military Working Group Agenda

**Monday, February 10, 2025
9 a.m.**

Welcome to SANDAG. The San Diego Regional Military Working Group (MWG) meeting scheduled for Monday, February 10, 2025, will be held in person in the SANDAG Board Room. While MWG members will attend in person, members of the public will have the option of participating either in person or virtually.

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Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí | 免費語言協助 | 免費語言協助 | مجانية لغوية مساعدة | 무료 언어 지원 | رایگان زبان کمک | 無料の言語支援 | Бесплатная языковая помощь | Assistência linguística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ස්ත්‍රීයභාෂාභාෂිකීර්මය | ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາພາສາລາວ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога | sandag.org/LanguageAssistance | (619) 699-1900

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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.

San Diego Regional Military Working Group

Monday, February 10, 2025

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the San Diego Regional Military Working Group (MWG) on any issue within the jurisdiction of the MWG 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. MWG members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Francesca Webb, SANDAG

Approve

The MWG is asked to approve the minutes from its September 9, 2024, meeting.
[Meeting Minutes.pdf](#)

+3. 2025 Military Working Group Meeting Calendar

Antoinette Meier, SANDAG

Approve

The MWG is asked to approve the proposed meeting dates for 2025.
[2025 MWG Meeting Calendar.pdf](#)

Reports

+4. San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Project Updates

Zach Hernandez, Lizzy Havey, SANDAG

Information

Staff will present an overview of the work completed to date for the San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Studies.
[SYMH and Blue Line TOD Project Updates.pdf](#)
[Presentation.pdf](#)

+5. Airport Transit Connection Update

Marisa Mangan, SANDAG

Information

Staff will present an update on the advanced planning and outreach for the Airport Transit Connection project.
[Airport Transit Connection Update.pdf](#)
[Presentation.pdf](#)

+6. Flexible Fleets Pilot Grant Program Call for Projects

Jenny Russo, Emily Doss, SANDAG

Discussion

Staff will present an overview of the pilot grant program and request feedback on

the program criteria from MWG members.

[Flexible Fleets PGP CFP.pdf](#)

[Att. 1 - Draft Flexible Fleets Scoring Criteria and Rubric.pdf](#)

[Presentation.pdf](#)

7. Topics for Discussion at Future Meetings

Discussion

Chair Steve Goble

Chair Goble will present potential items for discussion at future meetings including the military housing; ridesharing programs on military installations; and wildfire resilience on and off installations.

Adjournment

8. Adjournment

The next MWG meeting is a Joint Session with the Regional Plan Social Equity Working Group scheduled for Thursday, February 13, 2025, at 10 a.m. The next regular MWG meeting is scheduled for Monday, May 5, 2025, at 9 a.m.

+ next to an agenda item indicates an attachment

February 10, 2025

September 9, 2024, Meeting Minutes

[View Meeting Video](#)

Chair Steve Goble (El Cajon) called the meeting of the San Diego Regional Military Working Group (MWG) to order at 9:05 a.m.

1. Non-Agenda Public Comments/Member Comments

Public Comments: Purita Javier and Cesar Javier.

Member Comments: Chair Goble, John Gamelin (Marine Corps Installation West), Tony Winney (Coronado), Mike Woiwode (SDMAC), Mary Balderrama (North County Transit District), and Muska Laiq (Navy Region Southwest).

Consent

2. Approval of Meeting Minutes

The MWG was asked to approve the minutes from its May 6, 2024, meeting.

Public Comments:

Action: Upon a motion by Jim Gruny (Marine Corps Recruit Depot), and a second by Tony Winney, the MWG voted to approve the Consent Agenda.

The motion passed.

Yes: Tony Winney, Ben Martinez (National City), John Gamelin, Jim Gruny, Beverly Neff (Metropolitan Transit System), Anna Shepherd (Navy Region Southwest), and Mary Balderrama.

No: None.

Abstain: None.

Absent: Imperial Beach, Oceanside, City of San Diego, Coast Guard San Diego Sector, County of San Diego, and Port of San Diego.

Reports

3. San Diego Regional Military Working Group Project Inventory

Regional Planning Program Manager Danielle Kochman and Senior Regional Planner Kate McCauley presented the proposed list of MWG Priority Projects building on the previous meetings discussion on the work plan. These projects were selected from recent planning studies, including the Military Multimodal Access Strategy, the Military Installation Resilience Framework, and the Regional Plan. This project inventory will provide a framework for selecting projects and developing partnerships to seek grant funding for implementation.

Public Comments: Cesar Javier (spoke after Item No. 5).

Action: Discussion.

4. SANDAG Advanced Air Mobility

Kate McCauley presented the Advanced Air Mobility framework and strategy and an overview of SANDAG's long-range planning study to proactively prepare the San Diego region for the impending technology.

Public Comments: Cesar Javier (spoke after Item No. 5).

Action: Information.

5. Harbor Drive 2.0 and Vesta Street Bridge Update

Senior Regional Planner Andrea Hoff and Christina Ngo, Caltrans presented an overview of Harbor Drive 2.0 and Vesta Street Bridge including project status, components, features, and next steps.

Public Comments: Cesar Javier (spoke on Item Nos. 3, 4, and 5).

Action: Information.

6. Adjournment

The next MWG meeting is scheduled for Monday, December 16, 2024, at 9 a.m.

Chair Goble adjourned the meeting at 10:53 a.m.

Confirmed Attendance at Military Working Group Meeting

Jurisdiction	Name	Attended
City of Coronado	Tina Friend	No
	Tony Winney, Alternate	Yes
City of Imperial Beach	Erika Cortez-Martinez	No
	Tyler Foltz, Alternate	No
City of National City	Martin Reeder	No
	Ben Martinez, Alternate	No
City of Oceanside	Russ Cunningham	No
	Vacant, Alternate	N/A
City of San Diego	Tait Galloway	No
	Seth Litchney, Alternate	No
Coast Guard San Diego Sector	Becca Brooks	No
	Ashlee Wasowski, Alternate	No
County of San Diego	Rich Whipple	No
	Don Chase, Alternate	Yes
Marine Corps Installation West	John Gamelin	Yes
	Sam Jammal, Alternate	No
Marine Corps Recruit Depot	Jim Gruny	Yes
	Vacant	N/A
Metropolitan Transit System	Beverly Neff	Yes
	Julia Tuer, Alternate	No
Navy Region Southwest	Anna Shepherd	Yes
	Muska Laiq, Alternate	No
North County Transit District	Jose Cervantes	No
	Mary Balderrama, Alternate	Yes
Port of San Diego	Commissioner Frank Urtasun	No
	Aimee Heim, Alternate	No
NON-VOTING MEMBER		
City of El Cajon	Steve Goble, Chair	Yes
ADVISORY MEMBER		
SDMAC	Mike Woiwode	Yes
	Paul Pearingen, Alternate	No

February 10, 2025

2025 Military Working Group Meeting Calendar

Overview

The Military Working Group (MWG) is asked to review and approve the proposed meeting dates for 2025.

The MWG will meet quarterly at SANDAG offices, as well as other times and locations as may be needed.

Proposed Meeting Dates

- Monday, February 10, 2025: 9 – 11 a.m.
- Monday, May 5, 2025: 9 – 11 a.m.
- Monday, September 8, 2025: 9 – 11 a.m.
- Monday, December 1, 2025: 9 – 11 a.m.

Action: Approve

The MWG is asked to approve the proposed meeting dates for 2025.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Antoinette Meier, Senior Director of Regional Planning

February 10, 2025

San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Project Updates

Overview

The San Ysidro Port of Entry is the primary gateway between the U.S. and Mexico, and one of the busiest border crossings in the world with over 90,000 people crossing northbound each day. For decades, the adjacent San Ysidro Transit Center (SYTC) has connected the San Ysidro community and the region's local and crossborder population of workers, students, and travelers to the rest of the region. Despite the station's importance, it faces numerous challenges impacting connectivity, efficiency, and capacity for the various modes and thousands of users who connect here each day. Staff will present updates on planning efforts underway to identify mobility improvements at key Blue Line stations as well as housing and land use development strategies to complement transit use, build partnerships, and utilize underutilized land.

Action: Information

Staff will present an overview of the work completed to date for the San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Studies.

Fiscal Impact:

These studies are funded by Overall Work Program Project Nos. 3322300, 3321901, and Capital Improvement Program No. 1149200.

Schedule/Scope Impact:

The Blue Line Transit-Oriented Development Study will be completed in FY 2025. The San Ysidro Mobility Hub Study is anticipated to be complete in FY 2026.

Key Considerations

SANDAG, in partnership with Metropolitan Transit System (MTS), City of San Diego, and Caltrans are advancing the San Ysidro Mobility Hub (SYMH) project in phases. Near-term improvements to the existing SYTC are being made while a long-term vision for the future SYMH is also being planned.

- Near-term SANDAG and partner agencies recently completed planning and conceptual engineering to develop potential station redesign concepts, assess feasibility, and estimate costs for improvements to include an additional Trolley terminus track, MTS bus bays, a southbound bus-only lane, protected bike connection, widened sidewalks and expanded curbs.
- Long-term station improvements will include new transit connections, Transit-Oriented Development (TOD) opportunities and new technologies for enhancing mobility. An initial planning and community visioning effort will develop concepts for the station's ultimate buildout.
- The Blue Line TOD Study assesses land use, transportation, and market conditions to facilitate TOD opportunities around SYTC and Palomar Transit Center. The study measures TOD opportunity at the stations and recommends mobility and land use improvements.

Next Steps

Staff will initiate preliminary engineering, environmental assessments, and seek additional funding to advance near-term station improvements into subsequent phases. Preliminary engineering activities will begin in 2025 with environmental analysis anticipated to begin by early 2026. Planning and community visioning activities for the long-term SYMH concept will begin in spring 2025 and are anticipated to conclude in fall 2026. SANDAG and partner agencies will continue advancing all of these efforts in parallel and seek guidance through updates to SANDAG Working Groups and Committees.

Antoinette Meier, Senior Director of Regional Planning



San Ysidro Mobility Hub and Blue Line Transit Oriented Development Project Updates

San Diego Regional Military Working Group | Item 4
Lizzy Havey, Associate Regional Planner
Zach Hernandez, Associate Regional Planner
February 10, 2025

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Conditions Today



SANDAG 2

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Conditions Today



SANDAG 3

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SANDAG

San Ysidro Transit Center Improvements

Near-term measures to address existing station issues, create space for more transit service, and extend the life of the current station.

4

San Ysidro Transit Center Improvements

Project Goals:

Address existing challenges and get more out of the station in the near-term (5-10 years).

- Improve Pedestrian Connectivity
- Expand Transit and Mobility Options
- Enhance Public Plaza and User-Experience

Existing Conditions



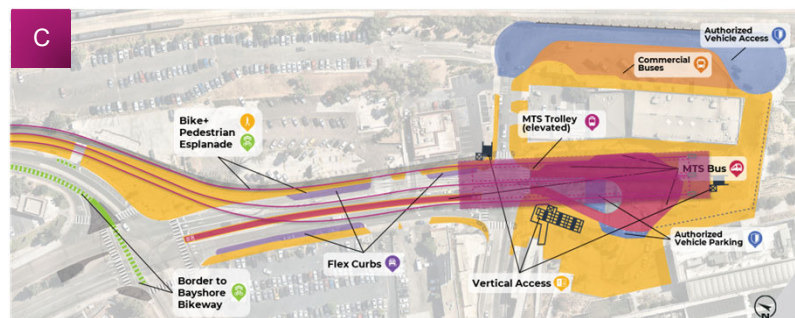
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Near-term Station Redesign Concepts

What each concept achieves:

- Additional Trolley track
- Additional MTS bus bays
- Southbound bus-only lane
- Protected bike connection
- Widened sidewalks, expanded curbs, and completed crosswalks
- Federal access maintained
- Impacts to private property limited (where feasible)



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San Ysidro Transit Center Improvements



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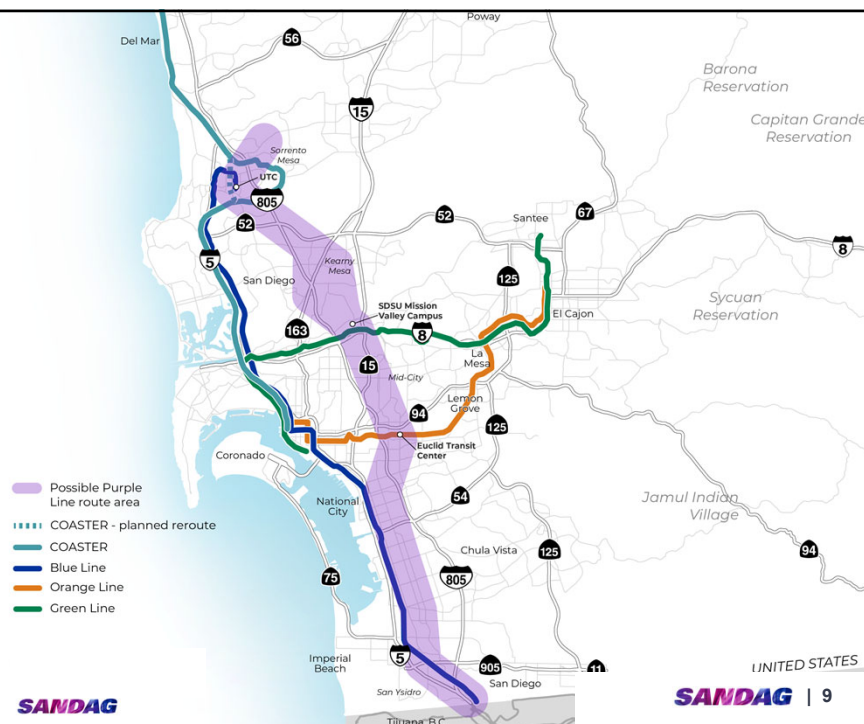
San Ysidro Mobility Hub

Long-term vision for what comes next, and how we integrate planned rail connections (LOSSAN and Purple Line). Planning and community visioning to inform design of ultimate buildout.

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Regional Passenger Rail Network (2050)



9

San Ysidro Mobility Hub



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Next Steps

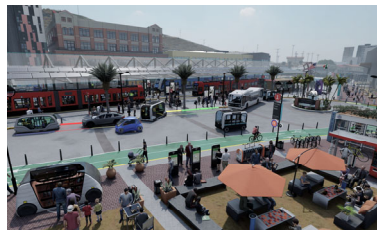
Near-term Station Improvements:

- Continue refining designs and identify a preferred concept
- Begin the environmental process
- Identify funding opportunities for design and construction



Long-term Vision for Future Hub:

- Begin the planning and community visioning for the ultimate buildout of the San Ysidro Mobility Hub
- Gather input from related mobility, land use, and design efforts (e.g., corridor rail studies, transit-oriented development studies, San Diego-Tijuana World Design Capital 2024)



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Blue Line Transit-Oriented Development

Maximizing benefits of transportation investments through strategizing complementary land use development opportunities.

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Overview

The Blue Line Transit-Oriented Development Study (Blue Line TOD Study) aims to:

- Develop TOD strategies for the areas around San Ysidro and Palomar Trolley Stations
- Assess land use, transportation and market conditions for TOD opportunities
- Understand and further mobility hub implementation

Partners include the City of San Diego, the City of Chula Vista, and MTS



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Existing Conditions & Development Capacity



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Measuring Opportunity

The **TOD Opportunity Index** is a tool to evaluate the TOD potential of transit station areas using quantitative analysis at the station and parcel-level. Using a 1-10 scale, each category and subcategory is calculated into a score, identifying sites with the greatest development potential.



Transit Connectivity & Service

- Transit Connectivity
- Rail Service Frequency
- Bus Service Frequency



Walkability

- Walking Distance
- Pedestrian Safety



Bikeability

- Biking Distance
- Bicycle Infrastructure
- Bicyclist Safety



Development Feasibility

- Parcel Size
- Land Use/Existing Development
- Allowable Density
- Allowable Density / Residential Zoning
- Existing Plans, Policies, & Programs



Community Health & Wellbeing

- Open Space
- Community Amenities

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Implementation Strategies and Market Constraints

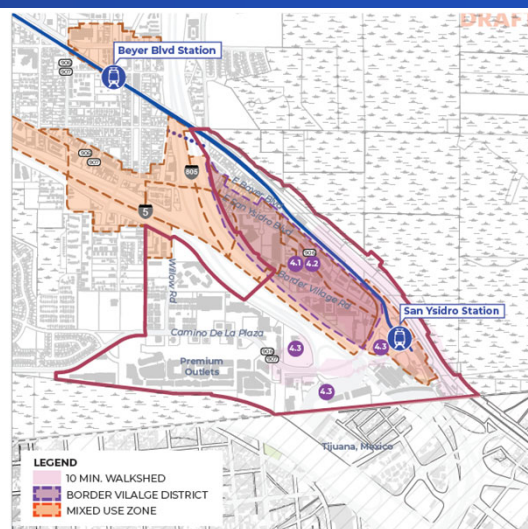
Increase Housing & Mixed-Use Potential

Improvements

- **4.1** Update zoning, land use, and FAR within San Ysidro Border Village District
- **4.2** Allow for mixed-use developments that include residential, community health, social and educational services
- **4.3** Incentivize higher density affordable housing projects
- **4.4** Reduce parking minimums and consolidate parking facilities for the redevelopment of surface parking

Targeted Outcome

- Increase in the quantity, diversity, and affordability of housing options surrounding the transit station, allowing residents to age in place and provide access to jobs, health, and social services



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Next Steps

Maximizing benefits of transportation investments

- Collaborate with stakeholders like City staff and affordable housing developers
- Leverage the study for the San Ysidro Mobility Hub planning work
- Further evaluate options for housing as an opportunity for transportation project mitigation



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Timeline

SAN YSIDRO TRANSIT CENTER (SYTC)

SYTC

Improvements

Planning study concludes for near-term station redesign

SYTC

Improvements

Preliminary Engineering begins

SYTC

Improvements

Environmental phase begins

2024

2025

2026

2027

Blue Line TOD Study

Planning study concludes

SYMH

Planning study begins for long-term vision of the Mobility Hub and surrounding area

SYMH

Draft Mobility Hub and land use development concepts

SYMH

Planning study concludes

SAN YSIDRO MOBILITY HUB (SYMH)

Coordination with Stakeholders and Community Engagement

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February 10, 2025

Airport Transit Connection Update

Overview

Since the February 2024 [status update](#) presented to the Board of Directors, staff have been carrying out additional analysis of the Airport Transit Connection (ATC) to ensure alignment with the most recent regional forecasts, proposed 2025 Regional Plan network development, and additional stakeholder input. This analysis will be used to move the project forward into the environmental process.

Key Considerations

Advanced planning work is underway to evaluate which ATC concepts are the most feasible and the best fit for the San Diego region before beginning the environmental analysis phase next year. Progress is being made in the following areas:

- An airport travel survey was launched last fall to collect post-pandemic data on travel habits to and from the airport from residents, tourists, and airport employees. The survey is key to updating the transportation model and informing the ATC planning process.
- Staff are updating ATC Trolley concept features in coordination with our local partner agencies. This includes determining if frequency better than 15 minutes can be achieved while reducing the time the Trolley operates at-grade in one of the most congested parts of Downtown between the airport and Santa Fe Depot.
- Staff have also developed an approach to significantly pare down the number of ATC concepts before entering the environmental analysis phase next year. A mix of metrics including transit connectivity, access, infrastructure requirements, and updated costs will be evaluated along with stakeholder input as part of this process.
- A public engagement strategy will be carried out this year to seek input on the ATC planning pare down process in preparation for environmental review.

Additionally, near-term strategies for enhancing bus and shuttle connections are being developed. These could include more frequent service from Downtown and Old Town to the airport. Transit priority treatments for these services could also be implemented so that Metropolitan Transit System Route 992, the San Diego Flyer, and other shuttle services could benefit. This would ensure better transit options to the airport are available prior to the implementation of the proposed project.

Next Steps

Staff will use feedback received from Working Groups, Transportation Committee, Board of Directors, partner agency Boards, and the public to identify those ATC concepts that may advance to environmental review in fall 2025. Staff will continue collaborating with our peer agency stakeholders and state and federal funding partners to ensure the proposed project best meets the needs of the San Diego region and is highly competitive for state and federal funding.

Action: Information

Staff will present an update on the advanced planning and outreach for the Airport Transit Connection project.

Fiscal Impact:

Funding for the Airport Transit Connection is included in Capital Improvement Project No. 1149100.

Schedule/Scope Impact:

Additional planning analysis and public engagement is underway to prepare the project for environmental review in fall 2025.

Antoinette Meier, Senior Director of Regional Planning



Airport Transit Connection Update

San Diego Regional Military Working Group | Item 5
Marisa Mangan
February 10, 2025

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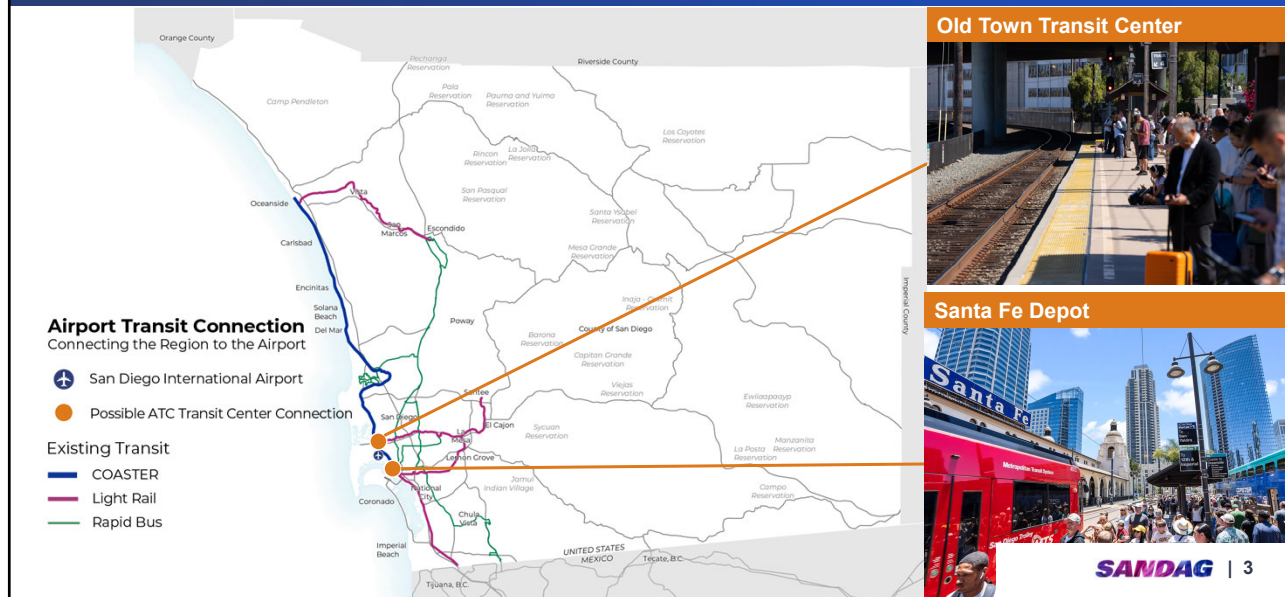
Airport Transit Connection



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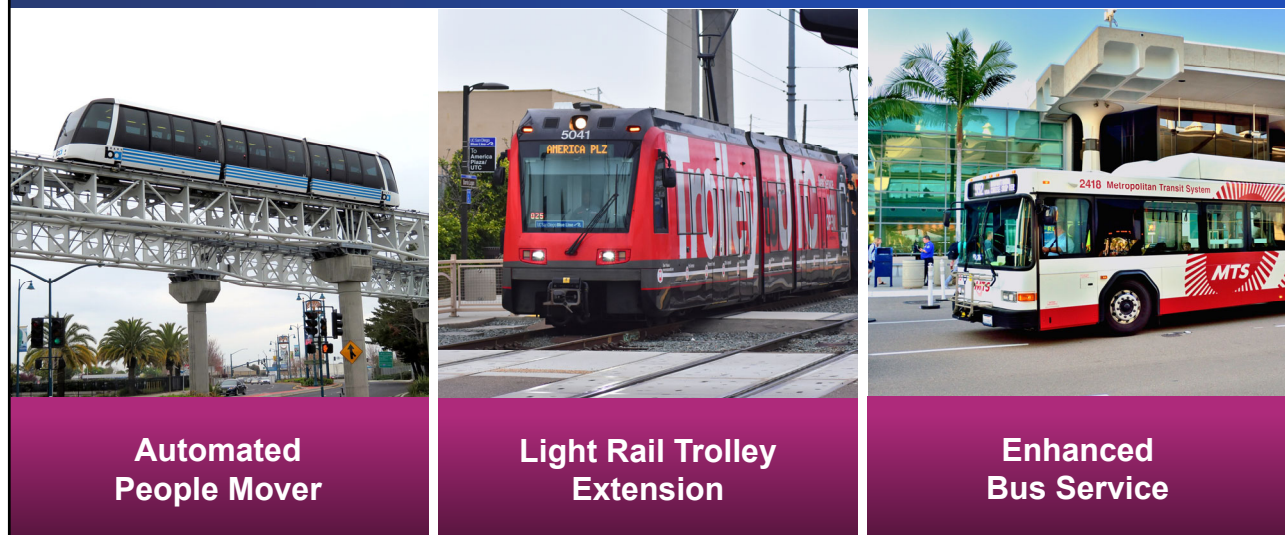
Regional Level Considerations

Connecting to Existing Regional Rail Network



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Airport Transit Connection - Modes Considered



Automated People Mover Image Source:
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Automated People Mover Concepts

Five people mover concepts with 13 total variations



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Trolley Concept Updates

- Concept 6a – Operational modeling in process
- Concept 6b – Trench extension concept variation added



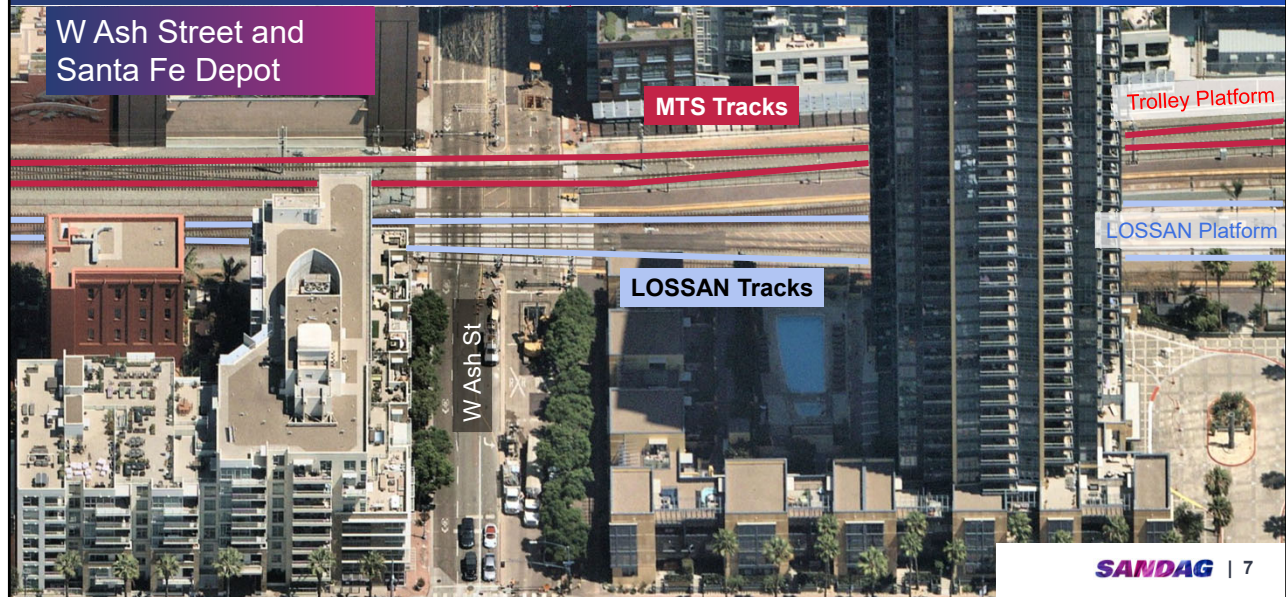
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*The location of the County Center/Little Italy Station is still being evaluated for Trolley Concept 6b.

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Trolley Concept Updates

West Hawthorn Street & West Ash Street Existing Conditions



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Existing Conditions

West Ash Street



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Enhanced Bus Opportunities

Proposed Approach

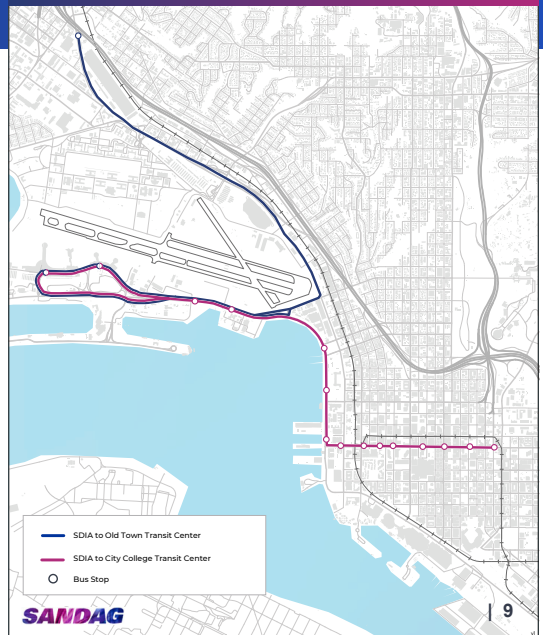
- **Near-Term**

- Terminal 1-Phase 1A opening
- Work with MTS and SDCRAA to increase MTS Route 992 and San Diego Flyer frequency

- **Mid-Term**

- Terminal 1-Phase 1B opening
- Implement bus priority solutions between airport, Downtown, and Old Town
- Interim strategy prior to ATC rail connection

AIRPORT TRANSIT CONNECTION Concept 7: Enhanced Bus Service



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Airport Transit Connection Concepts

Proposed Pare Down Approach for Rail

- Eliminate two people mover concept variations that require either new heavy rail platform or direct access ramp in Middletown
- Evaluate 13 remaining ATC rail concept variations based on a variety of termini and station access metrics including airport travel survey results
- Assess south-leg only people mover options, consider infrastructure requirements for all variations, and update costs to 2024 dollars
- Reduce to a smaller, refined set of concepts that advance to environmental review

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Airport Travel Survey

Fall 2024

- Collected post-pandemic data on how residents, visitors, and employees travel to/from the airport.
- ~4,500 survey responses collected at SDIA terminals and onboard shuttles/buses
 - Intercept/face-to-face interviews (~3,900 responses)
 - Online, self-administered survey (~600 responses)
- Survey data will update the SANDAG transportation model and inform the ATC planning process



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Intercept Survey

Preliminary Insights*

Survey Period

October 4-
October 18

Survey Responses

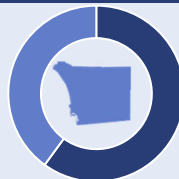
Collected
3,900

Goal
3,450

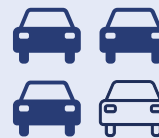
Survey Respondents: Residents, Employees, Visitors



~1 in 4 were
interested in the
optional survey



~60% visitor &
40% San Diego
County **resident**



Nearly **75% drove themselves** or
were dropped off
by someone or a
taxi/TNC



99% of sampling goal for San Diego
Flyer and MTS route
992 riders achieved

Approximate Breakdown of Trip Purposes



~70% Non-Business/Personal



~30% Business/Work-Related

*All results are provisional and subject to change

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Stakeholder Engagement Outlook

Fall 2024–Fall 2025

Continued collaboration with partner agencies

- Regular project planning and public affairs touchpoints
- Joint partner agency workshop
- Partner agency board updates

Public outreach

- Regional and urban core perspectives
- Stakeholder meetings
- In-person and online activities
- Accessible engagement options
- Environmental public scoping meetings



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ATC Near-Term Activities

Spring–Summer 2025

- Publish airport travel survey report
- Update model with airport travel survey data
- Partner agency pare down workshop
- Public input: regional & urban core perspectives
- Start mid-term enhanced bus assessment

Fall–Winter 2024

- Complete airport travel survey and analyze data
- Trolley concept refinements
- ATC concept variation pare down
- Near-term enhanced bus assessment
- Update Board, Transportation Committee, Working Groups

Fall–Winter 2025

- Release notice of preparation (NOP) and begin CEQA process
- Hold public scoping meeting(s)
- Implement near-term enhanced bus service
- Continue mid-term enhanced bus assessment

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February 10, 2025

Flexible Fleets Pilot Grant Program Call for Projects

Overview

Flexible Fleets comprise various on-demand, shared mobility services typically requested or reserved through a smartphone application or call center. Flexible Fleets are one of the mobility strategies in the Regional Plan.

In 2024, the Board of Directors approved an amendment to the budget that authorized federal funding to develop and implement a pilot grant program to implement Flexible Fleet pilot projects in the region.

Key Considerations

The Flexible Fleets Pilot Grant Program is intended to fund projects that expand shared mobility travel choices, enhance transit connections, and reduce greenhouse gas emissions and vehicle miles traveled. The Flexible Fleets Pilot Grant Program will provide initial funding to seed projects that can serve as models for the region and sustain operations following the expiration of the grant.

Based on feedback received from the Flexible Fleets Task Force and Mobility Working Group, eligible applicants will include federal, state, and local government agencies; tribal governments; transit operators; and military institutions.

Eligible costs will include service operations, vehicle purchases, software or hardware purchases, or supportive infrastructure such as vehicle charging, docking stations, right-of-way improvements, signage, and wayfinding. Projects must comply with USDOT regulations regarding federally funded transportation services, including nondiscrimination and equal opportunity for people with disabilities.

Proposed projects must not have been previously funded by SANDAG unless they have an identified need for geographic expansion (e.g., service area expansion to include an underserved community, transit centers, or employment/education/commercial centers).

Next Steps

Draft program eligibility and evaluation criteria (Attachment 1) are being presented to Working Groups and Policy Advisory Committees for input. Feedback received will be used to develop a final call for projects. It is expected that the final call for projects will be brought to the Transportation Committee for a recommendation of approval by the Board in spring 2025.

Antoinette Meier, Senior Director of Regional Planning

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

Attachment: 1. Draft Flexible Fleets Pilot Grant Program Scoring Criteria and Rubric

Action: Discussion

Staff will present an overview of the pilot grant program and request feedback on the program criteria from MWG members.

Fiscal Impact:

Up to \$4.5 million will be made available through the call for projects through Overall Work Program Project No. 3501000: Flexible Fleet Pilots.

Schedule/Scope Impact:

Pending Board of Directors approval, staff anticipates releasing the call for projects in spring 2025.

I. Flexible Fleets Pilot Grant Program Scoring Criteria and Rubric

Projects will be scored based on the Applicant's responses to the Scoring Criteria below. The Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*).

A. Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	FINANCIAL SUSTAINABILITY	20
1.1	Does the Applicant propose stable, future funding sources to fund the project for one or more years beyond the grant term?	10
1.2	Does the Applicant have a feasible strategy for attaining future funding for the Flexible Fleet project?	10
2.	INTEGRATION WITH TRANSIT	20
2.1	Does the project service area overlap with existing transit services, or does the project serve a community with limited transportation access?	5
2.2	Does the project demonstrate how it will provide access to the existing transit network or fill a gap in the transit network?	15
3.	ENGAGEMENT PLAN	15
	Does the Applicant: <ul style="list-style-type: none"> • Identify engagement goals? • Put forth a plan for engaging community members and organizations throughout the program? • Demonstrate how hard-to-reach populations (disabled, underserved, senior residents, etc.) will be engaged? • Propose an effective marketing and engagement strategy that includes specific methods to promote sustainable transportation choices? • Identify a plan to survey riders and community members before the program launch and throughout the program? 	
4.	EQUITY AND ACCESSIBILITY	15
	How well does the Applicant demonstrate that they will continuously implement measurable equity considerations in their program?	

5.	FEASIBILITY	20
	<ul style="list-style-type: none"> Does the Applicant identify a project mode? Does the Applicant include a well-thought-out approach to how they will deliver the project? Is the project schedule realistic and feasible? Does the Applicant identify proper staff and technical capacity for project oversight? Does the Applicant identify a plan for procurement of goods and services? Does the funding amount request match the scope (vehicles, infrastructure, operations platform, etc.)? Does the Applicant identify a service zone that is realistic and feasible? Does the Applicant include a map of the proposed service area? Is the program fleet size feasible with the proposed schedule, budget, and service zone? 	
6.	MATCHING FUNDS	10
	Points will be awarded based on the scale provided in the Scoring Rubric.	
	TOTAL	100

B. Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent, with substantive documentation or evidence
Sufficiently	to a satisfactory extent, with adequate documentation or evidence
Mostly	to a large extent, with general documentation or evidence
Partially	to a limited extent, with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. FINANCIAL SUSTAINABILITY

Up to 20 points possible

1.1. Stable Future Funding Sources

Up to 10 points possible

An Applicant will receive points based on the availability of stable future funding to sustain the service for one or more years beyond the grant term. Examples of stable project funding sources may include multi-year general fund allocation, long-term contractual cost-sharing agreements with private partners, parking fee revenue, and transit operations funding. Please note that a future competitive grant is not considered a stable funding source. To be considered stable, the funding must already be secured, or the Applicant has the authority to authorize the funding in the future.

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion based on the Applicant's responses in the grant application.

Applicant Response	Points
The application includes stable future funding for four to five years following the end of the grant term.	10 points
The application includes stable future funding for three to four years following the end of the grant term.	8 points
The application includes stable future funding for two to three years following the end of the grant term.	6 points
The application includes stable future funding for one to two years following the end of the grant term.	4 points
The application includes stable future funding for seven months to one year following the end of the grant term.	2 points
The application includes stable future funding for six months following the end of the grant term.	1 point
The application does not include stable future funding sources for at least 6 months beyond the grant term.	0 points

1.2. Strategy to Attain Future Funding

Up to 10 points possible

Applicants should provide a strategy for securing a stable funding source following the end of the grant term. For example, the application should detail the steps needed to form a parking district and generate revenue through parking fees or the required steps to allocate general funds to the program annually. Applicants should also identify a timeline for obtaining each future funding source, how long the funding could be available, and the likelihood that the Applicant will be able to secure that funding.

Applicant Response	Points
Clearly and convincingly demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term and provides substantive documentation or evidence.	10 points
Sufficiently demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term and provides adequate documentation or evidence.	8 points
Mostly demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long term and provides general documentation or evidence.	6 points
Partially demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term but provides incomplete documentation or evidence.	4 points
Minimally demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term and provides little to no documentation or evidence.	2 points
Unable to address criterion, even to a minimal extent	0 points

2. INTEGRATION WITH TRANSIT

Up to 20 points possible

2.1. Service to Existing Transit or Service to a Transit Desert

Up to 5 points possible

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criteria. Points will be awarded based on the inclusion or proximity to existing transit facilities in the proposed project's service area. A link to the interactive map identifying the existing transit network will be provided.

The Applicant should demonstrate that the service will connect riders to existing bus and/or rail services. A regional transit station is any station served by COASTER, SPRINTER, Trolley, Rapid, or Rapid Express Routes. A local transit stop is any stop served by MTS bus routes or NCTD BREEZE services.

Applicant Response	Points
<p>The project's service area includes at least one of the following:</p> <ul style="list-style-type: none"> • A regional transit station • At least two (2) adjacent transit lines (local/Rapid/express bus route or light rail/regional rail/heavy rail line) • An area that is not served by local or regional transit (a transit desert) 	5 points
The project's service area does not include existing transit services and facilities or does not provide services to an area that lacks local or regional transit service.	0 points

2.2. Access to the Existing Transit Network

Up to 15 points possible

The Applicant should explain how the project will integrate with transit in other ways besides the service area. For example, free trips to transit stops/stations, service is staged or docked at transit stops/stations, and signage or other advertising of the service at transit stops/stations. The Applicant could also demonstrate how the project will fill an existing transit-need gap such as providing service during existing transit's off-operation hours.

Applicant Response	Points
Clearly and convincingly demonstrates how the project will provide access to the existing transit network, and the application provides substantive documentation or evidence.	15 points
Sufficiently demonstrates how the project will provide access to the existing transit network, and the application provides adequate documentation or evidence.	11-14 points
Mostly demonstrates how the project will provide access to the existing transit network, and the application provides general documentation or evidence.	8-10 points
Partially demonstrates how the project will provide access to the existing transit network, but the application provides incomplete documentation or evidence.	4-7 points
Minimally demonstrates how the project will provide access to the existing transit network, and the application provides incomplete documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

3. ENGAGEMENT PLAN

Up to 15 points possible

An engagement plan is a document that outlines strategies for public participation and outreach in a community. It includes a timeline, assigned roles, and specific project strategies that may impact the community. An engagement plan aims to involve the public in decision-making, giving local knowledge and public opinion more weight. Examples of methods used in engagement plans include surveys/questionnaires, presentations to community members to gain feedback, and online media engagement tools. The Applicant should include the following in its response:

- Define the goals and purpose of the engagement plan
- Identify the target community to be engaged, including community organizations
- Include a strategy that identifies the methodology of how the service will meet the specific needs of the community
- Propose an effective marketing and engagement strategy that includes specific methods to promote sustainable transportation choices.
- Determine engagement methods and strategies, including how hard-to-reach populations (disabled, underserved, senior residents, etc.) will be engaged. (Pre-launch and continuous community surveying are required.)
- Develop an action plan to implement the service, including a survey of riders and community members before the service launches and throughout the service delivery. The Applicant should also describe how the service will be implemented.
- How the Applicant will evaluate and measure the results of the service.

The Applicant should also demonstrate how the community's feedback will be incorporated into project goals and service operations. Examples include expanding the service area to reach a community college, extending service hours on a particular day(s) of the week, and revising the operations plan on a seasonal basis.

Applicant Response	Points
Clearly and convincingly demonstrates how the Applicant will accomplish successful project community engagement, and the application provides substantive documentation or evidence.	15 points
Sufficiently demonstrates how the Applicant will accomplish successful project community engagement, and the application provides adequate documentation or evidence.	11-14 points
Mostly demonstrates how the Applicant will accomplish successful project community engagement, and the application provides general documentation or evidence.	8-10 points
Partially demonstrates how the Applicant will accomplish successful project community engagement but the application provides incomplete documentation or evidence.	4-7 points
Minimally demonstrates how the Applicant will accomplish successful project community engagement, and the application provides little or no documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

4. EQUITY AND ACCESSIBILITY

Up to 15 points possible

Applicants should demonstrate that they will continuously implement measurable equity considerations in their program. The Applicant is required to demonstrate five methods of incorporating equity and accessibility in the engagement plan and operations plan. Examples include ensuring a language assistance service is available, ride booking options for unbanked riders and riders without access to a smartphone/internet, educational engagement, service hours that accommodate nontraditional work schedules, coordination with local community organizations, targeted outreach to hard-to-reach populations (disabled, underserved, senior populations, etc.), first/last mile access to schools or jobs.

Please note that providing an ADA-accessible Flexible Fleet service is a requirement of this program.

Applicant Response	Points
Clearly and convincingly demonstrates how equity and accessibility will continuously be implemented throughout the project, and the application provides substantive documentation or evidence.	15 points
Sufficiently demonstrates how equity and accessibility will continuously be implemented throughout the project and the application provides adequate documentation or evidence.	11-14 points
Mostly demonstrates how equity and accessibility will continuously be implemented throughout the project, and the application provides general documentation or evidence.	7-10 points
Partially demonstrates how equity and accessibility will continuously be implemented throughout the project, but the application provides incomplete documentation or evidence.	4-6 points
Minimally demonstrates how equity and accessibility will continuously be implemented throughout the project, and the application provides little or no documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

5. FEASIBILITY

Up to 20 points possible

Applicants will receive points based on how feasible the project is, as demonstrated by the proposed project scope of work, schedule, and budget. The following factors should be considered.

- Does the Applicant identify a project mode?
- Does the Applicant include a well-thought-out approach to how they will deliver the project?
- Is the project schedule realistic and feasible?
- Does the Applicant identify proper staff and technical capacity for project oversight?
- Does the Applicant identify a plan for procurement of goods and services?
- Does the funding amount requested align with the scope (vehicles, infrastructure, operations platform, etc.)?
- Does the Applicant identify a service area that is realistic and feasible? The effectiveness of a Flexible Fleet deployment depends on a series of demand and service design factors: population/job density, transit frequency, transit "deserts," target population demographics, and multiple trip types. For more information, refer to Chapter 4 of the [Flexible Fleets Implementation Strategic Plan](#).
- Is the program fleet size feasible with the proposed schedule, budget, and service area?

Applicant Response	Points
Clearly and convincingly demonstrates how the project scope of work, schedule, and budget are feasible and realistic, and the application provides substantive documentation or evidence.	20 points
Sufficiently demonstrates how the project scope of work, schedule, and budget are feasible and realistic, and the application provides adequate documentation or evidence.	16-19 points
Mostly demonstrates how the project scope of work, schedule, and budget are feasible and realistic and the application provides general documentation or evidence.	11-15 points
Partially demonstrates how the project scope of work, schedule, and budget are feasible and realistic, but the application provides incomplete documentation or evidence.	6-10 points
Minimally demonstrates how the project scope of work, schedule, and budget are feasible and realistic, and the application provides incomplete documentation or evidence.	1-5 points
Unable to address criterion, even to a minimal extent.	0 points

6. MATCHING FUNDS

Up to 10 points possible

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion based on the Applicant's responses in the grant application.

Points for Matching Funds will be awarded based on the following scale. The Match percentage is derived by dividing the total Matching Funds provided in the grant application by the sum of the total Flexible Fleets Pilot Program grant requested and the total Matching Funds listed in the grant application.

Percentage of Matching Funds	Points
30.01% - 40.00% and above of the Total Project Cost	10 points
25.01% - 30.00% of the Total Project Cost	8 points
20.01% - 25.00% of the Total Project Cost	6 points
15.01% - 20.00% of the Total Project Cost	4 points
11.48% - 15.00% of the Total Project Cost	2 points
11.47% of the Total Project Cost	0 points

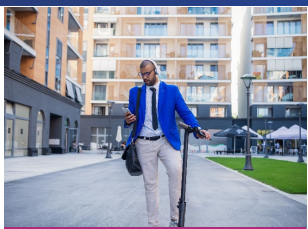


Flexible Fleets Pilot Grant Program Call for Projects

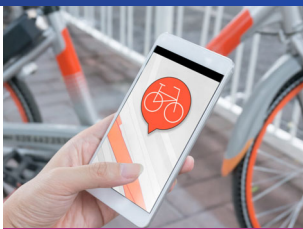
San Diego Regional Military Working Group| Item 6
Jenny Russo, Grants Program Manager
Emily Doss, Associate Regional Planner
February 10, 2025

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Flexible Fleets Overview



Micromobility: Scootershare



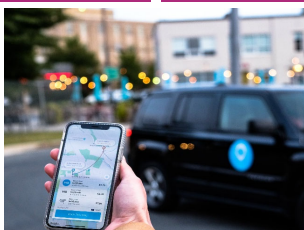
Micromobility: Bikeshare



Neighborhood Electric Vehicles (NEV)



Carshare



Rideshare



Vanpool



Microtransit

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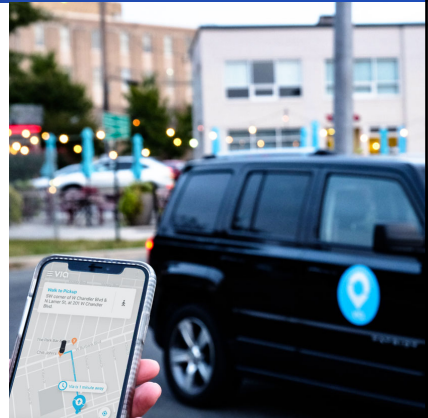
SANDAG Supported Flexible Fleets



Oceanside NEV
gO'side



Pacific Beach NEV
Beach Bug



Southeastern San Diego
Microtransit

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Additional Flexible Fleet Services

Neighborhood Electric Vehicle Services

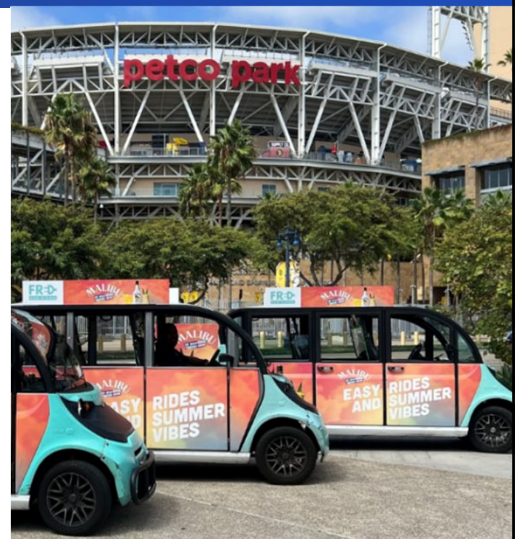
- FRED (Downtown San Diego)
- FRANC (National City)
- Island Express (Coronado)
- IB Shuffling (Imperial Beach)

Microtransit Services

- Chula Vista Community Shuttle
- Carlsbad Good Ride
- San Marcos Microtransit (NCTD+)

Coming Soon

- North Park/City Heights Microtransit
- El Cajon Microtransit
- Ramona Microtransit



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Flexible Fleet Pilot Grant Program Development

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Flexible Fleets Pilot Project Recommendations

Mobility Working Group May 9, 2024

- 1st Financial Sustainability
- 2nd Influence Travel Behavior
- 3rd Reduce Greenhouse Gas Emissions
- 4th Integration with Transit
- 5th Equity
- 6th Unique Partnerships
- 7th Data Collection
- 8th Innovation

Flexible Fleets Task Force April 25, 2024

- 1st Integration with Transit
- 2nd Influence Travel Behavior
- 3rd Financial Sustainability
- 4th Equity
- 5th Reduce Greenhouse Gas Emissions
- 6th Unique Partnerships
- 7th Innovation
- 8th Data Collection

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Feedback from Meetings

June 2024 - Joint Transportation, Regional Planning, and Borders Committees

- Public Engagement & Rider Engagement
- Sustainable Funding for Operations
- Collaboration with MTS & NCTD Transit Connections
- Informed Service Zone Planning

Summer 2024 - Flexible Fleet Task Force Meetings & Engagement

- Definitions of Evaluation Criteria
- Scoring weight of evaluation criteria
- Eligibility requirements
- Award Amount



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Draft Program Goal

The Flexible Fleets Pilot Grant Program is intended to fund projects that expand shared mobility travel choices, enhance transit connections, and reduce greenhouse gas emissions and vehicle miles traveled.

The Flexible Fleets Pilot Grant Program will provide initial funding to seed projects that can serve as models for the region and sustain operations following the expiration of the grant.

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Proposed Eligibility

Eligible Applicants	<ul style="list-style-type: none"> • Local, state, federal & tribal governmental agencies • Transit districts • Military institutions
Eligible Grant Types	<ul style="list-style-type: none"> • Service Operations • Capital (e.g. vehicles, software, supportive infrastructure)
Sample Eligible Activities	<ul style="list-style-type: none"> • Direct operations of service (Microtransit, NEV, etc.) • Contract services (Microtransit, NEV, Bikeshare, Carshare, etc.) • Vehicle Procurement • Software/Hardware • Flexible Fleet Supportive Infrastructure (e.g. charging, docking stations, right of way improvements, signage and wayfinding)

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Available Funding and Award Sizes

- Available Funding: **\$4.5 million**
 - Federal Highway Administration (FHWA) Regional Transportation Surface Program (RSTP)
- Maximum Award: \$1,000,000
- Federal Funding Requirements
 - Matching funds (11.47% of Total Project Cost)
 - Federal Provisions, nondiscrimination, Title VI and ADA

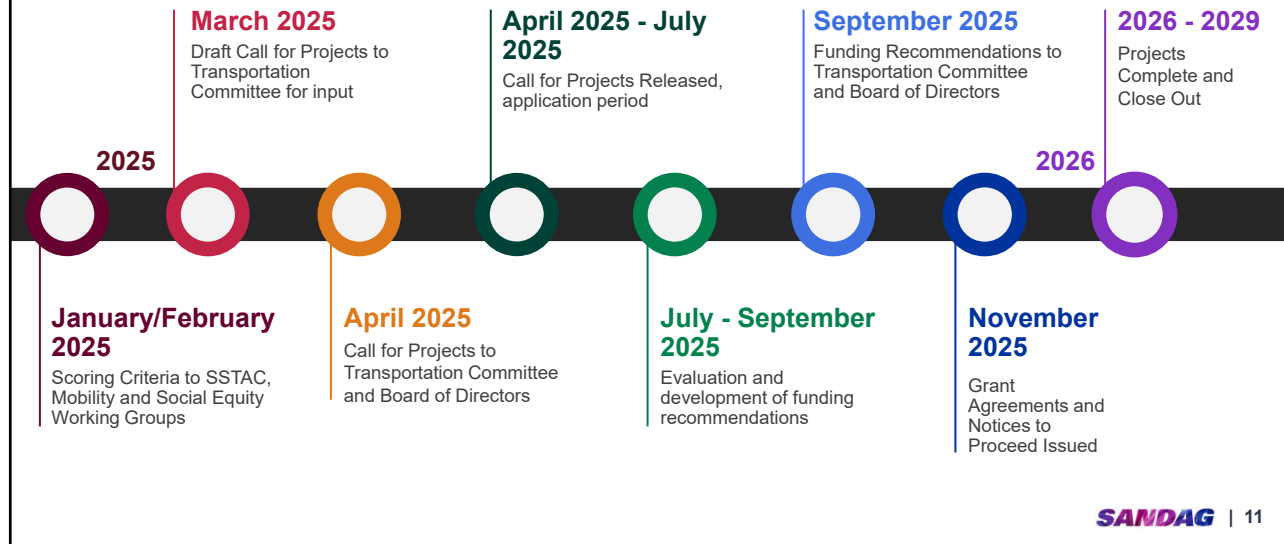


U.S. Department
of Transportation
Federal Highway
Administration

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Anticipated Timeline



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Draft Evaluation Criteria

<i>Proposed Evaluation Criteria</i>	
Financial Sustainability	20%
Feasibility	20%
Equity and Accessibility	15%
Integration with Transit	20%
Engagement Plan	15%
Matching Funds	10%

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grantsdistribution@sandag.org



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