



# ***San Diego Regional Military Working Group Agenda***

**Monday, May 19, 2025,  
9 a.m.**

Welcome to SANDAG. The San Diego Regional Military Working Group meeting scheduled for Monday, May 19, 2025, will be held in person in the SANDAG Board Room. While Working Group members will attend in person, members of the public will have the option of participating either in person or virtually.

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Webinar ID: 827 3493 5897

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**Public Comments:** Members of the public may speak to the San Diego Regional Military Working Group on any item at the time the Working Group is considering the item. Public speakers are generally limited to three minutes or less per person.

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

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**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 | ການຊ່ວຍເຫຼືອດ້ານພາສາພຣີ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога | [sandag.org/LanguageAssistance](http://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

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## MEMBERSHIP

The San Diego Regional Military Working Group (Working Group) provides a collaborative forum for the various branches of the military and SANDAG to coordinate on mutual areas of interest including growth management, habitat, transportation, the regional growth forecast, housing, water supply and quality, energy, and other related topics. The voting membership of the Working Group is composed of four representatives from the armed forces: Navy Region Southwest, Marine Corps Installation West, Marine Corps Recruitment Depot, and U.S. Coast Guard San Diego Sector. In addition, membership includes one representative from the following jurisdictions and agencies: City of Coronado, City of Imperial Beach, City of Oceanside, City of National City, City of San Diego, County of San Diego, the Port of San Diego, the Metropolitan Transit System, and the North County Transit District. The Working Group reports to the Regional Planning Committee, which in turn reports to the Board of Directors.

The Working Group generally meets quarterly at SANDAG offices, as well as other times and locations as may be needed.

Staff contact: Danielle Kochman, (650) 699-1921, [danielle.kochman@sandag.org](mailto:danielle.kochman@sandag.org).

### MEMBERS

**Steve Goble, Chair**

Deputy Mayor, City of El Cajon

**Anna Shepherd**

Regional Community Plans & Liaison Officer  
Navy Region Southwest

**Becca Brooks**

Chief of Emergency Management  
U.S Coast Guard, San Diego Sector

**Jim Gruny**

Community Liaison Officer  
Marine Corps Recruit Depot

**Vacant****Tina Friend**

City Manager  
City of Coronado

**Erika Coretz-Martinez**

Chief Administrative Officer  
City of Imperial Beach

**Ben Martinez**

Community Development Director  
City of National City

### ALTERNATES

**Muska Laiq**

Deputy Regional Community Plans & Liaison  
Officer  
Navy Region Southwest

**Vacant****Thomas Fahy**

Colonel  
Marine Corps Recruit Depot

**Sam Jammal**

Community Liaison Officer  
Marine Corps Installation West

**Tony Winney**

Assistant City Manager  
City of Coronado

**Tyler Foltz**

City Manager  
City of Imperial Beach

**Martin Reeder**

Planning Manager  
City of National City

## **MEMBERS**

### **Russ Cunnigham**

Principal Planner  
City of Oceanside

### **Tait Galloway**

Deputy Planning Director  
City of San Diego

### **Richard Whipple, P.E.**

Deputy Director, Department of Public Works  
County of San Diego

### **Sid Voorakkara**

Port Commissioner  
Port of San Diego

### **Beverly Neff**

Senior Transportation Planner  
Metropolitan Transit System

### **Jose Cervantes**

Transit Planner  
North County Transit District

## **ALTERNATES**

### **Vacant**

### **Seth Litchney**

Program Manager  
City of San Diego

### **Donald Chase**

Land Use/Environmental Planning Manager  
County of San Diego

### **Aimee Hiem**

Program Director, Grants & Government  
Relations  
Port of San Diego

### **Julia Tuer**

Manager of Government Affairs  
Metropolitan Transit System

### **Mary Balderrama**

Transit Planner  
North County Transit District



# San Diego Regional Military Working Group

Monday, May 19, 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

Approve

*Michael Garcia, SANDAG*

The San Diego Regional Military Working Group is asked to approve the minutes from its February 10, 2025, meeting.

[Meeting Minutes](#)

## Reports

### +3. Regional Safety Planning Updates

Discussion

*Sam Sanford, Austin Norman, SANDAG*

Staff will present the final regional Vision Zero Action Plan, safety networks near military installations, supporting safety tools, regional safety statistics, and implementation steps.

[Regional Safety Planning Updates](#)

[Att. 1 - Safe Streets and Roads for All Grant Summary Presentation](#)

### +4. Transportation Demand Management Updates

Information

*Jennifer Williamson, SANDAG; Trevor Hill, Steer Group*

Staff will present an update on the sustainable transportation services provided to the Navy during FY 2025.

[Transportation Demand Management Updates Presentation](#)

### 5. San Diego County LOSSAN Resiliency Projects Update

Information

*Anna Devers SANDAG; Sean Neef, USTRANSCOM*

Staff will provide an overview of the Strategic Rail Corridor Network (STRACNET) and highlight the importance of the LOSSAN corridor for military operations.

[Presentation](#)

**6. MTS Comprehensive Operational Analysis & Polling Exercise**

Discussion

*Ariel Kroll, MTS*

MTS Staff will present on their Comprehensive Operational Analysis initiative and will seek inputs via polling and mapping requests from Military Working Group Members.

[Presentation](#)

**Adjournment**

**Adjournment**

The next San Diego Regional Military Working Group meeting is scheduled for Monday, September 8, 2025, at 9 a.m.

+ next to an agenda item indicates an attachment

May 19, 2025

## **February 10, 2025, 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 9:24 a.m.

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

Public Comments: Max Feagle

Member Comments: Chair Goble, Mike Woiwode (SDMAC), and Anna Shepherd (Navy Region Southwest).

#### **Consent**

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

The MWG was asked to approve the minutes from its September 9, 2024, meeting.

#### **3. 2025 Military Working Group Meeting Calendar**

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

Public Comments: None.

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

The motion passed.

Yes: Erika Cortez-Martinez (City of Imperial Beach), Marlon Pangilinan (City of San Diego), Rich Whipple (County of San Diego), Jim Gruny, Anna Shepherd, Jose Cervantes (North County Transit District), and Aimee Heim (Port of San Diego).

No: None.

Abstain: None.

Absent: Coronado, National City, Oceanside, Coast Guard San Diego Sector, Marine Corps Installation West, and Metropolitan Transit System.

#### **Reports**

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

Associate Regional Planners Zach Hernandez and Lizzy Havey presented an overview of the work completed to date for the San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Studies.

Public Comments: None.

Action: Information.

## **5. Airport Transit Connection Update**

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

Public Comments: None.

Action: Information.

## **6. Flexible Fleets Pilot Grant Program Call for Projects**

Associate Regional Planner Emily Doss and Grants Program Manager Jenny Russo presented an overview of the pilot grant program and requested feedback on the program criteria from MWG members.

Public Comments: None.

Action: Discussion.

## **7. Topics for Discussion at Future Meetings**

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

Public Comments: None.

Action: Discussion.

## **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.

Chair Goble adjourned the meeting at 10:28 a.m.

## Confirmed Attendance at Military Working Group Meeting

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

DRAFT

May 19, 2025

## Regional Safety Planning Updates

### Overview

On June 22, 2022, the SANDAG Board of Directors adopted Resolution 2023-02 directing staff to seek funding and develop a Regional Vision Zero Action Plan (VZAP) to advance traffic safety goals for the San Diego region. This planning effort is included in the 2021 Regional Plan as a near-term implementation action and safety is a goal area for the 2025 Regional Plan. Staff will provide an overview of regional safety planning efforts, safety networks identified near major military installations, and implementation grant information.

### Key Considerations

#### *Final Regional Vision Zero Action Plan*

Developed in collaboration with local agency staff, the VZAP Technical Advisory Group<sup>1</sup>, community-based organizations and the public, the Vision Zero Action Plan identifies local traffic safety challenges and solutions to support Vision Zero. The plan identifies where the most fatal and serious injury crashes occur and provides resources to improve safety in those areas. The plan also details SANDAG's role in implementing safety solutions and how progress toward Vision Zero will be evaluated. With the VZAP finalized, local agencies are eligible for Safe Streets and Roads for All implementation grants (Attachment 1). The [final VZAP](#) and its [technical appendices](#) are available on SANDAG's [Vision Zero webpage](#).

#### *Regional VZAP Implementation Steps*

The Regional VZAP includes implementation steps that are organized under seven focus areas: Coordinate, Advocate, Plan, Fund, Educate, Evaluate, and Implement. Multiple implementation efforts are currently in progress and SANDAG has recently launched three: including AB 43 technical support<sup>2</sup>, local agency countermeasure tool development<sup>3</sup>, and grant criteria updates<sup>4</sup>.

### Next Steps

SANDAG will advance implementation steps identified in the Vision Zero Action Plan in coordination with partner agencies. Annual updates on the plan's progress will be provided to SANDAG working groups and policy advisory committees. Completion of the VZAP makes SANDAG and local agencies eligible for federal safety grant funds. Additionally, the development of this plan will inform future planning efforts.

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

Attachments: 1. Safe Streets and Roads for All Grant Summary

#### Action: Discussion

Staff will present the final regional Vision Zero Action Plan, safety networks near military installations, supporting safety tools, regional safety statistics, and implementation steps.

#### Fiscal Impact:

Completion of the Vision Zero Action Plan establishes local agency eligibility for federal Safe Streets and Roads for All implementation grants.

#### Schedule/Scope Impact:

The regional Vision Zero Action Plan was completed on November 15, 2024.

<sup>1</sup> The Technical Advisory Group (TAG) consisted of multidisciplinary community members with diverse perspectives including local jurisdictions, transit agencies, tribal nations, community-based organizations, Vision Zero advocacy groups, first responders, health professionals, education professionals, and law enforcement.

<sup>2</sup> AB 43 establishes more flexible speed limit setting for municipalities. SANDAG developed a Safety Corridor Network for each jurisdiction to identify portions of each jurisdiction's roadway network that can be eligible for a 5-mph speed limit reduction.

<sup>3</sup> An online platform for local agencies has been developed to share safety data, resources, support safety project development, and countermeasure selection.

<sup>4</sup> Regional Active Transportation Program and Smart Growth Incentive Program evaluation criteria have been updated to further safety goals and leverage the regional VZAP analyses.



# SANDAG DISCRETIONARY GRANT OPPORTUNITY SUMMARY

## SS4A – Safe Streets and Roads for All Program

### PROGRAM SUMMARY

SS4A provides funding for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways. Supports planning, infrastructure, and behavioral and operational initiatives to prevent fatalities and serious injuries on roads and streets.

### PROGRAM GOALS AND PRIORITIES

The purpose of SS4A grants is to improve roadway safety through the development of Action Plans and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, and commercial vehicle operators. Successful grant applications will:

- Promote safety to prevent fatal and serious injuries on public roadways
- Employ low-cost, high-impact strategies that can improve safety over a wide geographic area
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities
- Incorporate evidence-based projects and strategies, and adopt innovative technologies and strategies
- Demonstrate engagement with a variety of public and private stakeholders.

### ELIGIBLE PROJECT TYPES

The SS4A program provides funding for two types of grants:

1. **Planning and Demonstration Grants**
  - Develop a comprehensive safety action plan (referred to as an "Action Plan")
  - Conduct supplemental safety planning to complete or enhance an Action Plan
  - Carry out demonstration activities to inform the development of, or an update to, an Action Plan
  - *Eligible Planning Activities:* Develop a new Action Plan, Enhance an existing plan, Supplemental activities (Action plan updates, plan consolidation, complementary safety plan development, road safety audits, Follow-up data collection and safety analysis, progress reporting, stakeholder engagement, and roadway safety planning)
  - *Eligible Demonstration Activities:* Feasibility studies, MUTCD engineering studies, behavioral or operational activity pilots, new technology pilot programs
2. **Implementation Grants**
  - Implement projects and strategies identified in an Action Plan
  - Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities.
  - Implementation projects may also include demonstration activities and Supplemental planning to inform an existing Action Plan, as well as project-level planning, design, and development activities for projects and strategies identified in an Action Plan (e.g., project-level NEPA compliance, associated environmental review activities, permits and approvals, construction design, etc.).
  - Project-level planning, design, and development activities must be directly connected to the completion of projects and strategies funded through an Implementation Grant
  - *Eligible Implementation activities:* Low-Cost Safety Treatments, Network Risk Reduction, Complete Streets, Pedestrian Safety Enhancements, Bike Network Development, Speed Management, Safe Routes to School and Transit, Safety Technologies and Strategies, Education Initiatives, Roadway Departure Reduction, Intersection Improvements, Safety Strategies Identified in Other Plans

### OTHER CONSIDERATIONS

- SS4A requires an eligible Action Plan to be in place before applying to implement projects and strategies
- Demonstration activities and pilot programs must inform Action Plans
- Demonstration activities must use temporary materials and do not involve permanent roadway reconstruction
- DOT generally expects demonstration activities to be initiated within 18 months
- Data collection and performance reporting requirements apply to this opportunity and should be integrated into the project proposal

### QUICK FACTS

#### Source of Funding

Federal Funds (IIJA)

#### Fund Administrator

Department of Transportation (DOT)

#### Links

[NOFO](#), [Program Website](#), [grants.gov](#), [Webinars](#)

#### Key Dates

NOFO Released	3/28/2025
<a href="#">Webinars</a>	
Implementation	4/15/25
Action Plans	4/17/25
Planning & Demonstration	4/23/25
Go/No-Go Deadline	6/5/2025
Pre-Application review deadline	5/9/2025
Technical Questions deadline	5/29/2025
<b>Applications Due</b> 5:00 PM (EDT)	6/26/2025
Awards Announced	Unknown
Obligation Deadline	Within 12 months of awards announced
Period of Performance	5 years

#### Amount of Funding Available

- \$982,260,494
  - Implementation Grants: \$580 million
  - Planning and Demonstration: \$402,260,494

#### Award Sizes

- Implementation Grants:
  - Expected number of awards: 40 to 70
  - Expected funding range: \$2.5-\$25 million
- Planning and Demonstration
  - Expected number of awards: 400 to 700
  - Expected funding range: \$100,000 to \$5 million

One application per Eligible Applicant

#### Prior Awards

- Implementation – Average:
  - FY22,23, and 24: \$13.3M
- Planning and Demonstration – Average:
  - FY22, 23, 24: \$556K

#### Eligible Applicants

- Metropolitan planning organizations (MPO)
- Political subdivisions of a State or territory (e.g., cities, towns, counties)
- Federally recognized Tribal governments
- A multijurisdictional group of entities described in any of the three types of entities.

#### Matching Funds

20%

#### Program Contacts

[SS4A@dot.gov](mailto:SS4A@dot.gov)



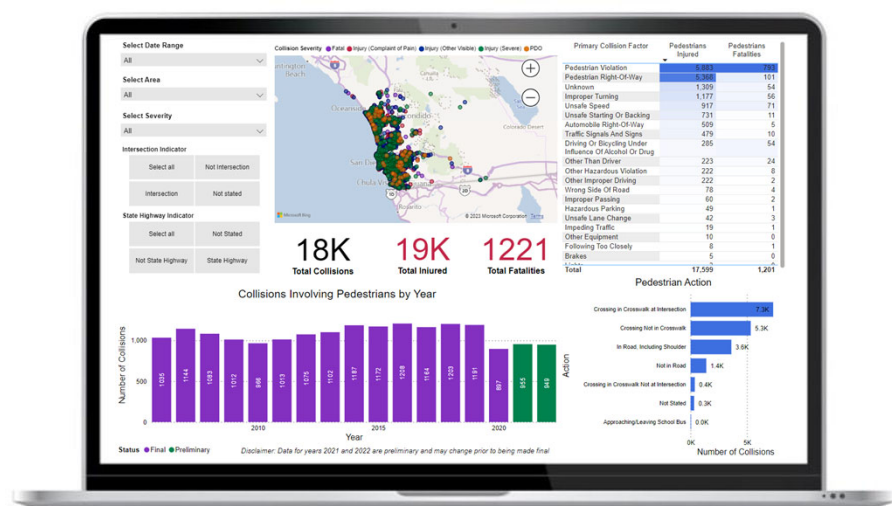
## Regional Safety Planning Updates

Military Working Group | Item 3  
Sam Sanford, Senior Regional Planner  
Austin Norman, Regional Planner I  
May 19, 2025

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### Traffic Safety Dashboard

[SANDAG.org/trafficsafety](https://SANDAG.org/trafficsafety)



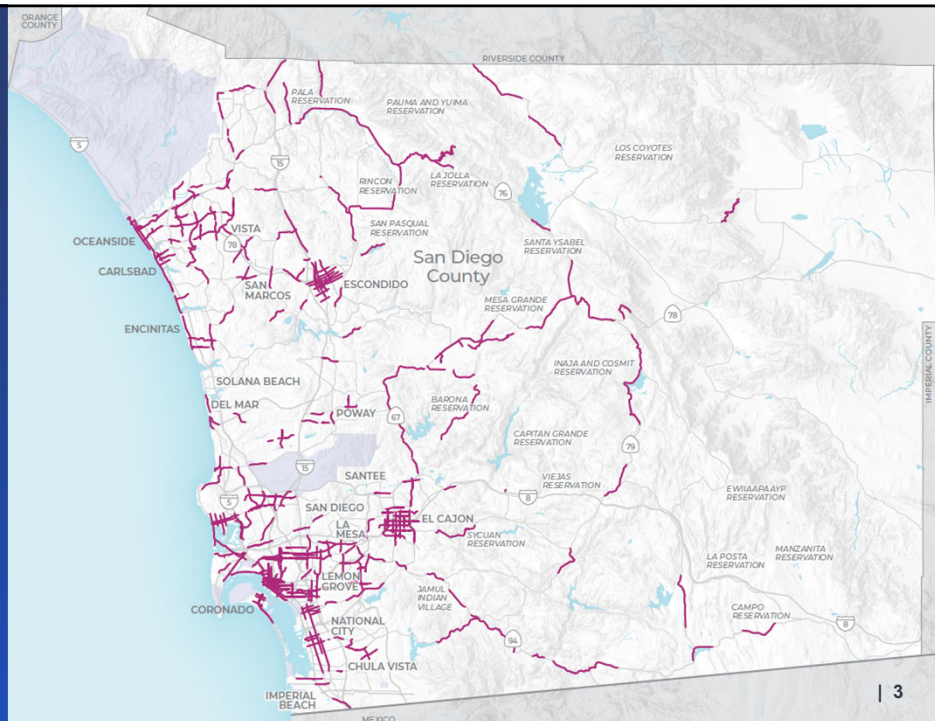
SANDAG | 2

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## Safety Focus Network

**54%** of fatal and serious injury crashes occur on just **6%** of our region's local roads

Equity Areas make up only **19%** of the region but account for **44%** of the Safety Focus Network



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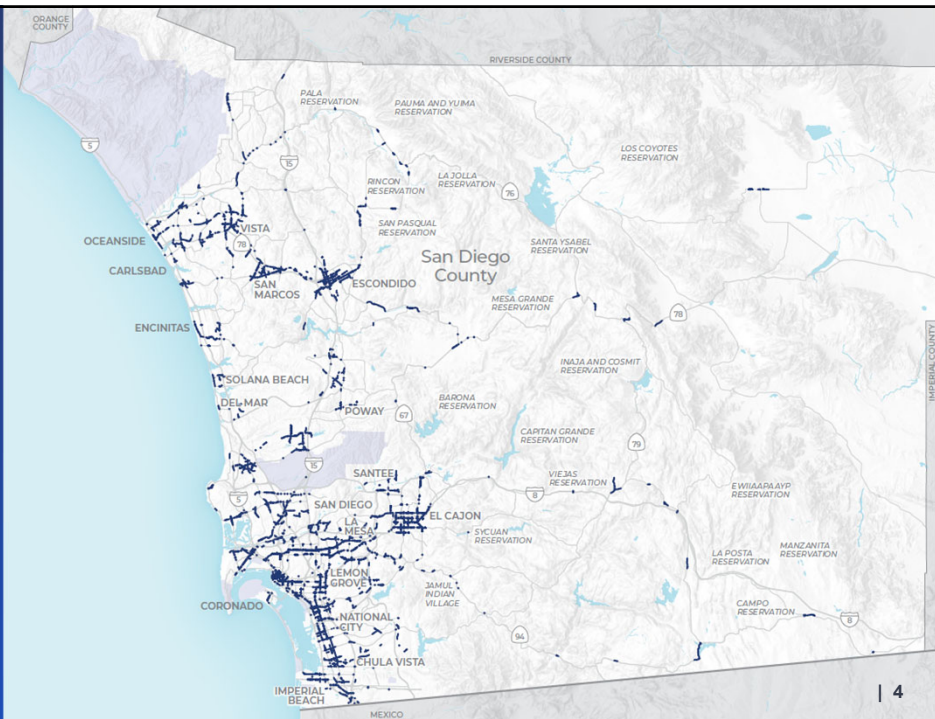
## Systemic Safety Network

**Road classification:** Major roads and freeway ramps

**Number of lanes:** Roads with two or more lanes per direction

**Intersection type:** Side-street stop-controlled and signalized intersections on wide, high-speed roads

**Proximity to activity generators:** Roads or intersections near commercial areas, multi-family housing, transit stops, or schools.



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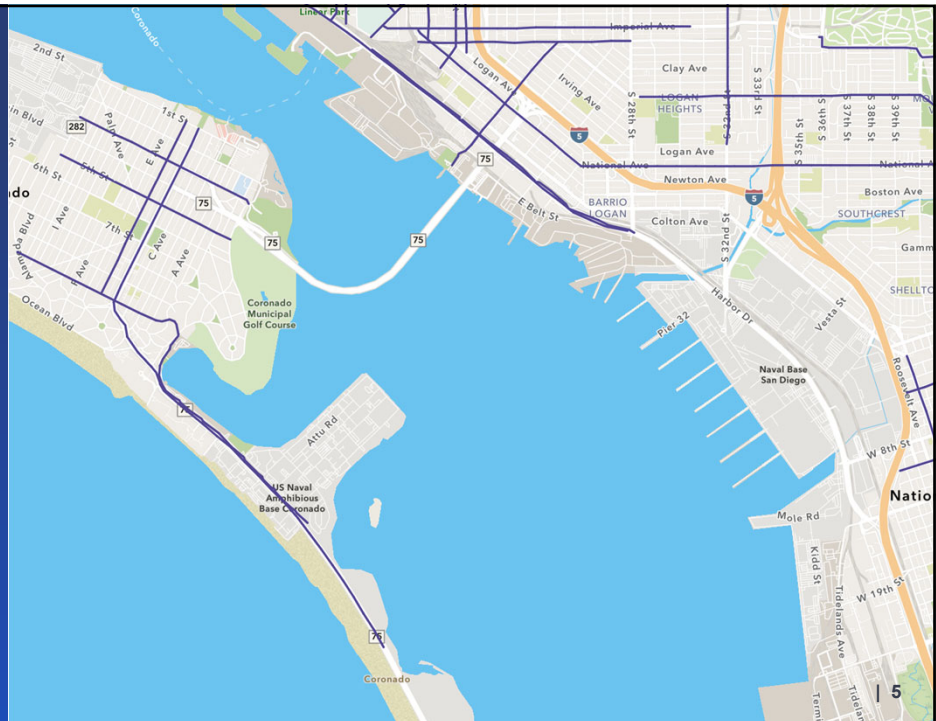


## Safety Focus Network

Naval Air Station North Island

Naval Base San Diego

US Naval Amphibious Base Coronado



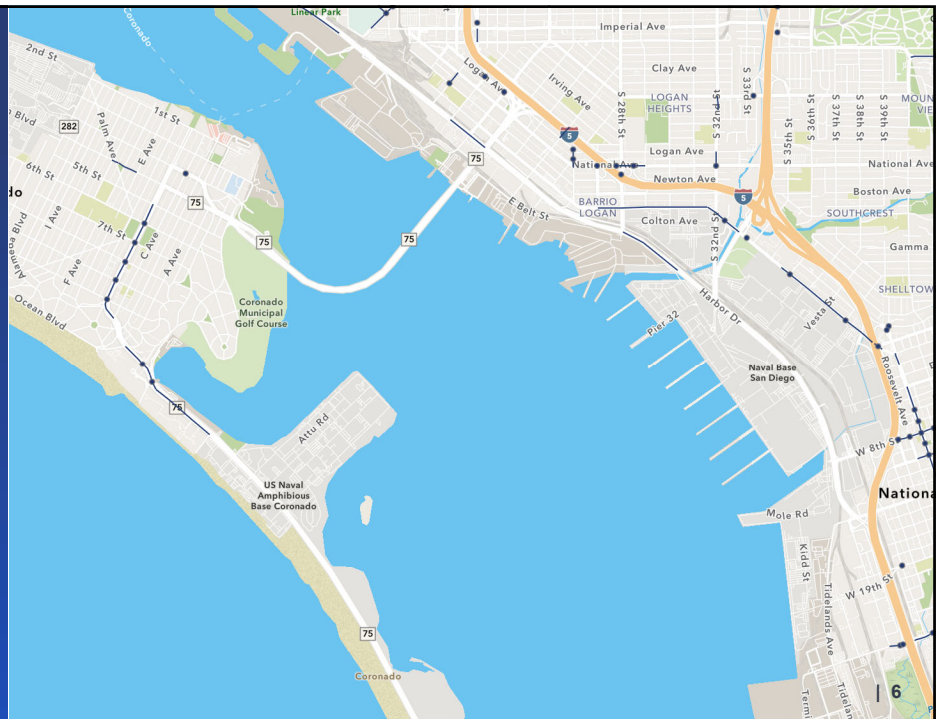
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## Systemic Safety Network

Naval Air Station North Island

Naval Base San Diego

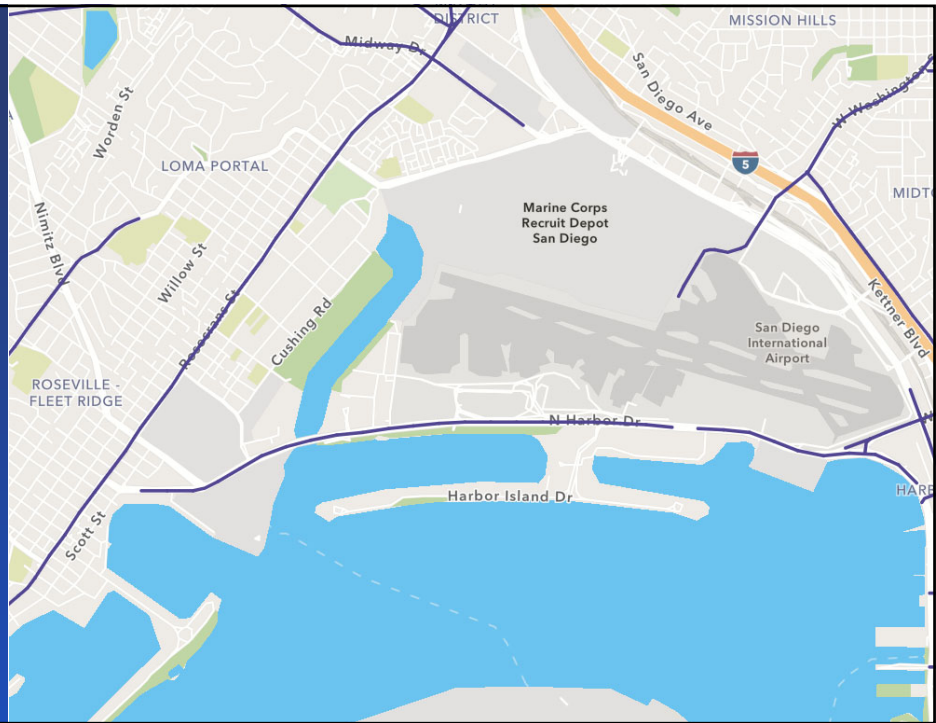
US Naval Amphibious Base Coronado



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## Safety Focus Network

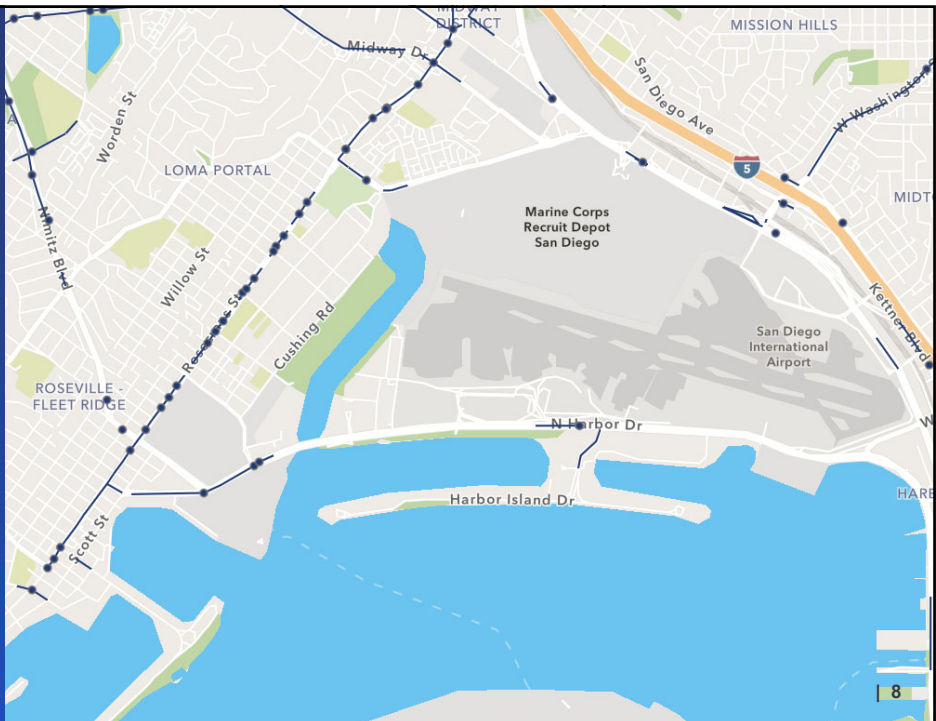
Marine Corps Recruit Depot San Diego



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## Systemic Safety Network

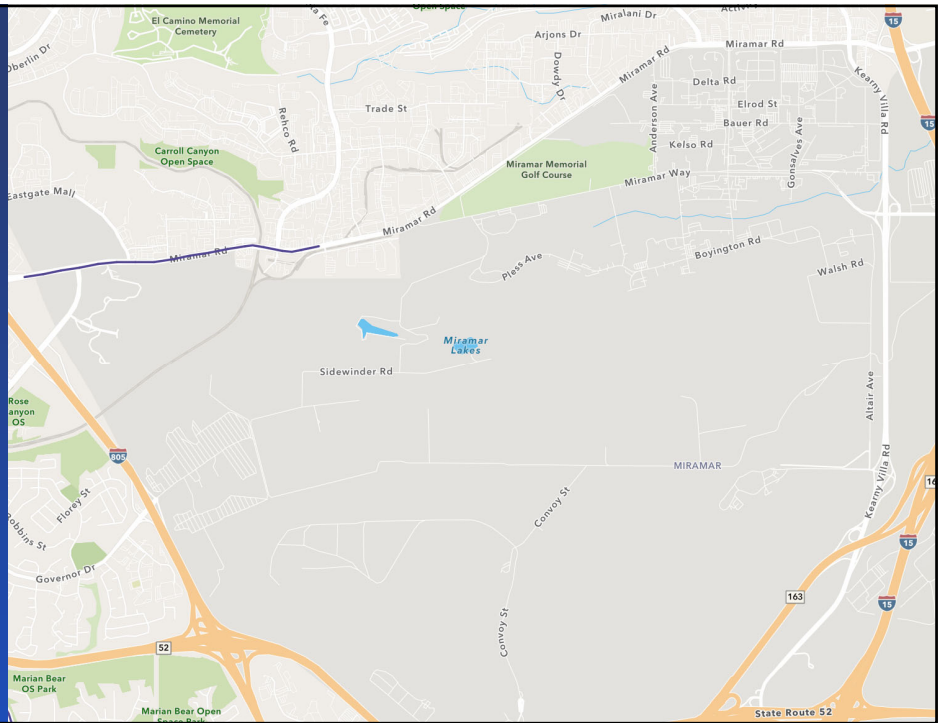
Marine Corps Recruit Depot San Diego



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## Safety Focus Network

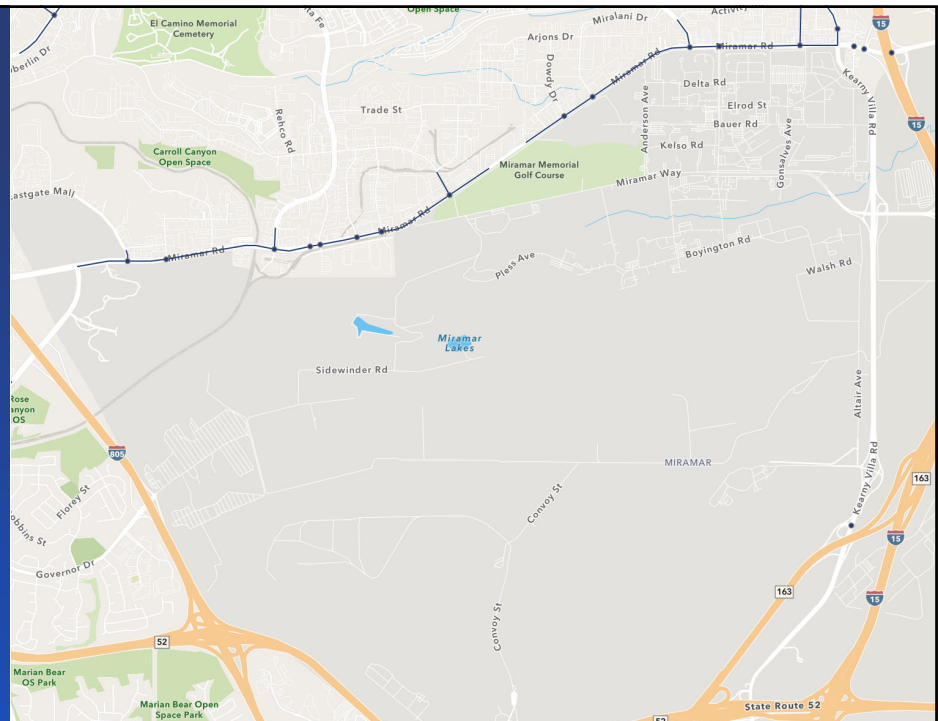
Marine Corps Air Station  
Miramar



9

## Systemic Safety Network

Marine Corps Air Station  
Miramar

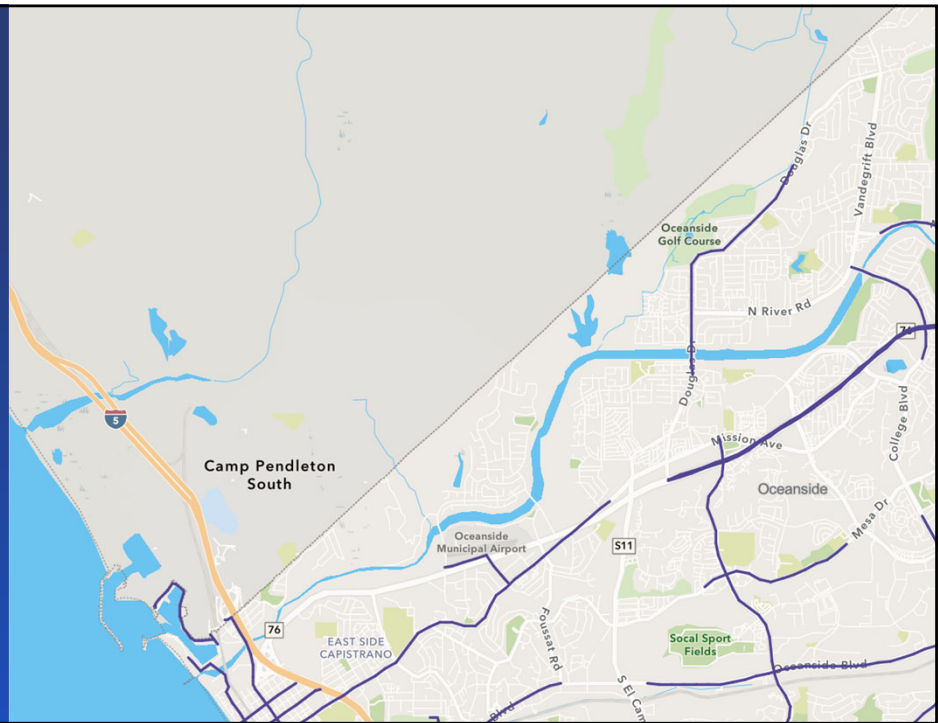


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## Safety Focus Network

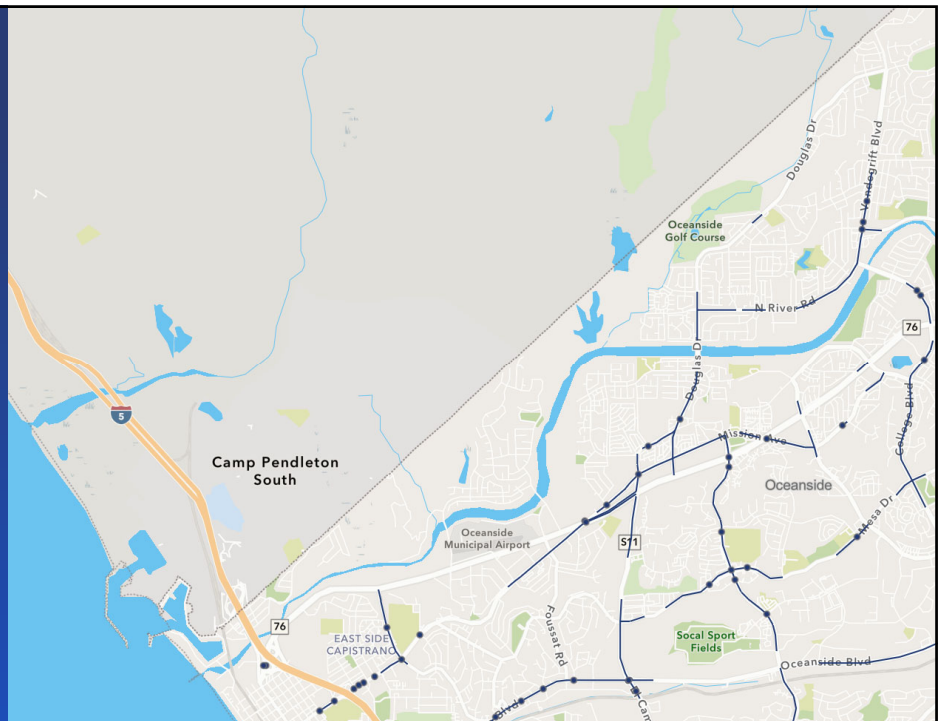
Camp Pendleton South



11

## Systemic Safety Network

Camp Pendleton South



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## Public Engagement

- SANDAG Working Group and task force updates
- Digital outreach including interactive map and surveys
- In-person public events
- Community-based organization outreach
- Social media connections
- Technical Advisory Group



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## Vision Zero Action Plan - Why This Matters to the Region

**4,433 PEOPLE**

Died or were Seriously Injured in Crashes on Local Roads  
in the San Diego Region Between 2018 and 2022

**THIS IS WHY SANDAG DEVELOPED THE VISION ZERO ACTION PLAN**

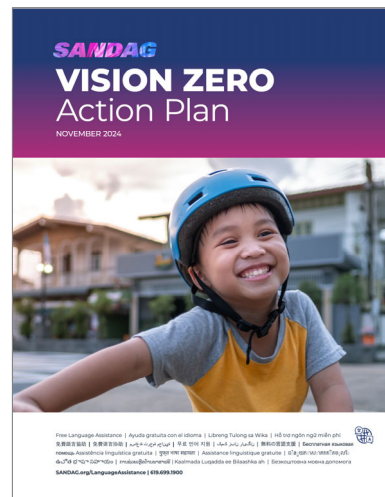
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# Vision Zero Action Plan - Final Plan Highlights

- **Plan Organization**

- Chapter 1: About Vision Zero
- Chapter 2: Understanding the Problem
- Chapter 3: Developing Solutions
- Chapter 4: How We Get to Zero



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# Vision Zero Action Plan Implementation Actions



## COORDINATE

Align efforts and ensure a unified approach



## ADVOCATE

Advocate for policies, projects, funding, and legislative actions



## PLAN

Integrate safety into regional planning efforts and provide resources



## FUND

Allocate and prioritize funding



## EDUCATE

Raise awareness through diverse methods of information sharing



## EVALUATE

Evaluate successes and effectiveness of implemented strategies



## IMPLEMENT

Develop projects to deliver on safety goals

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## Near-term Action Examples



### FUND

Align regional grants managed by SANDAG to prioritize safety investments that advance safety goals.

*ATP and SGIP Safety Criteria*



### PLAN

Support local governments in evaluating posted speed limits and addressing speeding through data-driven assessments, policy recommendations, and targeted interventions that improve roadway safety and crash severity.

*AB 43 Implementation Support*



### IMPLEMENT

Develop resources to facilitate informed decision-making and provide services to support regional safety needs.

*Local Agency Vision Zero Resource Hub*

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## Vision Zero Action Plan - Next Steps

- Vision Zero Task Force
- 2025 Regional Plan
- Support applications for Safe Streets and Roads for All funding
- Annual progress tracking

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[visionzero@sandag.org](mailto:visionzero@sandag.org)

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May 19, 2025

## Transportation Demand Management Updates

### Overview

Transportation Demand Management (TDM) is a key strategy outlined in the Regional Plan to help reduce traffic congestion in the region. Sustainable Transportation Services (STS) is SANDAG's TDM program aimed at replacing single occupancy vehicle trips with more sustainable transportation options including carpooling, vanpooling, transit, biking and walking trips. Staff will provide an overview of the sustainable transportation services provided to the Navy during FY 2025.

#### Action: Information

Staff will present an update on the sustainable transportation services provided to the Navy during FY 2025.

**Fiscal Impact:** None.

**Schedule/Scope Impact:** None.

### Key Considerations

The SANDAG Employer Commuter Program is part of the Sustainable Transportation Services. Through this program, SANDAG offers assistance to regional employers with developing customized commuter benefits programs including incentives, subsidies, and support that encourages employees to use sustainable transportation to get to work. Naval Base San Diego, Naval Base Point Loma Main Site (SUBASE) and Naval Base Coronado are active participants in the employer commuter program.

Employee commuter surveys provide valuable insights on commute patterns, identifying how employees currently travel and what modes they may be willing to try. 1,311 personnel from Naval Base Point Loma Main Site (SUBASE) completed the employee commuter survey. This is a representative sample based on the number of employees at this site. Key findings were then shared with leadership and a customized trip reduction plan was created. A commuter guide template was also developed which combines the key commute resources offered at each site and the SANDAG STS services. Customized versions have been created for NBPL, NBCO, and NRSW. The commuter guides were shared with employees through a number of internal communication channels. Four events promoting sustainable transportation services were then held onsite to promote sustainable transportation options. In response to the military's return to the office order, four events were held for NRSW & NAVFAC commands. Over 500 participants were engaged via presentations, booth visits and e-mails. These efforts resulted in 391 military employees receiving individual trip planning assistance and free transit passes through the SANDAG Try Transit program. Participants taking part in the free transit trial took 4,827 trips during the month of March. Through vanpool formation events and the SANDAG Vanpool Program subsidies, 12 NRSW employees started vanpooling from Riverside to get to work. The Federal Transportation Incentive Program (TIP) combined with the SANDAG subsidies makes vanpool and transit free for Navy employees which aids in the viability of these options.

### Next Steps

Sustainable Transportation Services staff continue to meet with the Navy personnel monthly to assess needs and continue to offer support through programs, subsidies and incentives. Naval Base Coronado is planning to complete their employee commuter survey by the end of June. Naval Base San Diego is planning to complete next year. All three bases will be recognized for their participation in the employer commuter program at the 2025 Diamond Awards taking place in September.

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





# Military Working Group Presentation

SANDAG Employer Program Navy Assistance FY 24-25  
Recap

Military Working Group| Item 4  
Jennifer Williamson, Deputy Director  
Trevor Hill, Steel Group  
May 19, 2025

## Naval Base Point Loma Survey Process

### What/Why:

- To better understand NBPL commute patterns and make data-informed recommendations to improve the commuter experience

### Survey Period and Distribution:

- Distributed by commanding officer, active August 21<sup>st</sup> to September 16<sup>th</sup>, 2024
- High volume of responses - 1,311 out of approx. 13,000 personnel representing all seven duty stations

### Key Findings:

- When accounting for telework, 58% of NBPL commutes are made alone in a car. Not counting telework, 91.7% of commutes are made by car
- Low awareness of resources available, especially SANDAG and TIP

### Outcomes:

- Began regular outreach/communication with commanding officer support
- Launched “Star Commuter” recognition program
- Developed commuter guides for Navy personnel



# Naval Base Commuter Guide

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## TIP Program

You can save up to \$1,500 or more in annual commuting costs with the Navy Transportation Incentive Program (TIP). Learn about eligibility and sign up at: [cnsrsw.cnic.navy.mil/Operations-and-Management/Transportation-Incentive-Program](https://cnsrsw.cnic.navy.mil/Operations-and-Management/Transportation-Incentive-Program)

## Rideshare Services

Did you know? Rideshare drivers with DBIDS approval can access the Naval Base Coronado gates to drop off or pick up from your duty station.

Ask your rideshare driver if they have DBIDS approval.  
For more information, visit [cnic.navy.mil/Operations-and-Management/Base-Support/DBIDS](https://cnic.navy.mil/Operations-and-Management/Base-Support/DBIDS)

## Coronado Ferry

Skip traffic by riding the ferry. Morning commuters receive a complimentary fare M-F at the noted times (see link). Obtain a commuter ticket from morning ferry crew for a free afternoon return trip. Bicycles are allowed on the ferry, though space is limited. With either the commuter ticket or TIP, you can ride the ferry for little or no cost.

For more information, visit [flagshipsd.com/cruises/flagship-ferry](https://flagshipsd.com/cruises/flagship-ferry)

## Bus / Trolley / COASTER / Ferry

Plan your trip here: [sdmts.com](https://sdmts.com)  
Ride the bus, Trolley, or COASTER for little or no cost with TIP.

## Vanpool

Share a ride to your duty station in a leased vehicle with coworkers who live nearby. Everyone splits costs and driving duties. Vanpool for little or no cost with TIP. SANDAG will help you find a match - just follow the link below or scan the QR code to join the Vanpool Interest List. For more information, visit [SANDAG.org/vanpool](https://SANDAG.org/vanpool)



## Park and Ride Map

Find the most convenient park and ride location to take transit or meet with your vanpool or carpool group.  
For more information, visit [SANDAG.org/parkandride](https://SANDAG.org/parkandride)

## Bike Map

Find an accessible bike route available to you to help you feel confident and safe while riding.  
For more information, visit [SANDAG.org/bikemap](https://SANDAG.org/bikemap)

## Guaranteed Ride Home program (GRH)

SANDAG's GRH program helps commuters who commute sustainably and work in San Diego County. In the event of a qualifying emergency, enrolled participants can take taxi, rideshare service, rental car, or transit - and receive a reimbursement for up to \$100 per ride, three times per year. Submit the online enrollment form to be eligible for the GRH benefits.  
For more information, visit [SANDAG.org/GRH](https://SANDAG.org/GRH)

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## Transportation Fair at Naval Base Point Loma Sites

**Objective:** Increase awareness of available transportation resources at NBPL, through SANDAG, and the military Transportation Incentive Program (TIP).

### Events Highlights:

- 4 events held at NBPL Subase, Topside, Harbor Drive Annex, and Old Town/NAVWAR in April 2025.
- Promoted transportation options: biking, carpool, vanpool, transit, TIP.

### Results:

- Engaged **92** military employees in transportation conversations
- TIP manager addressed **application process** and questions
- **5** employees received a **free transit pass** valid for May
- Improved understanding of **commuter needs** by site and **future outreach strategies**



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# Return to Office Support Events at NRSW & NAVFAC

**Objective:** Help personnel transition back to the office by providing information and resources focused on transit and vanpool.

## Events Highlights:

- 4 high-attendance events hosted at building 750 Pacific Hwy in February 2025
- ~500 participants engaged via presentations, booth visits, and emails.

## Results:

- **391** military employees received a **free transit pass** valid for March
- Passes served a **trial and waiting period** while TIP enrolment being processed
- **4,827 transit trips** taken during the month of March
- **12 employees started vanpooling from Riverside**
- Post-trial **survey feedback** showed high appreciation for the events and **STS resources**



*"Very beneficial program. It has a positive impact on my job morale."  
"Thank you for the free month. It provided a great opportunity to test run my commute."*

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Email: [sts@sandag.org](mailto:sts@sandag.org)

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# San Diego County LOSSAN Resiliency Projects

Military Working Group | Item 5  
Anna Devers, Associate Regional Planner  
May 19, 2025



## LOSSAN Corridor Overview (Anna Devers)



# San Diego Region's Only Rail Connection

## San Diego region depends on LOSSAN

- 1 in 7 CA intercity passengers are in San Diego
- 3 of top 10 CA intercity ridership stations in San Diego County

## LOSSAN is impacted by San Diego

- Bottlenecks cause delays, limit schedules across Southern California



The LOSSAN (Los Angeles – San Diego – San Luis Obispo) Rail Corridor

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## Importance of LOSSAN Corridor



**Second busiest** intercity passenger rail corridor in the nation



Carried **3.74 million intercity riders** in FY23



Transports over **\$4.9 billion in goods** each year



**Reduces traffic** on the I-5 and I-15



Part of the Strategic Rail Corridor Network (**STRACNET**)

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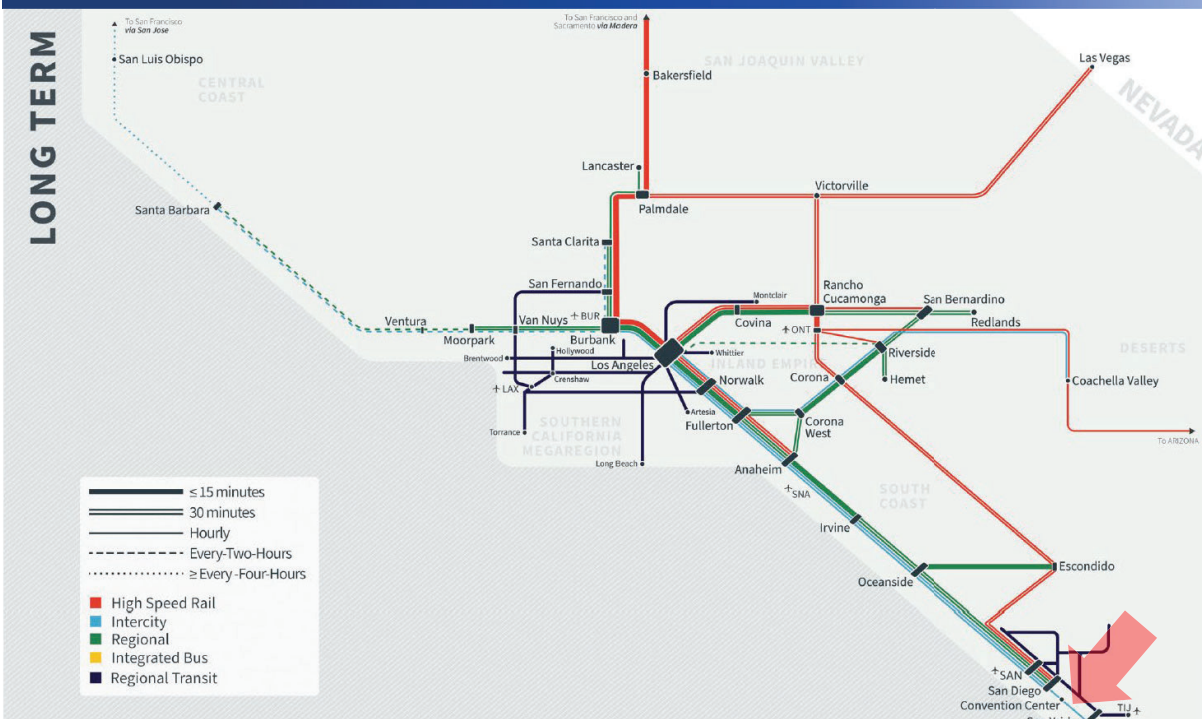
# San Diego LOSSAN Vision

- Reimagine the rail corridor – improve safety, capacity, speed
- Solve the problems of today
- Create resiliency for tomorrow
- Implement Regional Plan vision



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## 2024 State Rail Plan



2050

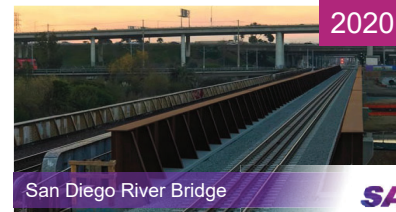
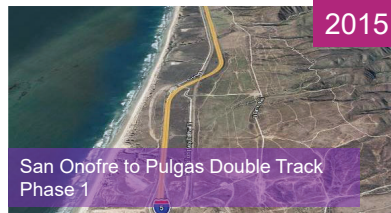
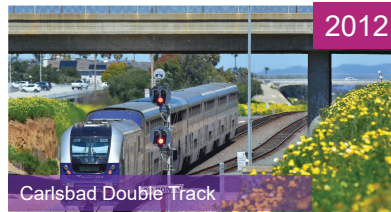
### LOSSAN Border Extension

- Caltrans leading FRA Corridor ID service development plan
- SANDAG leading regional focused study

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# Completed Double Track Projects



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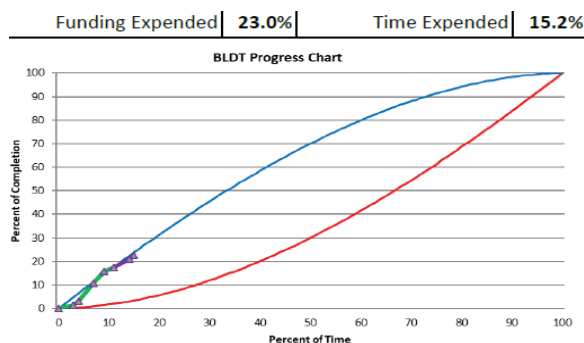
## Batiquitos Lagoon Double Track

### Improvements:

- Add 0.6 miles of double track
- Replace Bridge 234.8 over Batiquitos Lagoon

### Construction in Progress:

- Construction as part of Build NCC Caltrans  
Awarded Construction contract for \$100.8m in July 2024. FSSW for 905 working days or 3.6 years



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# Del Mar Bluffs Phase 5 Stabilization Project

## Improvements:

### Stabilize tracks for 30 years

- Adding piles, tie backs, and lagging at track
- Constructing walls to protect toe of bluff
- Installing new drainage structures

Project Budget: \$88 million

## Project Status:

- Construction duration Feb 2024 – Dec 2027
- Construction 50% complete – on schedule
- Sea Walls constructed
- Track bed piles installed
- Soil Nail walls in progress
- Drainage Structures to start



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## LOSSAN Corridor Vision and Projects

### 2021 Regional Plan:

- \$7.2B for rail projects
- Improved travel times, frequency, capacity, and safety
- Fully double tracked, up to 110mph, faster than car

### San Diego Segment:

1. Complete all double tracking
2. Del Mar realignment
3. Curve straightening corridor-wide
4. Miramar realignment

### LOSSAN Rail Corridor Project Overview

#### Project Phase

- Planning
- Design and Permitting
- Ready for Construction
- Construction



February 2025



# STRACNET + LOSSAN

(Sean Neef)

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TOGETHER, WE DELIVER.

## USTRANSCOM

UNITED STATES TRANSPORTATION COMMAND



### STRACNET and the LOSSAN Corridor

Sean Neef  
Project Engineer, SDDC TEA  
Railroads for National Defense  
19 May 2025

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# Who We Are

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## United States Transportation Command (USTRANSCOM)

- Provides globally integrated logistics on behalf of all DoD Services across air, sea, & land
- Responsible for ensuring military and civil capabilities can support defense mobility requirements



## Military Surface Deployment and Distribution Command (SDDC)

- Army component of USTRANSCOM; executes the commercial rail transportation of military cargo
- Manages DoD's railcar fleet



## Transportation Engineering Agency (TEA)

- Promotes DoD civil and private sector transportation requirements through the "National Defense Programs":
  - Highways for National Defense (HND)
  - **Railroads for National Defense (RND)**
  - Ports for National Defense (PND)

These programs ensure DoD can readily access and utilize the Nation's civil sector infrastructure to support major force deployments

***DODD 4510.11 Assigns Responsibilities for National Defense Programs to TRANSCOM and TEA***

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# RND Program Purpose

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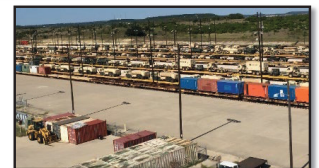
## DoD Mobility Requirements Depend on Commercial Rail Network

- Most efficient & economic way to ship heavy/wide vehicles & large quantities of equipment
- Critical for shipping sensitive items such as spent nuclear fuel & Navy strategic components



## The RND Program ensures America's rail network meets military needs

- Integrate DoD needs into civil sector rail planning, standards, programs and policies
- Prevent militarily important rail lines from being abandoned & ensure service is protected
- Work to have militarily important rail lines well-maintained
- Have adequate clearances to allow transport of oversize military equipment
- Ensure enough rolling stock (railroad cars) are available to meet defense requirements



***Rail transportation is critical for DoD peacetime and wartime deployment needs***

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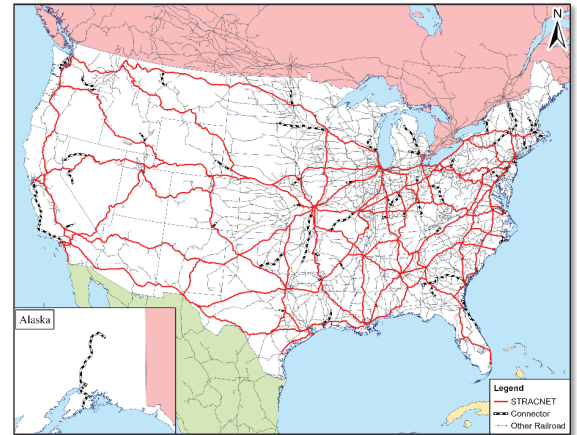


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# Strategic Rail Corridor Network (STRACNET)

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- STRACNET first developed, in coordination with FRA, as a minimum main line network in 1976
  - STRACNET originally provided military input to 4R Act's Sec 503 and Sec 901 designation
  - STRACNET establishes a rail network "floor" based on military needs
  - STRACNET are corridors, but a line is selected for each corridor
  - **STRACNET is not a routing guide**
- Defense Connector lines supplement STRACNET
  - Provide access to defense sites that are not directly on STRACNET
  - Some Defense Connector lines have low traffic volumes and may be at risk for abandonment
- Updated on a 5-year cycle
  - **Last update published in June 2023 (available on SDDC TEA website)**
  - Google "Railroads For National Defense", Select 1<sup>st</sup> search result



- 141 Defense Sites
- 35,000 STRACNET miles
- 6,300 Defense Connector miles

**STRACNET is the primary method to communicate DoD's commercial rail network requirements**

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## STRACNET & the LOSSAN Corridor

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**Entire LOSSAN corridor is designated as militarily important in STRACNET**

**Utilized for access to several defense sites:**

LA-San Diego STRACNET Line:

- MCB Camp Pendleton
- Port of San Diego (Commercial Strategic Seaport)

LA-San Luis Obispo Defense Connector Line(s):

- Port of Long Beach (Commercial Strategic Seaport)
- Port of LA (Alternate Commercial Strategic Seaport)
- NB Ventura County / Port Hueneme (Military Strategic Seaport)
- Also connects further to access Camp Roberts, CA



**LOSSAN corridor is important linkage in STRACNET to access defense sites**

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# STRACNET & the LOSSAN Corridor

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## DoD use of LOSSAN Corridor:

- While DoD rail cargo comprises a small percentage of overall freight rail traffic, LOSSAN corridor sees relatively consistent DoD use
- DoD coordinates with freight carriers (UP, BNSF) for shipment of defense goods
- Typically ship trains of unit equipment (i.e. Humvees, trucks, tanks) on flat cars from inland military bases to Strategic Seaports, for further deployment overseas:
  - Port of San Diego is well equipped to efficiently stage and load large amounts of equipment onto specialized Roll-on/Roll-off (RORO) vessels
  - From 2013-2023, estimated 278,000 tons of military cargo by rail to the port of San Diego\*
  - In 2022, the line between LA and San Diego carried over 500 carloads of DoD traffic\*



BNSF train of DoD cargo in San Clemente, CA  
Credit: Mark MacDougall

\*See letter "Defense Equities of LOSSAN Corridor" on SANDAG Website

***DoD has history of consistent use of LOSSAN, especially for shipments to Port of San Diego***

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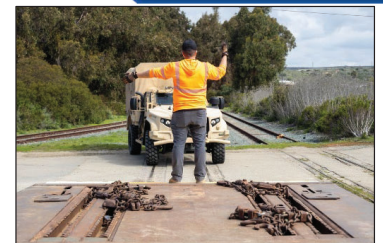
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# STRACNET & the LOSSAN Corridor

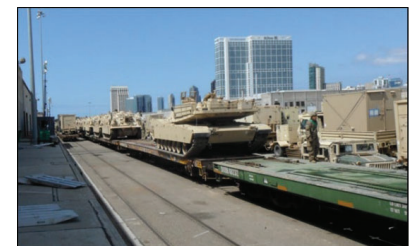
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## DoD use of LOSSAN Corridor (cont.):

- Camp Pendleton also retains a requirement to move equipment by rail
  - Rail is preferred for moving high/wide USMC equipment and for moving large quantities of equipment to training areas or seaports on other coasts
- LOSSAN corridor line is only functional freight rail connection between the US rail network to the Port of San Diego and Camp Pendleton
- Loss of LOSSAN line would result in degradation of DoD transport capability:
  - Camp Pendleton deployment capability would be limited to trucks/convoy
  - Planned shipments to Port of San Diego could be diverted to trucks (not efficient / limits heavy tracked vehicles) or rerouted to other seaports (if capacity available)
  - DoD could accomplish mission, but overall Pacific coast port deployment capability and flexibility would be reduced



USMC rail loading at Camp Pendleton  
Credit: DoD DVIDS



Rail to vessel operations at Port of San Diego  
Credit: SDDC TEA

***DoD relies on the LOSSAN for rail connection to Camp Pendleton and Port of San Diego***

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# Summary

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- LOSSAN corridor is important rail linkage to key defense sites, and is the only rail connection to Camp Pendleton and the Port of San Diego
- DoD is a consistent user of the LOSSAN, and maintains awareness of ongoing concerns and mitigation projects
- Through the RND Program, DoD coordinates with stakeholders to monitor health of all STRACNET and Defense Connector lines, including the LOSSAN
- DoD is supportive of efforts by right-of-way owners, transportation planners, and stakeholders to ensure STRACNET/Defense Connector lines are viable and well maintained



BNSF train of DoD cargo in Del Mar, CA  
Credit: Mark MacDougall

**TRANSCOM greatly appreciates continued coordination from SANDAG and regional stakeholders**

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# Contact Us

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<https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/RailroadsNationalDefense.aspx>

OR Google Search "Railroads for National Defense"



**TRANSPORTATION ENGINEERING AGENCY**  
THE OFFICIAL HOMEPAGE OF SDDCTEA

TEA > Functions > Office of the Special Assistant for Transportation Engineering > Railroads for National Defense

**Railroads for National Defense (RND)**  
The Railroads for National Defense Program (RND) ensures the readiness capability of the national railroad network to support defense deployment and peacetime needs. The program integrates defense rail needs into civil sector planning. Rail is a vital mode of transportation for the DOD due to the size, weight and amount of military cargo required to deploy to seaports of embarkation in a timely manner.

**STRACNET**  
The RND program, in conjunction with the US Federal Railroad Administration (FRA), established the Strategic Rail Corridor Network (STRACNET) to ensure DOD's minimum rail needs are identified and coordinated with appropriate transportation authorities. The STRACNET is an interconnected and continuous rail line network consisting of over 41,300 miles of track serving 141 defense sites. It is not intended to be a routing guide as military cargo may also travel over non-STRACNET lines. It is currently assessed and updated for sufficiency on a 5-year cycle, with the most recent update published in July 2023.

**Rail Network Coordination**  
Additionally, the RND program analyzes railroad abandonments and mergers for impact to defense sites and takes appropriate action through communication with the carriers and through the Surface Transportation Board (STB) to mitigate these impacts. The RND program coordinates regularly with the FRA, the STB, State DOTs, the Association of American Railroads (AAR), the American Railway Engineering and Maintenance of Way Association (AREMA), and individual railroad companies to protect DOD interests in railroad infrastructure and promote the health of the network.

**Rolling Stock Fleet Analysis**  
As well as monitoring rail infrastructure impacts, the RND program also ensures the DOD has access to an adequate supply of rail rolling stock. The program works with commercial rail car pooling authorities and DOD rail car fleet managers to analyze rail car fleet capacity and readiness. This analysis largely focuses on rail cars required for heavy and specialized equipment such as tanks and other heavy tracked vehicles. If needed, the RND program will work with necessary agencies on the procurement of DOD-owned rolling stock to meet mission requirements.

**Publications**

Name
STRACNET 2023

**STRACNET National Maps**

Name
2023 STRACNET US Map 11x17
2023 STRACNET US Map 34x44

## RND Contact Information:

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Program Chief

618-220-5247

[daniel.g.zedack.civ@mail.mil](mailto:daniel.g.zedack.civ@mail.mil)

Mr. Sean Neef  
Project Engineer

618-220-5741

[sean.d.neef.civ@mail.mil](mailto:sean.d.neef.civ@mail.mil)

Group Email:

[usarmy.scott.sddc.mbx.tea-rnd@mail.mil](mailto:usarmy.scott.sddc.mbx.tea-rnd@mail.mil)

Downloadable  
STRACNET Study  
and Maps

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TOGETHER, WE DELIVER.

# USTRANSCOM

UNITED STATES TRANSPORTATION COMMAND



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Questions?



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

San Diego Military Working Group

Monday, May 19, 2025

Stacie Bishop, Manager of Marketing and Communications

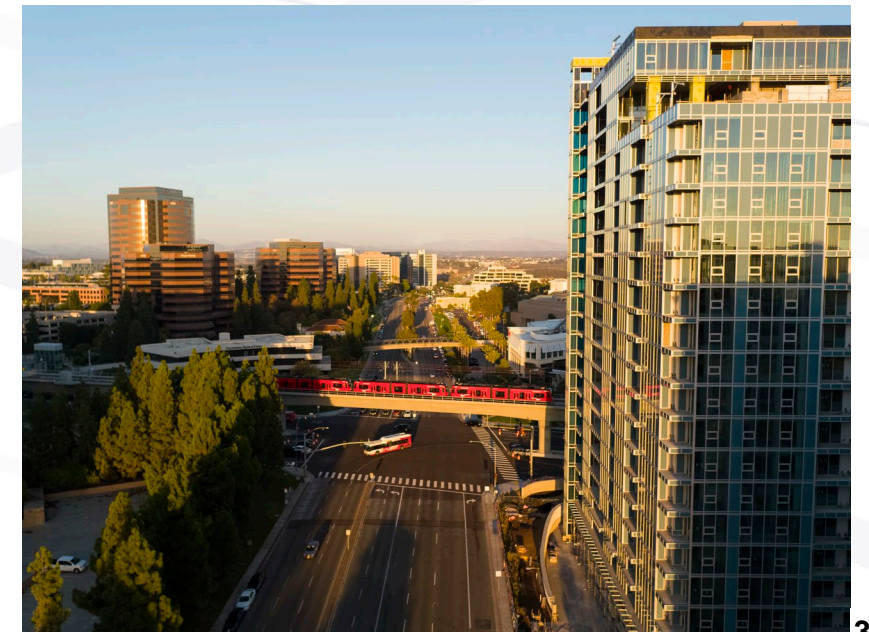
Ariel Kroll, Community Engagement Specialist





# About MTS

- Public transportation provider for central, southern and eastern San Diego County (south of SR-56)
- Operate four light rail lines and about 100 bus routes
- Averaging 250,000+ weekday trips this fiscal year
- Rider Profile:
  - Younger riders (49.9% under 30)
  - Workers (43.9% primary trip purpose)
  - Transit dependent (77.9%)

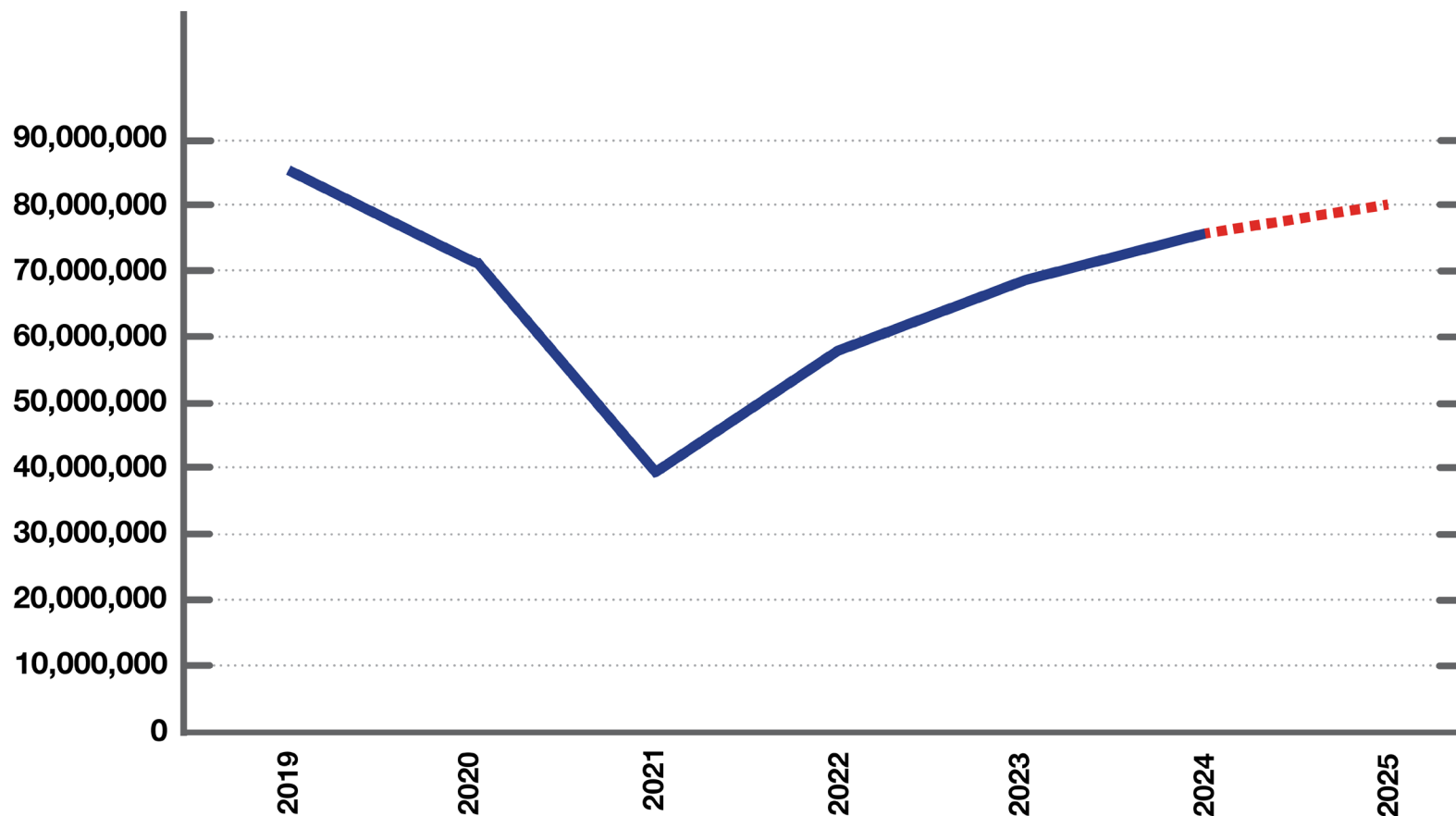


# Approaching a Crossroads



## Annual Ridership

05-15-2025



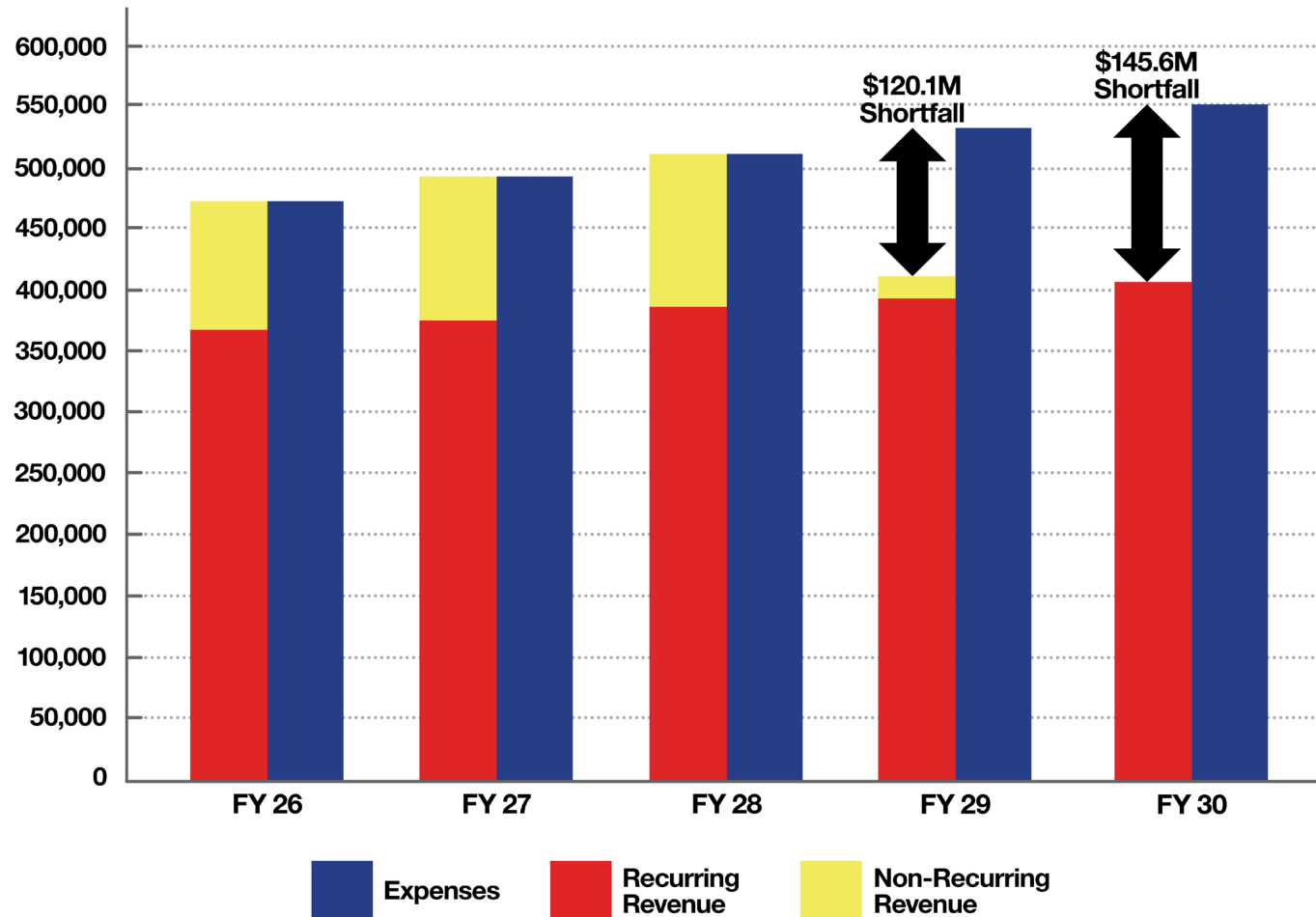


# Approaching a Crossroads



## Operating Budget (\$000s) 5-YEAR FORECAST

05-15-2025



# Immediate Actions

- Delayed (indefinitely) planned bus and Trolley service increases
- Slowing transition to zero emission buses
- Shifting of non-critical capital funds to operating funds
- Increased fare enforcement
- Fare study
- Other administrative and operational cost-savings efforts



# Planning for the Future

Comprehensive Operational Analysis: Working with a consultant to do an assessment of MTS services and future demands / needs:

1. If additional funding becomes available, how do we build upon recent successes to make the system work better for more people?
2. If no additional funding is available, how do we apply more significant cost savings measures (like service reductions) to create the most viable transit system moving forward?



# Project Timeline





# Get Involved

- Community outreach events and transit center pop-up events
  - More than 25 events planned April through July
- Community-based organization workshops and partner presentations
  - Request an MTS Engagement booth at an upcoming event
  - Join the MTS Community Advisory Committee
- Online community engagement website (coming in June)
  - Toolkits will be shared for encouraging community participation





# Final Thoughts

10% of riders **would not be able to make their normal commute/trip** if MTS service wasn't available.

**86%** of MTS riders and **83%** of nonriders believe MTS is valuable to the community.

MTS riders save up to **\$14,929** a year vs. owning and operating a personal vehicle.

MTS **contributes approximately \$1 billion annually** in economic activity to the region.

*“Transportation is the center of the world! **It is the glue of our daily lives.** When it goes well, we don't see it. When it goes wrong, it negatively colors our day, makes us feel angry and impotent, curtails our possibilities.”*

Robin Chase



# Comments / Questions

