

December 5, 2025

Proposed Final 2025 Coordinated Plan and Public Hearing

Overview

Over the past 18 months, SANDAG has been updating the region's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). Coordinated Plans identify the transportation needs of people with disabilities, older adults, and people with low incomes; provide strategies for meeting these needs; and prioritize transportation services for funding and implementation. Federal transit law requires that Coordinated Plans be developed with participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public utilizing transportation services. At the [April 4, 2025, Transportation Committee meeting](#), staff presented findings from outreach, surveys and focus groups conducted to inform the Coordinated Plan. At the [June 20, 2025, Transportation Committee meeting](#), staff presented proposed goals, strategies, and recommendations informed by best practices. The findings, along with feedback from the Transportation Committee, were used to develop the proposed final Coordinated Plan document being considered today.

Action: Adopt

The Transportation Committee is asked to (1) conduct a public hearing on the proposed final 2025 Coordinated Plan; and (2) after considering public comments, adopt Resolution No. 2026-06, (Attachment 1) approving the proposed final 2025 Coordinated Plan in substantially the same form as available online at sandag.org/coordinatedplan.

Fiscal Impact:

Development of the Coordinated Plan is funded through Overall Work Program Project No. 3320100.

Schedule/Scope Impact:

The Coordinated Plan is required every four years per SANDAG Board Policy No. 018.

Key Considerations

The Coordinated Plan combines the federal requirement in 49 U.S.C. 5310 for a Coordinated Public Transit-Human Services Transportation Plan, the state requirement for transit operations performance monitoring through the Transportation Development Act, and the regional requirement in [SANDAG Board Policy No. 018](#) for a Regional Short-Range Transit Plan into one document. The Coordinated Plan facilitates the distribution of local funding for our region's Specialized Transportation Grant Program, including the federal program Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and the *TransNet* Senior Mini Grant Program. Developing a plan consistent with applicable federal, state, and local requirements ensures the availability of funding for specialized transportation providers in the San Diego region. Meeting the transportation needs of these groups will be increasingly important as the region's population ages. While one in ten residents was aged 65 or older in 2000, this will increase to one in five by 2050.¹

This development of the 2025 Coordinated Plan relied on comprehensive research into the region's older adults and people with disabilities. This was achieved by conducting a scientific survey of these populations to provide an assessment of transportation needs. SANDAG also held focus groups of transportation providers and riders. SANDAG incorporated stakeholder feedback through a Project Development Team with MTS, NCTD, and Consolidated Transportation Services Agency (CTSA) staff

¹ SANDAG Series 15 Regional Growth Forecast

and presentations to key advisory groups and committees, such as the Social Services Transportation Advisory Council.

Based on the Transportation Assessment, Outreach, and Needs Assessment, five primary service gaps and related goals were identified for the Coordinated Plan:

Service Gap	Goal
Public agencies do not coordinate consistently to collect and analyze data on transportation needs of older adults, people with disabilities, and people with low incomes	Goal 1: Available, usable, and shareable data that is collected efficiently to support planning efforts and improve mobility options
Older adults, people with disabilities, and people with low incomes have limited awareness of what transportation services are available to them due to a lack of information	Goal 2: Clear, understandable, and readily available information about transportation options from transportation providers, coordinators, and public agencies that results in increased public awareness
Transportation resources could be better coordinated and more efficient	Goal 3: Coordinated and efficient use of transportation resources
Fixed-route transit could be improved to better serve older adults, people with disabilities, and people with low incomes	Goal 4: Convenient, accessible, safe, and comfortable transportation services
Funding available for transportation providers and coordinators is limited	Goal 5: Financial and operational stability for transportation providers and coordinators

The Coordinated Plan lays out many actions to support these identified goals, referred to collectively as strategies and recommendations, to be undertaken by SANDAG, the CTSA, MTS and NCTD, other agencies, and applicants to SANDAG’s Specialized Transportation Grant Program. Unlike the Regional Plan, the Coordinated Plan is not fiscally constrained. Some strategies and recommendations can be achieved with existing resources and are recommended to reduce redundancy and improve efficiency and coordination among current providers, but others will require new or expanded funding. These strategies are identified as contingent on additional funding and can be pursued if new resources become available in the future. The full list of strategies is included in Attachment 2.

Next Steps

On November 21, 2025, SANDAG published the [Coordinated Plan](#) online for public comment. The Transportation Committee is asked to conduct a public hearing on the proposed final 2025 Coordinated Plan; and after considering public comments, adopt Resolution No. 2026-06, approving the proposed final 2025 Coordinated Plan. If approved, the Plan will be submitted to Caltrans and the U.S. Department of Transportation.

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- Attachment:
1. Resolution No. 2026-06
 2. Tables of Strategies and Recommendations