



Transportation Committee Agenda

Friday, February 7, 2025

1 p.m.

Welcome to SANDAG. The Transportation Committee meeting scheduled for Friday, February 7, 2025, will be held in person in the SANDAG Board Room. While Transportation Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

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Vision Statement: *Pursuing a brighter future for all*

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

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

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

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



Transportation Committee

Friday, February 7, 2025

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

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

Consent

+2. Approval of Meeting Minutes

Approve

Francesca Webb, SANDAG

The Transportation Committee is asked to approve the minutes from its Friday, January 17, 2025, meeting.

[Meeting Minutes](#)

+3 Revised FY 2025 and FY 2026 to FY 2030 TransNet Program and Transit-Related Revenues

Recommend

Michelle Smith, Naomi Young, SANDAG

The Transportation Committee is asked to recommend that the Board of Directors approve:

1. The Revised FY 2025 Transportation Development Act (TDA) and TransNet Estimates with a reduction of \$3.9 million in TDA funding and a reduction of \$13.9 million of TransNet funding; and
2. The FY 2026 to FY 2030 estimates and apportionments for TDA, Federal Transit Administration, and TransNet funds.

[Revised FY 2025 and FY 2026 to FY 2030 TransNet Program and Transit-Related Revenues](#)

[Att. 1 - Funding Programs Overview](#)

[Att. 2 - Forecast Methodology for Transportation Development Act and TransNet FY 2025 Update and Forecasts for FY 2026 - FY 2030](#)

[Att. 3 - Revised FY 2025 Estimates and Apportionments for FY 2026 - FY 2030 Presentation](#)

Reports

+4. Proposed 2025 Legislative Program

Recommend

Ryan Williams and Hannah Stern, SANDAG

The Transportation Committee is asked to recommend that the Board of Directors approve the transit and transportation-related elements of the proposed 2025 Legislative Program.

[Proposed 2025 Legislative Program](#)

[Att. 1 - Draft 2025 Legislative Program](#)

+5. Regional Climate Action Planning Updates

Discussion

Susan Freedman, Samaya Elder, Natasha Dulik, SANDAG

Staff will present on the development of a long-term roadmap for climate action in the region and seek feedback on draft greenhouse gas reduction measures.

[Regional Climate Action Planning Updates](#)

[Att. 1 - Draft GHG Reduction Measures for SD Regional Climate Action Roadmap Presentation](#)

+6. San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Project Updates

Information

Zach Hernandez, Lizzy Havey, SANDAG

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

[San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Project Updates Presentation](#)

Adjournment

7. Adjournment

The next Transportation Committee meeting is a joint session with the Borders Committee, and Regional Planning Committee on Friday, February 21, 2025, at 9 a.m. The next regular Transportation Committee meeting is scheduled for Friday, March 21, 2025, at 9 a.m.

+ next to an agenda item indicates an attachment

February 7, 2025

January 17, 2024, Meeting Minutes

[View Meeting Video](#)

Chair Pro Tem David Zito (North County Coastal) called the Transportation Committee meeting to order at 9:04 a.m.

1. Public Comments/Communications/Member Comments

Public Comments: Tina Nguyen, Alex Wong.

Member Comments: Mario Orso, SANDAG.

Consent

2. Approval of Meeting Minutes

The Transportation Committee was asked to approve the minutes from its November 15, 2024, meeting.

3. 2025 Regional Transportation Improvement Program: Amendment No. 1

The Transportation Committee was asked to adopt Resolution No. 2025-10, adopting Amendment No. 1 to the 2025 the Regional Transportation Improvement Program.

4. 2025 Performance Management Rule 1 Safety Target Setting

The Transportation Committee was asked to approve supporting the 2025 statewide safety targets established by Caltrans.

Public Comments: None.

Action: Upon a motion by Mayor Dane White (North County Inland), and a second by Councilmember Sean Elo-Rivera (City of San Diego), the Transportation Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Pro Tem Zito, Mayor Esther Sanchez (Airport Authority), Councilmember Elo-Rivera, Mayor Alysson Snow (East County), Vice Mayor Patricia Dillard (Metropolitan Transit System), Mayor White, Mayor Pro Tem Priya Bhat-Patel (North County Transit District).

No: None.

Abstain: None.

Absent: County of San Diego, Port of San Diego, South County.

Reports

5. Access for All Grant Program: Cycle 2 Call for Projects Funding Recommendations

Associate Grants Program Analyst Ben Gembler presented the item.

The Transportation Committee was asked to recommend that the Board of Directors approve the funding recommendation for the Access for All Cycle 2 Call for Projects.

Public Comments: Peter Zschiescite, Mark Fletcher, Arun Prem.

Action: Upon a motion by Councilmember Elo-Rivera and a second by Mayor White, the Transportation Committee voted to recommend that the Board of Directors approve the funding recommendation for the Access for All Cycle 2 Call for Projects.

The motion passed.

Yes: Chair Pro Tem Zito, Mayor Sanchez, Councilmember Elo-Rivera, Mayor Snow, Vice Mayor Dillard, Mayor White, Mayor Pro Tem Bhat-Patel.

No: None.

Abstain: None.

Absent: County of San Diego, Port of San Diego, South County.

6. Purple Line Planning Overview

Senior Regional Planner Cecily Taylor presented an overview of the Purple Line Conceptual Planning Study findings, and next steps in project planning.

Public Comments: Blair Beekman.

Action: Discussion.

7. Planning and Preliminary Design for Six Next Gen Rapid Routes

Senior Regional Planners Brian Lane and Mimi Morisaki presented an update on the initial planning for six new Rapid routes.

Public Comments: None.

Action: Information.

8. Adjournment

The next Transportation Committee meeting is scheduled for Friday, February 7, 2025, at 1 p.m.

Chair Pro Tem Zito adjourned the meeting at 10:57 a.m.

Confirmed Attendance at SANDAG Transportation Meeting

Jurisdiction	Name	Member/ Alternate	Attend
Airport Authority	Mayor Esther Sanchez	Member	Yes
	Rafael Perez	Alternate	Yes
City of San Diego	Councilmember Sean Elo-Rivera	Member	Yes
	Councilmember Marni von Wilpert	Alternate	No
County of San Diego	Supervisor Monica Montgomery Steppe	Member	Yes
	Supervisor Joel Anderson	Alternate	No
	Vacant	Alternate	No
East County	Vacant	Member	No
	Mayor Alysson Snow	Alternate	Yes
MTS	Vice Mayor Patricia Dillard	Member	Yes
	Councilmember Cesar Fernandez	Alternate	No
North County Coastal	Vacant	Member	No
	Councilmember David Zito	Alternate	Yes
North County Inland	Mayor Dane White	Member	Yes
	Councilmember Ed Musgrove	Alternate	No
NCTD	Mayor Pro Tem Priya Bhat-Patel	Member	Yes
	Councilmember Jewel Edson	Alternate	No
	Councilmember Corinna Contreras	Alternate	No
Port of San Diego	Chairman Frank Urtasun	Member	No
	Job Nelson	Alternate	No
South County	Mayor John Duncan	Member	No
	Vacant	Alternate	No
Advisory Members			
Caltrans	Ann Fox	Member	No
	Malina Pereira	Alternate	Yes
Southern California Tribal Chairmen's Association	Erica Pinto	Member	No
	James Hill	Member	No

February 7, 2025

Revised FY 2025 and FY 2026 to FY 2030 TransNet Program and Transit-Related Revenues

Overview

Each year, SANDAG provides funding estimates for Transportation Development Act (TDA), Federal Transit Administration (FTA), and TransNet funds for the upcoming fiscal year (FY) as well as a projection for the next four fiscal years to allow the transit and local agencies to plan for capital projects and determine operating subsidies. An overview of these funding sources is provided in Attachment 1.

Key Considerations

Proposed FY 2025 TransNet and TDA Revised Estimates

For the FY 2025, anticipated revenues are expected to be less than those approved by the [Board of Directors in February 2024](#). Based on actual revenues received in FY 2024 being lower than expected and the first six months of FY 2025 continuing a negative trend, an adjustment to both the TransNet and TDA estimates is recommended.

In February 2024, the Board approved a forecast that projected \$429.7 million for FY 2024 and \$434 million for FY 2025 for TransNet. Actual collections for FY 2024 totaled \$426.7 million (\$3 million or 0.7% below the previous year's total). Year-to-date, FY 2025 TransNet revenue is tracking roughly 2% below FY 2024. At this rate, it is unlikely that revenue can grow enough to close the gap and meet the FY 2025 projection.

TDA revenues generally follow a similar trajectory to TransNet revenues, but at a slower rate. In February 2024, the Board approved a forecast that projected \$205.7 million for FY 2025. Actual FY 2024 collections were \$201.7 million (0.44% below previous year's total), therefore the new updated TDA forecast is updated to reflect an estimate of \$201.7 million, which is a flat growth for FY 2025 over FY 2024.

Tables 1 and 2 provide a summary of the Board approved revenues, proposed revised revenues, and the difference for TDA and TransNet funding estimates for FY 2025.

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors approve:

1. The Revised FY 2025 Transportation Development Act (TDA) and TransNet Estimates with a reduction of \$3.9 million in TDA funding and a reduction of \$13.9 million of TransNet funding; and
2. The FY 2026 to FY 2030 estimates and apportionments for TDA, Federal Transit Administration, and TransNet funds.

Fiscal Impact:

SANDAG estimates that approximately \$795 million will be available in Transportation Development Act (TDA), Federal Transit Administration (FTA), and TransNet funds in FY 2026.

Schedule/Scope Impact:

Pending approval by the Board of Directors, SANDAG and the transit agencies will use the FY 2026 to FY 2030 TDA, FTA, and TransNet estimates to inform the FY 2026 budget development process. The transit operators also would use the FY 2025 TDA and TransNet revised estimates to inform any amendments to its Capital Improvement Program budgets and amend its FY 2025 TDA claims.

Table 1: Transportation Development Act Updated Revenues for FY 2025 (\$000s)

	Board Approved Feb. 2024	Proposed Revised Estimates	Difference
TDA Program Revenues	FY 2025	FY 2025	
Estimated Sales Tax Receipts	\$205,737	\$201,781	(\$3,956)
TDA Program Allocations			
Less SANDAG Administration (PUC 99233.1)	\$564	\$553	(\$11)
Less 3% Planning Funds (PUC 99233.2)	\$6,154	\$6,035	(\$119)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	\$3,979	\$3,902	(\$77)
Less 5%Community Transit Service (PUC 99233.7)	\$9,749	\$9,562	(\$187)
Total Off the Top Allocations	\$20,446	\$20,052	(\$394)
MTS Claim	\$135,306	\$132,699	(\$2,607)
NCTD Claim	\$55,656	\$54,586	(\$1,070)
SANDAG Claim	\$10,550	\$10,352	(\$198)
CTSA Claim	\$194	\$191	(\$3)
Total TDA Claims¹	\$201,706	\$197,828	(\$3,878)

Table 2: TransNet Updated Revenues for FY 2025 (\$000s)

	Board Approved Feb. 2024	Proposed Revised Estimates	Difference
TransNet Program Revenues	FY 2025	FY 2025	
Estimated Sales Tax Receipts	\$434,040	\$420,080	(\$13,960)
TransNet Program Allocations			
Administrative Allocations	\$8,681	\$8,402	(\$279)
Independent Taxpayer Oversight Committee	\$515	\$515	\$0
Bike, Pedestrian & Neighborhood Safety	\$8,681	\$8,402	(\$279)
Total off-the-top Programs	\$17,877	\$17,318	(\$559)
Net Available for Subprograms	<u>\$416,163</u>	<u>\$402,762</u>	<u>(\$13,401)</u>
Program Allocations			
Major Corridors Program	\$176,453	\$170,771	(\$5,682)
New BRT/Rail Operations	\$33,709	\$32,624	(\$1,085)
Transit System Improvements	\$68,667	\$66,456	(\$2,211)
Local System Improvement	\$137,334	\$132,911	(\$4,423)
Total Program Allocations	<u>\$416,163</u>	<u>\$402,762</u>	<u>(\$13,401)</u>

¹ A portion of claims includes the Off the Top Allocations.

FY 2026-2030 TransNet, TDA, and FTA Estimates

For FY 2026, the TransNet estimate is approximately \$421.5 million and reflects an estimated growth rate of approximately 0.3% over anticipated revenues for FY 2025 of \$420.1 million. Of this total, the FY 2026 TransNet Transit System Improvements, which includes funding for transit operations and capital improvements, Americans with Disabilities, and competitive grant program funding for senior transportation services, estimate is approximately \$66.7 million.

The TDA estimate for FY 2026 is approximately \$194.5 million and reflects similar growth as confirmed by the County of San Diego.

The FTA fund estimate for FY 2026 (Federal Fiscal Year (FFY) 2025) is approximately \$172.7 million. Estimates for FY 2026 (FFY 2025) reflect a 2 percent increase over FY 2025 (FFY 2024) actual apportionments based on the federal transportation bill passed in the Bipartisan Infrastructure Law as enacted in the Infrastructure Investment and Jobs Act (IIJA).

Forecast Methodology

The forecast methodology used to develop the TransNet and TDA estimates is described in Attachment 2. The revenue estimates for each of the funding sources for FY 2026 through FY 2030 are shown in Attachment 3.

Peer Review Process

Based on a request by the TransNet Independent Taxpayer Oversight Committee (ITOC) and consistent with the SANDAG Data Accuracy and Modeling Work Plan, on December 19, 2024, a Peer Review Process (PRP) meeting, consisting of subject matter experts and an external economic forecasting expert panel, was convened to review the proposed forecast methodology. The PRP expert panel concurred with the proposed forecast methodology. In addition, the current forecast went through the SANDAG Quality Assurance/Quality Control process in January 2025.

The ITOC will review the TransNet program revenue estimates at its meeting on February 12, 2025.

Next Steps

Upon approval by the Board, SANDAG and the transit agencies will use these estimates to inform the FY 2026 budget development process and any proposed FY 2025 amendments to Capital Improvement Program budgets and/or TDA claims.

Susan Huntington, Director Financial Planning, Budgets, and Grants

- Attachments:
1. Funding Programs Overview
 2. Forecast Methodology for Transportation Development Act and TransNet FY 2025 Update and Forecasts for FY 2026 - FY 2030
 3. Revised FY 2025 Estimates and Estimates and Apportionments for FY 2026 - FY 2030

Funding Programs

Transportation Development Act

The Transportation Development Act (TDA) program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects like bicycle and pedestrian projects. The TDA comes from a quarter of a percent of state sales tax assessed in the region. The San Diego Association of Governments (SANDAG), as the Regional Transportation Planning Agency, is responsible for apportionment of TDA funds each year in conformance with state statute. The transit operators and other member agencies submit their annual TDA claims based on the annual apportionment and in compliance with [SANDAG Board Policy No. 027](#).

Pursuant to state statute, the County of San Diego Auditor and Controller office has the responsibility for providing the TDA apportionment for the upcoming fiscal year. The County Auditor develops the apportionment in consultation with SANDAG staff and with the transit operators, based on actual sales tax receipts and projections. The annual apportionment determines the amount of funds available to each agency to claim. SANDAG is required to notify prospective claimants of the apportionment by March 1, necessitating action by the Board of Directors in February each year.

The legislative priorities established by state law include certain categories for which TDA funds are taken "off the top." These include the allocation to SANDAG for various planning, programming, and administrative-related expenses, funding of bike and pedestrian facilities, and support of community transit services. In addition, the County Auditor receives an allocation based on estimates of its costs to administer the TDA program. The remaining apportionment, along with any prior year carryover funds, is available to be claimed by the North County Transit District (NCTD) and Metropolitan Transit System (MTS). The balance of current-year funds is allocated based upon the population of the service area served by the two transit agencies.

Pursuant to provisions of Senate Bill 1703 (Peace, 2002) and as agreed to by MTS, NCTD, and SANDAG, regional transit capital projects are implemented by SANDAG with funding transferred from both MTS and NCTD. The transit agencies may choose to transfer a portion of their TDA share for purposes of matching federal formula funds for the capital projects to be implemented by SANDAG on behalf of MTS or NCTD. Transfers of federal funds and/or TDA as the match are based on the draft five-year transit Capital Improvement Program (CIP). The final list of projects and associated funding will be included with the transit CIP scheduled for Transportation Committee and Board action in March or April of each year. An additional apportionment to SANDAG covers those indirect administrative functions not directly funded by projects. The calculation for the cost of these administrative functions was memorialized in Addenda Nos. 3 and 4 to the Memorandum of Understanding between SANDAG, MTS, and NCTD.

TransNet

The TransNet Extension, a 40-year half-cent sales tax transportation funding measure approved by the voters in 2004, became effective in FY 2009. TransNet provides funding for major transportation projects in the region. After deducting costs associated with administrative expenses; the operation of the TransNet Independent Taxpayer Oversight Committee (ITOC); and the Bicycle, Pedestrian, and Neighborhood Safety program; the TransNet program is divided into Major Corridor (42.4%), New Bus Rapid Transit/Rail Operations (8.1%), Local System Improvements (33%), and Transit System Improvements (16.5%).

Within the Transit System Improvements, services provided pursuant to the Americans with Disabilities Act of 1990 (ADA) and subsidies for seniors have specific earmarks (2.5% and 3.25%, respectively). The remaining revenues can be used by the transit agencies for operating or miscellaneous capital purposes. Similar to TDA, the transit share between NCTD and MTS is allocated based upon the respective population of the two transit agencies' service areas.

The ITOC reviews the TransNet estimates for the entire program at its meeting in February each year. Significant comments from the ITOC are shared with the Transportation Committee and Board.

Federal Transit Administration Formula Programs

Section 5307: FTA 49 USC Section 5307 provides for transit capital and operating assistance in urbanized areas and for transportation-related planning. For areas with populations of 200,000 and more, such as San Diego County, the formula is based on a combination of bus/vanpool revenue vehicle miles, bus/vanpool passenger miles, fixed-guideway revenue vehicle miles, and fixed-guideway route miles, as well as population and population density. Eligible activities under this program include planning, engineering design, and an evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities; construction of maintenance and passenger facilities; and capital investments in new and existing fixed-guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. Preventive maintenance and some ADA complementary paratransit service, while recorded as operating expenditures, are considered capital costs for purposes of eligibility.

The Infrastructure Investment and Jobs Act (IIJA) includes a provision that requires the transit agencies to maintain equipment and facilities in accordance with the transit asset management plan and that transit agencies are no longer required to expend 1% for associated transit improvements. These requirements did not substantively impact how SANDAG or the transit agencies use this program.

Section 5337: This State of Good Repair (SGR) program provides funding to transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. This program reflects a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Eligible activities include projects that maintain, rehabilitate and replace capital assets as well as projects that implement transit asset management plans. The Infrastructure Investment and Jobs Act clarifies that high-intensity motorbus tier funds can only be used for vehicle SGR costs and not for roadway SGR repair costs.

Section 5339: The Infrastructure Investment and Jobs Act provides both formula and discretionary funding for this section, and there is also a sub-program that provides competitive grants for bus and bus facility projects that support low- and zero-emission vehicles. The purpose of both formula and competitive programs is to provide capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

As stated above, the Section 5307 program is based on a number of factors, including data from the vanpool program. Over the years, the Regional Vanpool program has contributed substantially to the overall funding that comes to the region. In recognition of its contribution, the transit agencies have agreed to update the funding level to fully fund the Regional Vanpool program from the total apportionment based on prior year actual expenditure. After deducting for the cost of the Regional Vanpool program, Section 5307 funds are allocated 70% for MTS and 30% for NCTD. The same 70/30 formula was used to allocate the Sections 5337 and 5339 between MTS and NCTD. SANDAG does not directly receive funds from either Section 5337 or Section 5339.

Forecast Methodology for Transportation Development Act and TransNet FY 2025 Update and Forecasts for FY 2026 – FY 2030

In December of each year, SANDAG revises its forecast for sales tax revenue from the Transportation Development Act (TDA) and TransNet. The revisions reflect the latest data on sales tax collections and evolving economic conditions. This year, SANDAG is updating its expectations for the current fiscal year (FY 2025) and its short-term forecast for FY 2026 through FY 2030. Key aspects of the revisions are:

- Projected FY 2025 TransNet revenue has a negative adjustment. The revised figure is \$420.1 million, which is \$13.9 million lower than what was approved by the SANDAG Board in March 2024. Over the next five years (FY 2026 to FY 2030), total TransNet revenue projections are lower by 3.7%, falling to \$2.21 billion.
- TDA generally follows a similar trajectory. For FY2025 to FY2027, TDA revenue is projected to be flat before returning to modest, positive growth.

It is worth noting that sales tax revenue growth improves over the long run, offsetting the near-term loss. Annual revenue growth for TransNet is expected to average 3.3% from FY 2031 to FY 2048 which is higher than forecasted last year for the same period (just under 3%).

This memo discusses the updates to the draft TDA and TransNet revenue forecasts. It outlines the key factors that have changed since December 2023, when SANDAG produced its forecasts.

Forecast Overview

Table 1 (below) shows actual and projected TransNet Extension Ordinance revenues, starting in FY 2009, the first year of collections. TransNet revenue for FY 2025 is expected to have negative growth. From FY 2026 forward, the trend is expected to reverse. Annual growth gains momentum, returning to levels observed prior to COVID and the introduction of tax collection for online sales (ie, Wayfair decision in 2019). Given economic uncertainty and a desire to exercise caution with revenue projections, this updated forecast is intended to be conservative.

Once TransNet revenue is forecasted, SANDAG then projects TDA revenue. SANDAG assumes TDA revenue follows general sales tax revenue projections but at a 0.5% lower rate. The Agency recognizes that the relationship between TransNet and TDA revenue is changing. TDA collections have not softened as much, which is reflected in this update.

FY25 Revisions

SANDAG lowered its expectations for FY 2025 TransNet revenue. The negative revision for FY 2025 is necessitated by FY 2024 collections being lower than expected and the first six months of FY 2025 continuing a negative trend. Table 2 compares monthly TransNet revenue for FY 2023, FY 2024, and FY 2025.

In February 2024, the Board approved a forecast that projected \$429.7 million for FY 2024 and \$434 million for FY 2025. Actual collections for FY 2024 totaled \$426.7 million (\$3 million or 0.7% below the previous year's total). Year-to-date, FY 2025 TransNet revenue is tracking roughly 2%

below FY 2024. At this rate, it is unlikely that revenue can grow enough to close the gap and meet the FY 2025 projection.

Table 1. Growth in TransNet Extension Ordinance Sales Tax Receipts

Fiscal Year	Amount	Percent Change
2009 (Actual)	\$222.0M	-9.2%
2010 (Actual)	\$204.2M	-8.0%
2011 (Actual)	\$221.3M	8.4%
2012 (Actual)	\$236.9M	7.1%
2013 (Actual)	\$247.2M	4.3%
2014 (Actual)	\$260.1M	5.2%
2015 (Actual)	\$268.8M	3.4%
2016 (Actual)	\$275.5M	2.5%
2017 (Actual)	\$284.5M	3.3%
2018 (Actual)	\$301.5M	6.0%
2019 (Actual)	\$305.3M	1.3%
2020 (Actual)	\$305.9M	0.2%
2021 (Actual)	\$334.0M	9.2%
2022 (Actual)	\$405.9M	21.5%
2023 (Actual)	\$429.7M	5.9%
2024 (Actual)	\$426.7M	-0.7%
2025 (Forecast)	\$420.1M	-1.6%
2026 (Forecast)	\$421.5M	0.3%
2027 (Forecast)	\$427.5M	1.4%
2028 (Forecast)	\$438.5M	2.6%
2029 (Forecast)	\$452.9M	3.3%
2030 (Forecast)	\$468.5M	3.4%

Table 2. Actual Monthly TransNet Revenue

	FY 2023	FY 2024	FY 2025	Y-O-Y	YTD
Jul	\$44,478,683	\$43,691,260	\$42,756,562	-2.14%	
Aug	\$28,995,480	\$27,925,686	\$29,154,928	4.40%	0.41%
Sep	\$36,853,062	\$36,672,942	\$36,669,208	-0.01%	0.27%
Oct	\$38,474,980	\$38,088,738	\$34,614,090	-9.12%	-2.18%
Nov	\$34,497,001	\$33,489,426	\$33,063,017	-1.27%	-2.01%
Dec	\$36,657,141	\$35,801,646	\$35,389,735	-1.15%	-1.86%
Jan	\$33,813,540	\$33,972,638	\$31,821,636	-6.33%	-2.47%
Feb	\$40,825,224	\$39,509,271			
Mar	\$34,695,328	\$35,786,454			
Apr	\$31,439,603	\$33,305,657			
May	\$33,999,974	\$33,419,427			
Jun	\$35,005,164	\$35,029,838			
Total	\$429,735,180	\$426,692,983			
Board Approved Forecast:		\$429,735,850	\$434,040,498		

Sales tax revenue is reported for five broad categories: general retail, food products, transportation, construction, and business-to-business services and equipment. Several factors contributed to softer performance in sale tax revenue, despite a relatively healthy economy.

- General retail, which includes big box stores generally accounts for 28% to 30% of total TransNet revenue. Revenue from this category has been depressed as big box stores have lowered prices to remain competitive.
- Disinflation in gas prices and automobiles. While beneficial to consumers, the disinflation placed downward pressure on tax revenue from these sources. In the first five months of FY 2025, gasoline prices in San Diego have averaged nearly 13% lower than the previous year. New and used vehicle prices fell 3% in FY 2024 and have fallen another 3% in the first five months of FY 2025.
- Food products, which largely encompass restaurants (dine-in and take-out) and food delivery services, have also been facing headwinds as households are eating at home more. The cost of eating out has accelerated while the cost of food at home (e.g., food purchased at grocery stores) is growing in line with headline inflation. In the first five months of FY 2025, the prices for food away from home climbed 11% compared to the same time last year; prices for food at home during the same period rose only 2%. The price increases for eating out have not been offset by the drop in demand.

- Stalled commercial and residential real estate markets depressed sales and revenue that would have flowed from investments that accompany real estate transactions. The San Diego region continues to see low inventory in the residential real estate market and negative absorption in the commercial and industrial real estate markets.

Short-Term Forecast Update

SANDAG's forecast is generated using the most recent historical collections and then projecting future revenue as the product of nominal retail sales per capita growth and population growth.¹ The forecast methodology underwent SANDAG's peer review process (PRP) in 2022, confirming per capita nominal sales growth rate as the primary predictor of retail sales—and ultimately, TransNet and Transportation Development Act (TDA) revenues—are likely to behave.²

Actual TransNet Revenue Collections Updates

The starting point in the TransNet forecast revision is replacing forecasted values with the most recently reported actual revenue collections. As noted earlier, comparing actual to projected values for FY 2024 and FY 2025 (July 2024 through January 2025) suggests potentially negative, TransNet revenue growth. FY2024 actual collections did not meet expectations, and year-to-date values for FY 2025 point to a slight downturn in nominal spending that had not been forecasted. Discussed in the next section, this downward trend is also visible in the conservative forecast by Avenu Insights and Analytics.

Actual TDA Revenue Collections Updates

Year-to-date, TDA collections in FY2025 (July 2024 through January 2025) are up 1.3%, which is promising. However, this gain is largely due to a strong performance in December rather than consistent month-over-month growth. SANDAG predicts FY2025 collections to finish on par with FY2024 actual collections (\$201.78 million).

Updates to the Short-Term Outlook for Retail Sales

SANDAG economists adjusted the annual growth rates of the TransNet revenue forecasted by the model. The adjustments reflect a guiding principle of being conservative to minimize the risk of budget shortfalls.

These adjustments result in retail sales expected to experience slow growth over the short-term and stronger growth returning over the long-term. The variable growth reflects:

- (1) retail sales finally normalizing after COVID (as observed in sales tax data over the past 17 months;
- (2) consumer response to ongoing price volatility as inflation moves at different paces and directions across the basket of taxable and nontaxable goods impacting households and businesses; and

¹ The nominal retail sales forecast is the consensus (arithmetic mean) of three independent nationally recognized forecasts of growth in per-capita nominal retail sales (IHS Markit, Moody's Analytics, and Oxford Economics). The San Diego regional population growth is the SANDAG Series 15 forecast (2022-2060).

² TDA is assumed to follow TransNet growth, but at 0.5% slower pace.

- (3) long-term expectations of prices stabilizing and ongoing, generally healthy economic conditions.

As noted earlier, sales tax revenue has been weaker than projected for FY 2024 and year-to-date for FY 2025. This comes after several years of record-high TransNet sales tax revenue. For example, revenue in FY 2023 was \$429.7 million, marking a healthy gain of 5.9% and was the third consecutive year of higher-than-normal growth. TDA collections also showed solid growth, increasing 4.4% to \$202.7 million in FY 2023.

The TransNet revenue forecast approved by the Board in February 2024 had anticipated some easing in growth. It did not, however, anticipate sales tax revenue to weaken and produce slightly negative growth. Correcting for FY 2024 and integrating the latest data for FY 2025, results in FY 2026 revenue projected to be \$421.5 million. By FY 2027, prices are expected to level off and economic conditions are projected to be robust (underpinned by a stable job market and steady wage growth). These two dynamics lead to TransNet revenue projections returning to healthy year-over-year growth and converging on a long-term growth average of slightly above 3% by FY 2029.

Peer Review Process

Based on a request by the TransNet Independent Taxpayer Oversight Committee (ITOC) and consistent with the [SANDAG Data Accuracy and Modeling Work Plan](#), on December 19, 2024, a Peer Review Process (PRP) meeting, consisting of subject matter experts and an external economic forecasting expert panel, was convened to review the proposed forecast methodology. The PRP expert panel concurred with the proposed forecast methodology. In addition, the current forecast went through the SANDAG Quality Assurance/Quality Control process in January 2025.

The ITOC will review the TransNet program revenue estimates at its meeting on February 12, 2025.

Transportation Development Act
FY 2025 Apportionment and Estimates from FY 2026 - FY 2030

Estimated amounts are in \$000s

Column1	FY 2025 Apportionment	FY 2026 Apportionment	FY 2027 Estimate	FY 2028 Estimate2	FY 2029 Estimate	FY 2030 Estimate
Total Apportionment ^{1,2}	\$201,781,552	\$194,505,554	\$196,276	\$200,358	\$205,908	\$211,982
Less County Auditor Expenses (PUC 99233.1)	(50,000)	(50,000)	(51)	(52)	(53)	(54)
Less SANDAG Administration (PUC 99233.1) ³	(552,939)	(743,001)	(540)	(551)	(566)	(793)
Less 3% Planning Funds (PUC 99233.2)	(6,035,358)	(5,811,377)	(5,871)	(5,993)	(6,159)	(6,334)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(3,902,865)	(3,758,024)	(3,796)	(3,875)	(3,983)	(4,096)
Less 5%Community Transit Service (PUC 99233.7)	(9,562,019)	(9,207,158)	(9,301)	(9,494)	(9,757)	(10,035)
Subtotal	\$181,678,370	\$174,935,995	\$176,717	\$180,393	\$185,390	\$190,670
Total Available for MTS	128,929,509	124,354,944	125,621	128,234	131,786	135,540
Less Regional Planning/Capital Projects ⁴	(284,392)	(296,580)	(297)	(297)	(297)	(297)
Less Transferred Functions ⁵	(2,596,349)	(2,504,227)	(2,530)	(2,582)	(2,654)	(2,729)
Total Community Transit Service	6,650,048	6,414,097	6,479	6,614	6,797	6,991
Total Available to Claim	\$132,698,817	\$127,968,233	\$129,274	\$131,969	\$135,633	\$139,505
Total Available for NCTD	52,748,861	50,581,052	51,096	52,159	53,604	55,130
Less Regional Planning/Capital Projects ⁴						
Less Transferred Functions ⁵	(883,543)	(847,233)	(856)	(874)	(898)	(923)
Total Community Transit Service	2,720,731	2,608,917	2,635	2,690	2,765	2,844
Total Available to Claim	\$54,586,049	\$52,342,736	\$52,876	\$53,975	\$55,471	\$57,051
Total Available for SANDAG						
Regional Planning/Capital Projects	284,392	296,580	297	297	297	297
Transferred Functions	3,479,892	3,351,460	3,386	3,456	3,552	3,652
SANDAG Expenses ³	552,939	743,001	540	551	566	793
3% Planning Funds	6,035,358	5,811,377	5,871	5,993	6,159	6,334
Prior Year Carryover	0	0				
Total Available to Claim	\$10,352,581	\$10,202,418	\$10,093	\$10,297	\$10,573	\$11,076
Total Community Transit Service (CTSA)	\$191,240	\$184,143	\$186	\$190	\$195	\$201
Prior Year Carryover	\$0	\$0				
Total Available to Claim	\$191,240	\$184,143	\$186	\$190	\$195	\$201

*Totals may not add up due to rounding

¹ The County Auditor provided the apportionment for FY 2025. The projected estimates for FY 2026 to FY 2030 are based on the growth rate in retail sales as forecasted by SANDAG and excludes interest and prior year excess funds.

² Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2023 - approximately 71% for MTS and 29% for NCTD.

³ The SANDAG Administration cost rises in FY 2026 and FY 2028 disproportionately due to costs associated with the triennial performance audit. All other annual increases in SANDAG administrative share are consistent with the estimated growth in the TDA.

⁴ Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2026 transit CIP as provided by MTS and NCTD. The projects funded will be included as part of the FY 2026 Capital Improvement Program presented to the Transportation Committee/Board at their March/April meetings.

⁵ Based on Addendums No. 3 and No. 4 to the Master Memorandum of Understanding between MTS, NCTD, and SANDAG. For NCTD, 26.09% of this share is transferred back to NCTD to be used for TDA-eligible purposes.

TransNet Program
Revsied FY 2025 and Estimates from FY 2026 to FY 2030 (in \$000s)

TransNet Program Revenues	FY 2025	FY 2026			FY 2027			FY 2028			FY 2029			FY 2030		
		105%		95%	105%		95%	105%		95%	105%		95%	105%		95%
Estimated Sales Tax Receipts	\$420,079	\$442,583	\$421,508	\$400,432	\$448,823	\$427,451	\$406,078	\$460,403	\$438,479	\$416,555	\$475,458	\$452,817	\$430,176	\$491,861	\$468,439	\$445,017
TransNet Program Allocations																
Administrative Allocations ¹	\$8,402		\$8,430			\$8,549			\$8,770			\$9,056			\$9,369	
Independent Taxpayer Oversight Committee ²	\$515		\$528			\$539			\$550			\$562			\$574	
Bike, Pedestrian & Neighborhood Safety ³	\$8,402		\$8,430			\$8,549			\$8,770			\$9,056			\$9,369	
<i>Total off-the-top Programs</i>	<i>\$17,318</i>		<i>\$17,388</i>			<i>\$17,637</i>			<i>\$18,089</i>			<i>\$18,675</i>			<i>\$19,312</i>	
Net Available for Subprograms*	<u>\$402,762</u>		<u>\$404,119</u>			<u>\$409,814</u>			<u>\$420,390</u>			<u>\$434,143</u>			<u>\$449,128</u>	
Program Allocations																
Major Corridors Program ⁴	\$170,771		\$171,347			\$173,761			\$178,245			\$184,076			\$190,430	
New BRT/Rail Operations ⁵	\$32,624		\$32,734			\$33,195			\$34,052			\$35,166			\$36,379	
Transit System Improvements ⁶	\$66,456		\$66,680			\$67,619			\$69,364			\$71,634			\$74,106	
Local System Improvement ⁷	<u>\$132,911</u>		\$133,359			\$135,239			\$138,729			\$143,267			\$148,212	
Total Program Allocations*	<u>\$402,762</u>		<u>\$404,119</u>			<u>\$409,814</u>			<u>\$420,390</u>			<u>\$434,143</u>			<u>\$449,128</u>	

*Totals may not add up due to rounding

NOTES:

The TransNet Extension Ordinance established the rules for the allocation of all Commission revenues. Commission funds are allocated according to the following priorities:

¹ Up to 2% of the annual revenues shall be allocated for administrative expenses, which includes Commission/Board expenses, administrative reserve.

² The ITOC allocation is based on the annual increase in CPI using \$250,000 as the starting base.

³ Total of 2% shall be allocated for bicycle facilities.

⁴ 42.4% of the total revenues less off the top programs shall be allocated for Major Corridor projects which include transportation mitigation under the Environmental Mitigation program (EMP) and any finance charges incurred.

⁵ 8.1% of the total revenues less off the top programs shall be allocated to operate new rail or bus rapid transit (BRT) services.

⁶ 16.5% of the total revenues less off the top programs shall be allocated for purposes of public transit services including providing for senior and American with Disabilities Act (ADA)-related services.

⁷ 33% of total revenues less off the top programs shall be allocated for local street improvement services, which includes roadway projects, as well as local EMP and smart growth incentive programs.

TransNet Revenue Forecast - Transit System Improvement Program

Revised FY 2025 and Estimates for FY 2026 to FY 2030 (in \$000s)

	FY 2025	FY 2026 (Proposed)	FY 2027 (Estimate)		FY 2028 (Estimate)		FY 2029 (Estimate)		FY 2030 (Estimate)	
		Mid-Range	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low
Total Available For Transit Purposes ^{1,2} :	\$66,456	\$66,680	\$67,619	\$64,238	\$69,364	\$65,896	\$71,634	\$68,052	\$74,106	\$70,401
Less 2.5% for ADA-related Services	(\$1,661)	(\$1,667)	(\$1,690)	(\$1,606)	(\$1,734)	(\$1,647)	(\$1,791)	(\$1,701)	(\$1,853)	(\$1,760)
Less 3.25% for Senior Services	(\$2,160)	(\$2,167)	(\$2,198)	(\$2,088)	(\$2,254)	(\$2,142)	(\$2,328)	(\$2,212)	(\$2,408)	(\$2,288)
Subtotal	\$62,634	\$62,846	\$63,731	\$60,545	\$65,376	\$62,107	\$67,515	\$64,139	\$69,845	\$66,353
MTS Projects And Services:										
Transit Service Improvements (Operations and Supporting Capital)	\$44,449	\$44,599	\$45,227	\$42,966	\$46,395	\$44,075	\$47,912	\$45,516	\$0	\$0
ADA Services	\$1,179	\$1,183	\$1,200	\$1,140	\$1,231	\$1,169	\$1,271	\$1,207	\$1,315	\$1,249
NCTD Projects And Services:										
Transit Service Improvements (Operations and Supporting Capital)	\$18,185	\$18,247	\$18,504	\$17,579	\$18,981	\$18,032	\$19,603	\$18,622	\$69,845	\$66,353
ADA Services	\$482	\$484	\$491	\$466	\$503	\$478	\$520	\$494	\$538	\$511
Regional Discretionary Programs³:										
Competitive Grant Program for Senior Transportation Services	\$2,160	\$2,167	\$2,198	\$2,088	\$2,254	\$2,142	\$2,328	\$2,212	\$2,408	\$2,288

*Totals may not add up due to rounding

¹ The Transit System Services Improvements share is 16.5% of net available revenues. After deducting for ADA and Senior Services, the balance is available for operations and miscellaneous capital projects by the transit agencies.

² Distribution between the 2 agencies for FY 2025 through 2030 are based on Jan. 2023 population.

³ The funds are allocated via a Call for Projects process by SANDAG.

Other Notes:

A. The estimated revenues are based on growth rate in taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.

B. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan.

SUMMARY OF FY 2026 TRANSIT RELATED REVENUES (\$1000s)

	Transportation Development Act TDA ¹	TransNet Transit System Improvements	Federal Transit Administration (FTA) 2024 ¹	Total
Total Estimated	\$ 194,506	\$ 66,680	\$ 172,736	\$ 433,921
County Administration Fee	\$ (50)			\$ (50)
Amounts Distributed	\$ 194,456	\$ 66,680	\$ 172,736	\$ 433,871
Metropolitan Transit System	\$ 127,968	\$ 45,782	\$ 115,707	\$ 289,457
North County Transit District	\$ 52,343	\$ 18,731	\$ 50,107	\$ 121,180
SANDAG	\$ 10,202		\$ 6,922	\$ 17,125
Community Transit Services (CTSA)	\$ 184			\$ 184
Discretionary Programs²	\$ 3,758	\$ 2,167		\$ 5,925

¹ Distribution between transit agencies and SANDAG subject to change based on final transit CIPs and capital project transfers

² Reflects TDA funds for bike/ped projects and TransNet TSI funds for competitive grants

*Totals may not add up due to rounding.

**Federal Transit Administration Formula Programs
FY 2026 Apportionment and Estimates from FY 2027 - FY 2030**

	FY 2026			FY 2027 (\$000s)			FY 2028 (\$000s)			FY 2029 (\$000s)			FY 2030 (\$000s)		
	Apportion- ment ¹	Regional Capital Projects	Regional Planning	Apportion- ment ¹	Regional Capital Projects	Regional Planning	Apportion- ment ¹	Regional Capital Projects	Regional Planning	Apportion- ment ¹	Regional Capital Projects	Regional Planning	Apportion- ment ¹	Regional Capital Projects	Regional Planning
Section 5307 Urbanized Area Formula Funds															
MTS	\$65,182,446	\$0	(\$1,186,321)	\$65,182	\$0	(\$1,186)	\$65,182	\$0	(\$1,186)	\$65,182	\$0	(\$1,186)	\$65,182	\$0	(\$1,186)
NCTD	\$27,935,334	\$0	N/A	\$27,935	\$0	N/A	\$27,935	\$0	N/A	\$27,935	\$0	N/A	\$27,935	\$0	N/A
SANDAG (Vanpool Program) ²	\$5,735,797	N/A	\$1,186,321	\$5,736	N/A	\$1,186	\$5,736	N/A	\$1,186	\$5,736	N/A	\$1,186	\$5,736	N/A	\$1,186
SANDAG (Capital Projects) ³	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$98,853,577	\$0	\$0	\$98,854	\$0	\$0	\$98,854	\$0	\$0	\$98,854	\$0	\$0	\$98,854	\$0	\$0
Section 5337 State of Good Repair/ High Intensity															
MTS	\$47,439,247	\$0	N/A	\$47,439	\$0	N/A	\$47,439	\$0	N/A	\$47,439	\$0	N/A	\$47,439	\$0	N/A
NCTD	\$20,340,722	\$0	N/A	\$20,341	\$0	N/A	\$20,341	\$0	N/A	\$20,341	\$0	N/A	\$20,341	\$0	N/A
Total	\$67,779,969	\$0	N/A	\$67,780	\$0	N/A	\$67,780	\$0	N/A	\$67,780	\$0	N/A	\$67,780	\$0	N/A
Section 5339 Bus/Bus Facilities															
MTS	\$4,271,639	\$0	N/A	\$4,272	\$0	N/A	\$4,272	\$0	N/A	\$4,272	\$0	N/A	\$4,272	\$0	N/A
NCTD	\$1,830,702	\$0	N/A	\$1,831	\$0	N/A	\$1,831	\$0	N/A	\$1,831	\$0	N/A	\$1,831	\$0	N/A
Total	\$6,102,341	\$0	N/A	\$6,102	\$0	N/A	\$6,102	\$0	N/A	\$6,102	\$0	N/A	\$6,102	\$0	N/A

¹ A federal transportation bill was passed in the Bipartisan Infrastructure Law (as enacted in the Infrastructure Investment and Jobs Act (IIJA)). The Federal Register (FR) provides the FTA apportionment based on the IIJA, which increases funding each year through FY 2026. Estimates will remain flat for the outyears (FY 2027 - FY 2030), pending new legislation.

² SANDAG and transit agencies have agreed to fully fund the rideshare portion of the regional Transportation Demand Management program in recognition of the vanpool program's contribution to the funding level apportioned to the region. Prior year is reconciled with next year's estimate based on consultation with the transit agencies.

³ Regional Capital Projects refer to projects and associated funding transferred to SANDAG to implement on behalf of MTS and NCTD based on the draft FY 2026 MTS/NCTD Capital budget. The specific projects and funding recommendation would be presented to the Transportation Committee/Board of Directors as part of the FY 2026 Transit Capital Improvement Program at their respective meetings in March/April.

Note:

SANDAG share is based on the estimated costs to operate the regional vanpool program and its estimated increase in future years. The balance of 5307 funds are allocated 70% to MTS and 30% to NCTD. The same 70/30 split applies to the 5337 and 5339 funds (SANDAG does not share in these programs).



Sale Tax Revenue Updates

Revised FY 2025 and FY 2026-2029 Revenue Estimates

Transportation Committee | Item 3
Michelle Smith, Manager of Financial Programming and Project Controls
Naomi Young, Principal Economist
February 7, 2025

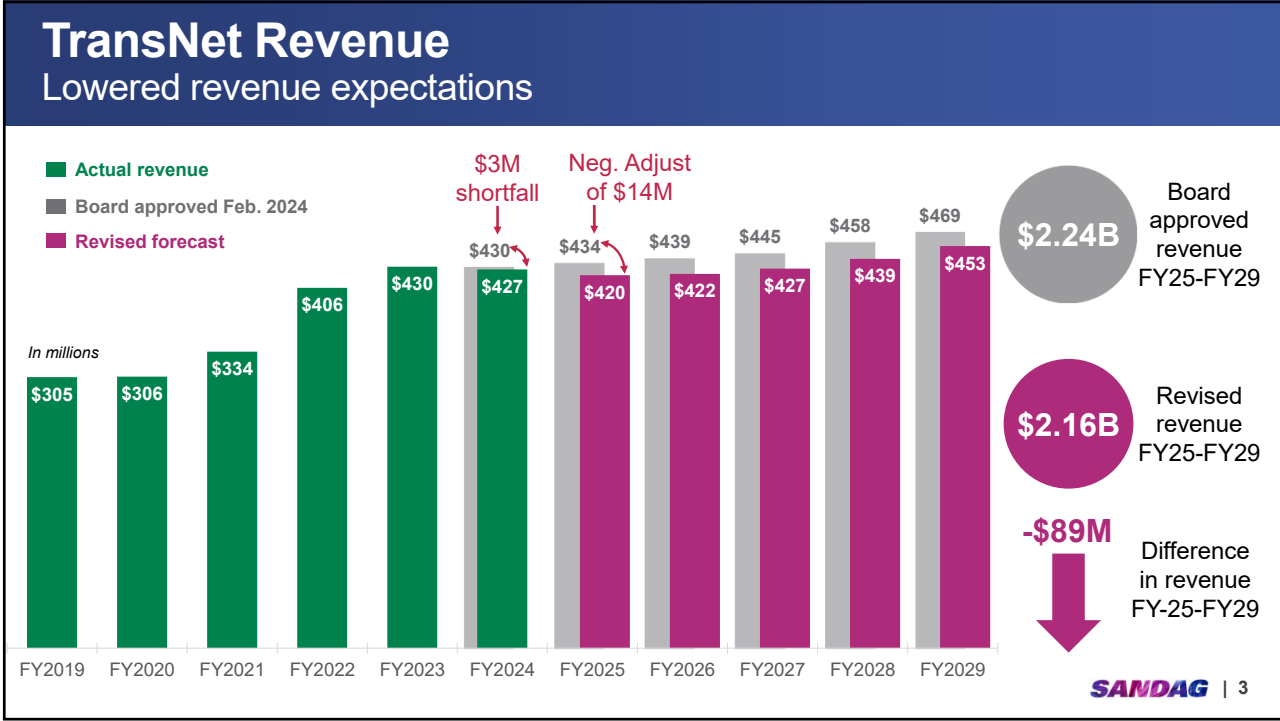
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Updated Economic Outlook

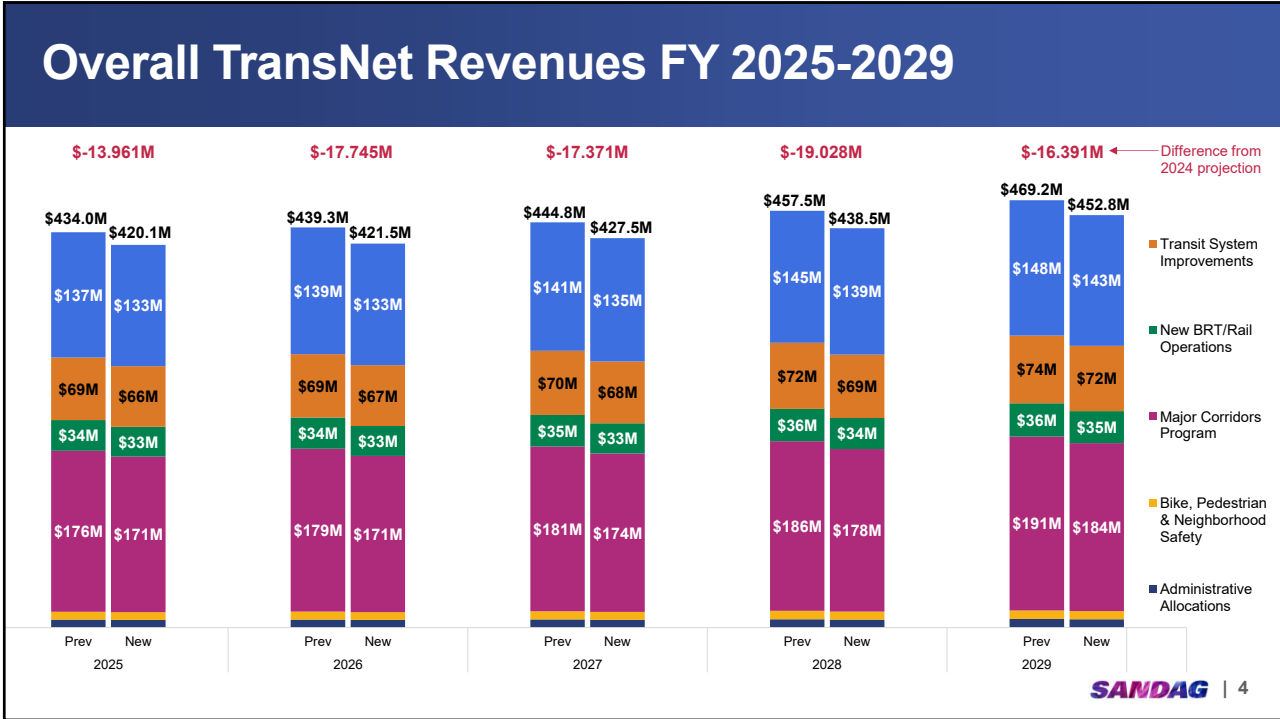
- Economic backdrop
 - Healthy economy: stable labor market -jobs and wages & moderating inflation
- Conditions in the current and near-term environment
 - Economic growth in San Diego, trailing the nation -1.4% vs 2.9%
 - Two years of negative growth for TransNet revenue
 - Consumer spending continues to favor nontaxable items
 - Uneven inflation
- Long-term expectations for sales tax revenue
 - Stronger growth
 - Increased uncertainty and variability in revenue

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TDA Updated Revenues for FY 2025

	Board Approved Feb. 2024	Proposed Revised Estimates	Difference
TDA Program Revenues	FY 2025	FY 2025	
Estimated Sales Tax Receipts	\$205,737	\$201,781	-\$3,956
TDA Program Allocations			
Less SANDAG Administration -PUC 99233.1	\$564	\$553	-\$11
Less 3% Planning Funds -PUC 99233.2	\$6,154	\$6,035	-\$119
Less 2% Bicycle/Pedestrian Funds -PUC 99233.3	\$3,979	\$3,902	-\$77
Less 5%Community Transit Service -PUC 99233.7	\$9,749	\$9,562	-\$187
Total Off the Top Allocations	\$20,446	\$20,052	-\$394
MTS Claim	\$135,306	\$132,699	-\$2,607
NCTD Claim	\$55,656	\$54,586	-\$1,070
SANDAG Claim	\$10,550	\$10,352	-\$198
CTSA Claim	\$194	\$191	-\$3
Total Claims	\$201,706	\$197,828	-\$3,878

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TransNet Updated Revenues for FY 2025

	Board Approved Feb. 2024	Proposed Revised Estimates	Difference
TransNet Program Revenues	FY 2025	FY 2025	
Estimated Sales Tax Receipts	\$434,040	\$420,080	-\$13,960
TransNet Program Allocations			
Administrative Allocations	\$8,681	\$8,402	-\$279
Independent Taxpayer Oversight Committee	\$515	\$515	\$0
Bike, Pedestrian & Neighborhood Safety	\$8,681	\$8,402	-\$279
Total off-the-top Programs	\$17,877	\$17,318	-\$559
Net Available for Subprograms	\$416,163	\$402,762	-\$13,401
Program Allocations			
Major Corridors Program	\$176,453	\$170,771	-\$5,682
New BRT/Rail Operations	\$33,709	\$32,624	-\$1,085
Transit System Improvements	\$68,667	\$66,456	-\$2,211
Local System Improvement	\$137,334	\$132,911	-\$4,423
Total Program Allocations	\$416,163	\$402,762	-\$13,401

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February 7 , 2025

Proposed 2025 Legislative Program

Overview

The proposed 2025 Legislative Program provides a framework to advance policies and legislative initiatives in support of the agency's mission, strategic goals, and long-term vision. Consistent with [Board Policy No. 001](#), the Transportation Committee recommends legislative program elements related to transit and transportation to the Board of Directors.

Key Considerations

The proposed 2025 Legislative Program is largely similar to the prior year's program, with any revisions shown in tracked changes. There are minor changes throughout the document to clarify language, reduce overlap, and add mention of topics likely to require legislative and funding advocacy in the year ahead, including mention of supporting policy and funding strategies to address the Tijuana River Valley. One new goal has been added to ensure an appropriate level of attention is focused on any new developments around the emerging topic of artificial intelligence (number 32 under "monitor").

Other minor revisions have been included throughout the program to be consistent with current agency practices and work plans. Attachment 1 shows all of the proposed revisions in tracked changes, with items under the jurisdiction of the Transportation Committee highlighted in yellow.

Next Steps

If approved by the Board, staff will use the Legislative Program to guide SANDAG legislative advocacy and activities.

Robyn Wapner, Director of Public Affairs

Attachment: 1. Draft 2025 Legislative Program

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors approve the transit and transportation-related elements of the proposed 2025 Legislative Program.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

2025 Legislative and Policy Programs

The SANDAG Legislative and Policy Program provides a framework to advance policies and legislative initiatives in support of the agency's mission, strategic goals, and long-term vision. In 2025, SANDAG will work to support the following initiatives:

No.	SUPPORT
1	Efforts to inform the next Federal Surface Transportation Authorization, including appropriate funding levels, goods movement and border programs, transit investment and reforms, grade separation improvements , process improvements (including streamlined environmental processes), active transportation, and tribal transportation planning.
2	Resources and funding mechanisms consistent with financial strategies adopted in the Regional Plan, including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, smart growth, and higher pass-through maintenance/preservation funding.
3	Expanded access to resources and technical tools that will enable SANDAG to implement the Regional Plan.
4	Efforts that address border transportation infrastructure needs consistent with the Regional Plan and California-Baja California Border Master Plan.
5	Policy and/or legislative changes to streamline the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way.
6	Policy and/or legislative changes to improve the planning and implementation of the Regional Plan, including efforts to reform SB 375 mandates.
7	Capital and flexible sustaining operations funding for public transit and continued support for intercity rail, including funding to promote zero fare public transit for youth as well as funding to increase specialized transportation, active transportation, and micro-mobility projects for non-profit organizations and transit operators.
8	Efforts to advance connected and autonomous vehicle technology to enhance transportation safety, sustainable and efficient mobility, a healthier environment, and economic growth and job creation.
9	Efforts to advance clean energy and clean transportation policies, programs, and legislation for the region that are consistent with the Regional Energy Strategy, the Zero Emission Freight Transition at the California-Baja California Border Plan, and Regional Plan.
10	Incentives to jurisdictions that provide opportunities for more housing, including affordable and transit-oriented developments; efforts to create social housing to address the shortage of affordable homes by developing publicly owned housing for people of all income levels; regional fair-share allocation of housing funds; and providing additional affordable housing funding with greater local/regional control.
11	Policy and funding to support safe conditions for those who walk, cycle, roll, drive, and use alternate transportation, and reach a Vision Zero goal.
12	Efforts to pursue funding and enact policies, programs, legislation, and other initiatives that advance equity and inclusion, including eliminating the digital divide in underserved communities, rural communities, and tribal lands.

No.	SUPPORT
13	Policies and/or legislation implementing climate action and adaptation plans and programs, including cap-and-trade, that are consistent with the Regional Plan.
14	Efforts to pursue resources to improve regional public safety voice and data communications, and as well as intelligent transportation system interoperability, including connectivity with state, and federal, and binational systems.
15	Efforts to pursue funding at both the state and federal levels to improve public safety and security in the San Diego region through Automated Regional Justice Information System operations and enhancements, regional transportation system improvements, and activities related to regional emergency preparedness, prevention, and response to catastrophic events including the January 22, 2024 flooding disaster.
16	Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments.
17	Efforts assisting in the implementation of policy and funding strategies to address of key environmental issues, including environmental mitigation, climate resiliency, habitat conservation, planning , beach restoration and replenishment, coastal erosion , and water quality-related issues such as Tijuana River Valley sewage pollution.
18	Efforts to expand available methods of transportation project delivery, including design-build, progressive design-build , design sequencing, construction manager/general contractor, and other alternative methods that expedite connectivity with state and federal systems.
19	Efforts to support funding opportunities and legislation that promote the implementation of effective and collaborative strategies and programs that maintain public safety and promote quality of life and public health, including initiatives that address substance abuse and graffiti abatement and reduce criminal violence.
20	Legislation and/or policies that promote governmental efficiencies and cost savings.
21	Transit boards' legislative programs where consistent with SANDAG Policy.
22	Other organizations' legislative programs where consistent with SANDAG Policy (i.e., California Association of Councils of Governments, American Public Transportation Association, National Association of Regional Councils, California Transit Association, Self-Help Counties Coalition, League of California Cities, California State Association of Counties, Caltrans, International Association of Chiefs of Police, National Sheriffs' Association, California Police Chiefs Association, California State Sheriffs' Association, Coalition for America's Gateways and Trade Corridors (CAGTC), and National Association of Counties).
23	Lead efforts to pursue legislative and/or administrative reform of the Regional Housing Needs Assessment process and state housing element law.
24	Efforts to support public and private funding opportunities to recover from the Jan 22, 2024 flooding disaster, including infrastructure and housing aid.
24	Efforts assisting the implementation of SANDAG Board Resolution 2023-11, "Declaring support of eliminating the debt and toll-only operations on the SR-125 by 2027."

No.	MONITOR
25	Proposals that limit the use of eminent domain for public infrastructure projects.
26	Legislation affecting solid waste, water supply, and storm water; support funding opportunities to assist in these areas, and implementation of the Regional Plan.
27	Legislation relating to personnel matters (i.e., workers' compensation, Public Employee Retirement System benefits) and other labor related issues.
28	Legislation requiring local agencies to implement new administrative compliance measures.
29	Legislative efforts related to offshore oil drilling in the coastal waters within the San Diego region.
30	Legislation and policies impacting the development and implementation of Alternative Planning Strategies, as well as planning requirements set forth by the California Air Resources Board and other state agencies.
31	Legislation relating to transportation operating agency coordination.
32	Legislation relating to applications of artificial intelligence and technologies within transportation and infrastructure.

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February 7, 2025

Regional Climate Action Planning Updates

Overview

In September 2023, the Board of Directors accepted a \$1 million planning grant from the U.S. Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) program to develop a near-term regional climate plan and a long-term vision for climate action. The [Priority Climate Action Plan](#) (PCAP) was completed in March 2024 and identifies ways to reduce greenhouse gas (GHG) emissions from transportation, buildings, and energy by 2030. The regional Climate Action Roadmap (Roadmap) will serve as a comprehensive vision for reducing GHGs across seven sectors in the region through 2050, focusing on the benefits to environmental justice communities. This Roadmap is being developed in coordination with the 2025 Regional Plan.

Action: Discussion

Staff will present on the development of a long-term roadmap for climate action in the region and seek feedback on draft greenhouse gas reduction measures.

Fiscal Impact:

This project is funded through a U.S. Environmental Protection Agency (EPA) planning grant under Overall Work Program Project No. 3202000.

Schedule/Scope Impact:

The climate roadmap is due to EPA December 1, 2025.

Key Considerations

The Roadmap will include a new regional GHG inventory, GHG projections to 2050, and analyses of workforce needs, benefits to environmental justice communities, and reductions in air pollutants. It will also identify GHG reduction measures across multiple sectors. Attachment 1 shows the proposed list of draft measures to reduce GHG emissions from seven sectors: transportation, electricity, commercial and residential buildings, natural and working lands, waste and materials management, agriculture, and industry. Each measure includes objectives, supporting actions, and possible agencies and/or jurisdictions that could lead its implementation. Staff presented this information to the Mobility Working Group, Sustainable Communities Working Group, and Social Equity Working Group in January 2025. Working Group members recommended the Roadmap include optimizing existing transit services; adding e-bike storage and infrastructure; supporting the long-term maintenance of green infrastructure; increasing binational collaboration; clarifying which agencies have the authority to implement different types of measures; and identifying whether future Smart Growth Incentive Program funding could be used to implement measures in the Roadmap.

To develop the measures, SANDAG has undertaken robust community outreach, research, and technical engagement with climate practitioners. A Climate Table workshop was convened in July 2024 to hear from local governments, public agencies, community-based organizations (CBOs), environmental groups, and others on their priorities for reducing GHG emissions. Staff incorporated the workshop input along with priorities from existing local climate action plans into an initial set of draft measures, which was then refined with climate practitioners through a series of technical meetings in October 2024. To enhance engagement in local communities, SANDAG has also been working with three CBOs in the network that responded to the opportunity to partner with us on climate outreach through 2025.

Next Steps

Staff will continue to refine the measures with feedback from SANDAG committees, an additional Climate Table workshop, and a public survey this quarter. The draft regional GHG inventory and draft Roadmap report will be completed this spring and summer respectively. The Roadmap report will be completed by December 2025 and will serve as a supporting document to the 2025 Regional Plan. Staff will return to present updates at project milestones.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. Draft GHG Reduction Measures for the San Diego Regional Climate Action Roadmap

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Draft GHG Reduction Measures for the San Diego Regional Climate Action Roadmap

January 2025



The San Diego Regional Climate Action Roadmap (Roadmap) will provide a comprehensive regional vision to support regional collaboration to combat climate change. It builds on existing climate action planning efforts and identifies measures to reduce greenhouse gas (GHG) emissions through 2050. This project is part of a national effort by the EPA to address climate pollution, with grants covering 96% of the U.S. population. It is being developed with support from the University of San Diego (USD) Energy Policy Initiatives Center (EPIC) and through collaboration with local governments, tribal governments, community-based organizations, environmental groups, and others. Below are the initial draft GHG reduction measures by sector.

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Transportation	
Measure T.1 Reduce vehicle miles traveled (VMT) through increased public transit use	
Objectives	T-1.1 Increase transit ridership
	T-1.2 Add bus rapid transit (BRT) service
	T-1.3 Increase frequency and span of service of existing routes
	T-1.4 Expand trolley/light rail service
Supporting Actions	<ul style="list-style-type: none"> a. Plan and implement BRT routes that prioritize faster mobility, especially for low-income and disadvantaged communities, and other areas with limited transit access b. Advance the Purple Line project c. Encourage transit use through programs such as Youth Opportunity Pass and Try Transit, and explore additional incentives for Low-Income and Disadvantaged Communities (LIDACs) d. Identify opportunities to improve transit stop amenities, such as installation of shade, seating, lighting, Wi-Fi, and restrooms, focusing on safety and accessibility e. Increase frequency of transit services f. Identify and plan double tracking of rail corridors and grade separations throughout rail system g. Plan and implement a regional airport transit connector for San Diego International Airport and explore transit connections to Tijuana Cross Border Xpress h. Expand bus priority features
Authority to Implement	Agencies such as SANDAG, MTS, and NCTD

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Transportation	
Measure T.2 Reduce VMT through active transportation	
Objectives	T-2.1 Build and/or improve bikeways to expand safe and accessible routes
	T-2.2 Build and/or improve sidewalks to expand safe and accessible routes
Supporting Actions	<ul style="list-style-type: none"> a) Advance the early action projects in the Regional Active Transportation Plan b) Continue the Active Transportation Grant Program to fund construction of protected bikeways, focusing on LIDACs c) Implement Safe Routes to Schools projects d) Implement Complete Streets projects across the region e) Implement Vision Zero Action Plan safety countermeasures f) Develop and/or expand incentive programs for bikes and e-bikes g) Increase bicycle parking h) Expand signal prioritization for cyclists and pedestrians i) Conduct outreach and education on active transportation to stakeholders including students
Authority to Implement	Agencies and organizations such as SANDAG and local jurisdictions

Transportation	
Measure T.3 Reduce VMT through expansion of Flexible Fleets	
Objectives	T-3.1 Increase micromobility, such as electric scooters, bikeshare, and e-bikes
	T-3.2 Increase microtransit, including neighborhood electric vehicles (NEVs)
	T-3.3 Increase rideshare, including vanpools
Supporting Actions	<ul style="list-style-type: none"> a) Expand and implement flexible fleet services throughout the region, prioritizing LIDACs and Transit Priority Areas b) Expand first/last mile connections to transit c) Explore opportunities for bike share programs
Authority to Implement	Agencies and organizations such as SANDAG, local jurisdictions, and transportation network companies

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Transportation	
Measure T.4 Reduce VMT through Transportation Demand Management (TDM)	
Objectives	T-4.1 Reduce single-occupancy vehicle commuter trips through TDM strategies
Supporting Actions	<ul style="list-style-type: none"> a) Support and increase participation in regional rideshare and vanpool programs b) Expand Sustainable Transportation Services programs c) Support telework throughout the region d) Conduct outreach and education on TDM strategies and programs
Authority to Implement	Agencies and organizations such as SANDAG, local jurisdictions, and employers/businesses

Transportation	
Measure T.5 Increase adoption of zero-emission vehicles (ZEVs)	
Objectives	T-5.1 Increase the light-duty ZEV population
	T-5.2 Increase medium- and heavy-duty ZEV population
	T-5.3 Install charging and refueling infrastructure for light-duty ZEVs
	T-5.4 Install charging and refueling infrastructure for medium- and heavy-duty ZEVs
	T-5.5 Convert passenger rail cars to ZEV
Supporting Actions	<ul style="list-style-type: none"> a) Implement and/or expand an incentive program for light-duty ZEVs with an emphasis on LIDACs b) Implement and/or expand an incentive program for medium- and heavy-duty ZEVs, including trucks, transit buses, school buses, and rail c) Support fleet electrification for municipalities, tribal governments, and public agencies through technical assistance d) Develop and implement regional programs to install ZEV charging and refueling infrastructure for light-duty vehicles, including multifamily properties e) Develop and implement regional programs to install charging and refueling infrastructure for medium- and heavy-duty vehicles f) Coordinate with rideshare providers like transportation network companies (TNCs) and vanpool operators on electrification efforts
Authority to Implement	Federal, state, and local government agencies and utilities such as SANDAG, local jurisdictions, San Diego County Air Pollution Control District (SDAPCD), San Diego Community Power (SDCP), Clean Energy Alliance (CEA), San Diego Regional Energy Network (SDREN), and SDG&E

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Transportation	
Measure T.6 Reduce fuel use from idling	
Objectives	T-6.1 Install roundabouts and/or traffic circles
	T-6.2 Optimize traffic signals
	T-6.3 Implement curb management strategies that reduce idling
Supporting Actions	<ul style="list-style-type: none"> a) Support traffic flow planning and project prioritization that addresses safety for all travel modes b) Identify priority intersections for roundabouts to reduce vehicle idling and improve public safety c) Expand the use of smart intersection signals d) Explore and implement curb management strategies including delivery zones and time of use policies e) Implement ZEV actions outlined in the Sustainable Freight Strategy
Authority to Implement	Agencies such as SANDAG, Caltrans, and local jurisdictions

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Electricity	
Measure E.1 Decarbonize the regional electric grid	
Objectives	E-1.1 Increase participation in fully renewable electricity options ahead of state mandates
	E-1.2 Increase distributed renewable energy generation
Supporting Actions	<ul style="list-style-type: none"> a) Develop and/or expand residential programs to incentivize rooftop solar and battery storage (single- and multi-family), with a focus on LIDACs b) Develop and/or expand a regional program to incentivize rooftop solar and battery storage for commercial buildings, with a focus in LIDACs c) Develop a municipal program to support local government, tribal government, and public agency solar and battery storage projects d) Develop and/or expand a regional program to incentivize community solar and microgrids with a focus on renters, LIDACs, and rural areas e) Identify opportunities to expand utility-scale renewable energy options including solar, wind, and geothermal installations. f) Identify opportunities to streamline siting and permitting of clean energy projects g) Identify grid constraints to increase capacity of the distribution system h) Conduct outreach and education on distributed energy programs i) Expand local workforce development training for the installation and maintenance of distributed energy projects
Authority to Implement	Agencies and utilities such as local jurisdictions, SDCP, CEA, SDREN, and SDG&E

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Buildings	
Measure B.1 Increase energy efficiency of buildings	
Objectives	B-1.1 Increase energy efficiency of municipal buildings
	B-1.2 Increase energy efficiency of residential buildings
	B-1.3 Increase energy efficiency of non-residential buildings
Supporting Actions	<ul style="list-style-type: none"> a) Implement regional municipal energy efficiency programs for local government, tribal government, and public agency sites. b) Implement regional residential energy efficiency programs that prioritize program offerings and technical assistance with LIDACs, rental sites, and rural communities c) Implement regional non-residential energy efficiency programs that prioritize program offerings and technical assistance in LIDACs d) Develop a model reach code or ordinance that reduces energy use intensity of existing buildings e) Expand adoption of municipal procurement policies that encourage energy efficiency f) Develop workforce training on energy efficient equipment and infrastructure g) Conduct outreach for renters, owners, and building managers to increase participation in energy efficiency programs
Authority to Implement	Agencies such as SDG&E, SDCP, CEA, SDREN, and local jurisdictions

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Buildings	
Measure B.2 Increase electrification of buildings	
Objectives	B-2.1 Electrify municipal buildings
	B-2.2 Electrify residential buildings
	B-2.3 Electrify nonresidential buildings
Supporting Actions	<ul style="list-style-type: none"> a) Develop and implement a regional program to provide technical assistance and financial incentives to replace municipal appliances such as gas water heaters, boilers, and traditional HVAC systems with heat pumps and other advanced electrification technologies b) Develop and implement a regional program to provide technical assistance and financial incentives to replace residential appliances such as gas water heaters, stoves, and traditional HVAC systems with residential heat pump technologies, with an emphasis on LIDACs c) Develop and implement a regional program to provide technical assistance and financial incentives to replace nonresidential appliances such as gas water heaters and traditional HVAC systems with heat pump water technologies, with an emphasis on LIDACs d) Develop model reach code or ordinance that requires all-electric equipment in new residential, commercial, and industrial buildings e) Develop an energy benchmarking program and performance standards for existing buildings f) Develop a regional building stock assessment to help target building electrification programs g) Research and identify opportunities to establish indoor NO_x limits for appliances
Authority to Implement	Agencies such as SDG&E, SDCP, CEA, SDREN, SDAPCD, and local jurisdictions

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Natural & Working Lands	
Measure NWL.1 Conserve marine and wetland ecosystems	
Objectives	NWL-1.1 Preserve and restore wetlands, including lagoons, estuaries, and salt marshes
	NWL-1.2 Preserve and restore kelp forests and eelgrass beds
Supporting Actions	<ul style="list-style-type: none"> a) Implement regional programs that ensure coastal wetland habitats can keep pace with future sea level rise and flooding, such as restoration done under the <i>TransNet</i> Environmental Mitigation Program b) Implement regional programs to remove invasive plants, including long-term maintenance and planting native species to advance the <u>Invasive Plant Strategic Plan</u> c) Construct living shorelines, which are protected, stabilized shorelines constructed with natural materials and native dune plants through programs such as the <i>TransNet</i> Environmental Mitigation Program d) Implement the Multiple Species Conservation Program and Multiple Habitat Conservation Program e) Partner with tribal governments to incorporate and apply indigenous land management practices to contribute towards habitat restoration efforts in marine and wetland ecosystems f) Expand regional programs that protect and restore seagrass and kelp forests in the face of changing ocean conditions g) Expand regional programs that protect and restore rivers and streams that feed into the riparian areas and ocean h) Identify opportunities to streamline permitting to restore lands
Authority to Implement	Government agencies such as SANDAG, Port of San Diego, other regional agencies, local jurisdictions, federal and state agencies

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Natural & Working Lands	
Measure NWL.2 Conserve forest, shrublands, and chaparral ecosystems	
Objectives	NWL-2.1 Preserve and restore forest ecosystems
	NWL-2.2 Preserve existing shrublands and chaparral systems from development and conversion
	NWL-2.3 Restore degraded shrubland and chaparral systems that will increase connectivity, enhance system resilience, and reduce the permanent loss of carbon on the landscape
Supporting Actions	<ul style="list-style-type: none"> a) Implement regional programs that protect and restore forest, shrubland, and chaparral ecosystems, including restoration efforts in areas recovering from severe wildfires, through programs such as the TransNet Environmental Mitigation Program b) Remove invasive plants to advance the Invasive Plant Strategic Plan, maintain and plant native species, and expand the capacity of nurseries and native seed banks to increase the quantity and variety of seedlings available to be used in restoration through programs such as the TransNet Environmental Mitigation Program c) Implement the Multiple Species Conservation Program and Multiple Habitat Conservation Program d) Support the acquisition of open space easements in high-sequestration land bodies e) Implement climate smart management of lands, particularly near communities and transportation infrastructure, through efforts such as the development of buffer zones to reduce wildfire risks, prevent carbon loss, and increase resilience f) Partner with tribal governments to incorporate and apply indigenous land management practices to contribute towards habitat restoration efforts in forest, shrublands, and chaparral ecosystems g) Expand workforce development programs for reforestation and wildfire recovery h) Identify opportunities to streamline permitting to restore lands
Authority to Implement	Government agencies such as SANDAG, other regional agencies, local jurisdictions, state agencies, and federal agencies

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Natural & Working Lands	
Measure NWL.3 Increase urban canopy cover	
Objectives	NWL-3.1 Increase urban tree canopy cover, prioritizing LIDACs
	NWL-3.2 Increase urban green space in communities, prioritizing LIDACs
Supporting Actions	<ul style="list-style-type: none"> a) Promote the use of native, climate-appropriate, and low water use trees and shrubs in landscaping b) Develop a regional urban forestry management plan and conduct a regional inventory to assess urban canopy cover every 5 years c) Expand regional tree planting efforts prioritizing LIDACs d) Expand the use of nature-based climate solutions, such as trees and green stormwater infrastructure in new and existing community infrastructure investments e) Increase water reuse and rainwater harvesting for urban green spaces
Authority to Implement	Government agencies such as local jurisdictions

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Waste & Materials Management	
Measure WMM.1 Divert waste from landfills	
Objectives	WMM-1.1 Divert organic waste from landfill
	WMM-1.2 Increase food recovery
	WMM-1.3 Divert solid waste and construction & demolition waste from landfill
Supporting Actions	<ul style="list-style-type: none"> a) Conduct a regional waste audit every 5 years to track progress b) Develop a regional assessment of current participation in organic waste collection services and the effectiveness of outreach strategies c) Develop community composting and organic waste collection programs and targeted outreach to businesses, schools, LIDACs, etc. d) Identify opportunities for organic waste collection services to provide compost to community gardens in LIDACs e) Support and expand food recovery organizations and programs f) Minimize waste generation by strengthening the circular economy through programs such as fix-it clinics g) Expand and implement deconstruction programs to increase the reuse of reclaimed building materials h) Develop and implement regional workforce training and education programs on deconstruction as an alternative to demolition i) Develop pilot projects for end markets for deconstructed materials
Authority to Implement	Government agencies such as local jurisdictions

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Waste & Materials Management	
Measure WMM.2 Reduce landfill emissions through increased methane capture	
Objectives	WMM-2.1 Expand and implement methane capture at landfills
Supporting Actions	<ul style="list-style-type: none"> a) Expand programs for methane capture at regional landfills (operating & non-operating), including development of new of anaerobic digestion facilities b) Conduct field testing and reporting of landfill methane capture rates
Authority to Implement	Agencies and organizations such as SDAPCD and landfill operators

Waste & Materials Management	
Measure WMM.3 Reduce emissions from water and wastewater treatment facilities and operations	
Objectives	WMM-3.1 Expand and implement methane capture at wastewater treatment facilities
	WMM-3.2 Increase energy efficiency of processes to treat and distribute water
Supporting Actions	<ul style="list-style-type: none"> a) Expand programs for methane capture at regional wastewater treatment facilities, including the use of anaerobic digestors b) Conduct field testing and reporting of wastewater methane capture rates c) Implement water and wastewater recovery projects to reduce emissions associated with treating and storing wastewater
Authority to Implement	Agencies and organizations such as local jurisdictions, water districts, and water and wastewater facilities operators

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Agriculture	
Measure AG.1 Reduce emissions from agricultural operations	
Objectives	AG-1.1 Transition agricultural operations to cleaner fuels and energy sources
	AG-1.2 Increase energy efficiency of agricultural machinery and farm equipment
Supporting Actions	<ul style="list-style-type: none"> a) Implement a regional program to incentivize the replacement of diesel-powered farm equipment with electric equipment and energy-efficient alternatives b) Identify opportunities to expand the use of clean energy in agricultural operations such as agrivoltaics, distributed energy resources, and energy buy-back programs for farmers
Authority to Implement	Agencies and organizations such as SDAPCD, SDG&E, SDCP, CEA and local jurisdictions

Agriculture	
Measure AG.2 Expand urban farming in the region	
Objectives	AG-2.1 Increase land use for urban farming
Supporting Actions	<ul style="list-style-type: none"> a) Encourage the expansion of urban farming in new and existing developments through activities such as updating zoning laws or amending city general plans b) Develop a regional assessment to identify sites for the creation of community gardens, including in locations accessible to the community such as public parks, schools, municipal buildings, and community centers, with an emphasis on LIDACs c) Provide education and resources to support the creation and maintenance of community gardens, including resources for schools and communities d) Expand efforts to promote purchasing from local agricultural businesses, including urban farms and community gardens
Authority to Implement	Government agencies such as local jurisdictions

DISCLAIMER: The statements, measures, and/or calculations in this document are preliminary and subject to change. This document was developed to facilitate discussion in the early stages of SANDAG staff's process for developing climate measures as part of the EPA CPRG program.

Agriculture	
Measure AG.3 Conserve agricultural land	
Objectives	AG-3.1 Preserve agricultural land in the region
Supporting Actions	<ul style="list-style-type: none"> a) Support the voluntary dedication of agriculture conservation easements and other actions that preserve agricultural lands, such as Williamson Act contracts and agricultural zoning b) Conduct regional outreach and engagement with farmers to identify opportunities to support them in preserving agricultural land
Authority to Implement	Government agencies such as local jurisdictions

Agriculture	
Measure AG.4 Manage soil health to sequester carbon	
Objectives	AG-4.1 Improve soil management practices on agricultural lands
Supporting Actions	<ul style="list-style-type: none"> a) Develop regional programs to encourage the use of regenerative agricultural practices, including carbon farming b) Research options to incentivize the reduction of the use of synthetic fertilizers on agricultural lands in the region
Authority to Implement	Government agencies such as local jurisdictions and USDA

DISCLAIMER: The statements, measures, and/or calculations in this document are preliminary and subject to change. This document was developed to facilitate discussion in the early stages of SANDAG staff's process for developing climate measures as part of the EPA CPRG program.

Industry	
Measure IND.1 Reduce fugitive and short-lived climate pollutants (SLCP) emissions	
Objectives	IND-1.1 Reduce fugitive and process emissions
	IND-1.2 Reduce high global warming potential (GWP) refrigerant use
Supporting Actions	<ul style="list-style-type: none"> a) Utilize best available retrofit control technology (BARCT) to achieve air quality and GHG reductions at large industrial sources b) Develop an incentive program to expedite installation of low-GWP refrigeration systems in retail food stores
Authority to Implement	Regulatory agencies such as SDAPCD, state and federal agencies

Industry	
Measure IND.2 Reduce energy intensity of industrial facilities	
Objectives	IND-2.1 Increase industrial energy efficiency
	IND-2.2 Increase distributed energy resources (renewable or alternative fuel use) in industrial facilities
Supporting Actions	<ul style="list-style-type: none"> a) Develop a regional model ordinance and resources for local governments to adopt and implement requirements to use electric-powered or alternatively-fueled construction equipment that reduces 50% of emissions from project construction activities b) Evaluate the potential for, and promotion of, electrification and/or co-generation with renewable fuels, for industrial stationary sources whose primary emissions are from onsite natural gas combustion c) Support electrification of industrial sites through updates to industrial rate structures
Authority to Implement	Agencies and utilities such as SDAPCD, SDCP, CEA, and SDG&E



Regional Climate Action Planning

US EPA's Climate Pollution Reduction Grant (CPRG) Program

Transportation Committee | Item 5
Susan Freedman, Climate Planning Manager
Samaya Elder, Associate Regional Planner
Natasha Dulik, Associate Regional Planner
February 7, 2025

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Agenda



EPA Grant Overview



**Regional Climate
Action Roadmap**



Measure Development



Draft GHG Reduction
Measures



Next Steps

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EPA Grant Deliverables

1 grant,
3 deliverables,
over 4 years

1. Priority Climate Action Plan (PCAP)

- Completed March 1, 2024
- Near-term, implementation-ready programs and projects to reduce greenhouse gas (GHG) emissions by 2030

2. Regional Climate Action Roadmap

- Due December 1, 2025
- Comprehensive regional vision for climate action through 2050
- Near- and long-term GHG reduction goals and strategies
- Developing in coordination with SANDAG's 2025 Regional Plan

3. Status Report

- Due in 2027
- Progress and next steps for key metrics

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The Regional Climate Action Roadmap

- Long term vision for combatting climate change and supporting regional collaboration
- Includes a new regional GHG inventory
- GHG projections to 2050
- Emissions reduction targets
- Measures and actions for the region to reduce climate pollution by 2035 and 2050 for the 7 sectors shown on the right
- Benefits Analyses for
 - Environmental justice communities
 - Reduction of air pollutants
 - Workforce development



Transportation



Electricity



Commercial & Residential Buildings



Natural & Working Lands



Waste & Materials Management



Agriculture



Industry

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Measure Development Process to Date

Climate Table – July

Gather input for GHG reduction measures from local governments, public agencies, community-based organizations (CBOs), environmental groups, and others

Technical Stakeholder Meetings – October

Solicit feedback on the initial draft measures

Interagency Meetings – Ongoing

Seek feedback on GHG reduction measures and approach

CBO Partnerships – Ongoing

Asking the community which types of GHG reduction measures to prioritize

Other Engagement – Ongoing

Hear from stakeholder groups, community events, and SANDAG working groups and committees

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Draft GHG Reduction Measures

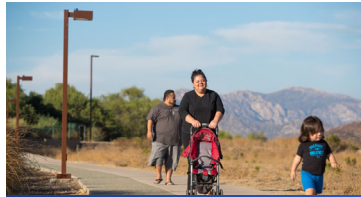
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Transportation



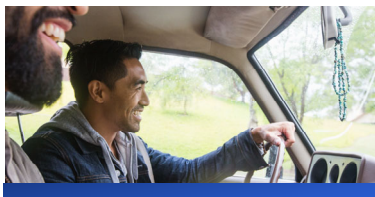
Increase public transit use



Expand active transportation



Expand Flexible Fleets



Reduce VMT through Transportation Demand Management



Increase adoption of zero-emission vehicles (ZEVs)



Reduce fuel use from idling

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Electricity + Buildings



Decarbonize the regional electric grid



Increase electrification of buildings



Increase energy efficiency of buildings

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Natural & Working Lands + Waste & Materials Management



Conserve marine and wetland ecosystems



Conserve forest, shrublands, and chaparral ecosystems



Increase urban canopy cover



Divert waste from landfills



Increase methane capture from landfills



Reduce emissions from water and wastewater treatment

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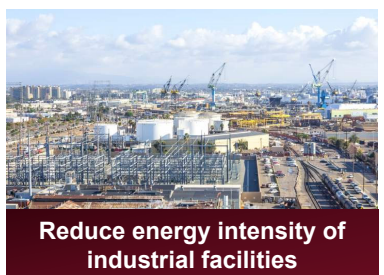
Agriculture + Industry



Reduce agricultural operations emissions



Conserve agricultural lands



Reduce energy intensity of industrial facilities



Expand urban farming in the region



Manage soil health to sequester carbon



Reduce fugitive and short-lived climate pollutants and emissions

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Next Steps

- Continue refining GHG reduction measures and actions this winter
- Quantify GHG emissions reductions
- Host Climate Table in February 2025
- Release public survey in early 2025
- Complete regional GHG inventory this spring
- Publish draft Roadmap & host Climate Table in summer 2025



Breakout session at the Climate Table
July 2024

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✉ **Email:** ClimateTeam@sandag.org

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February 7, 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 crossborder 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 an update on several planning efforts underway to improve the SYTC and other stations along the Blue Line corridor.

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 San Ysidro Mobility Hub 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. The study measures TOD opportunity at the station and recommends an inventory of mobility and land use improvements.

Next Steps

Staff will initiate preliminary engineering to refine station improvement concepts, technical studies in preparation for environmental analysis, and seek additional funding for 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.

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.



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

Transportation Committee | Item 6
Lizzy Havey, Associate Regional Planner
Zach Hernandez, Associate Regional Planner
February 7, 2025

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Conditions Today



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Conditions Today



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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.

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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



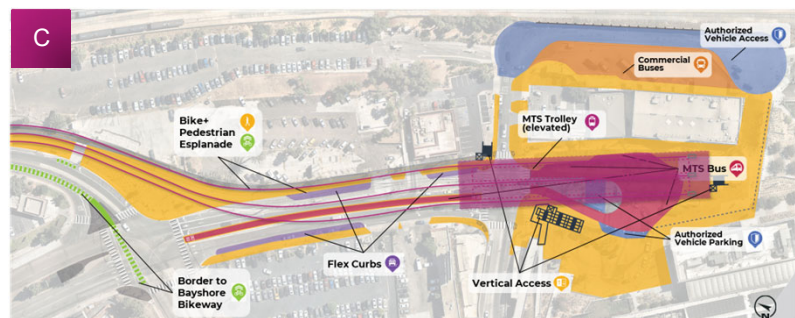
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Near-term Station Redesign Concepts

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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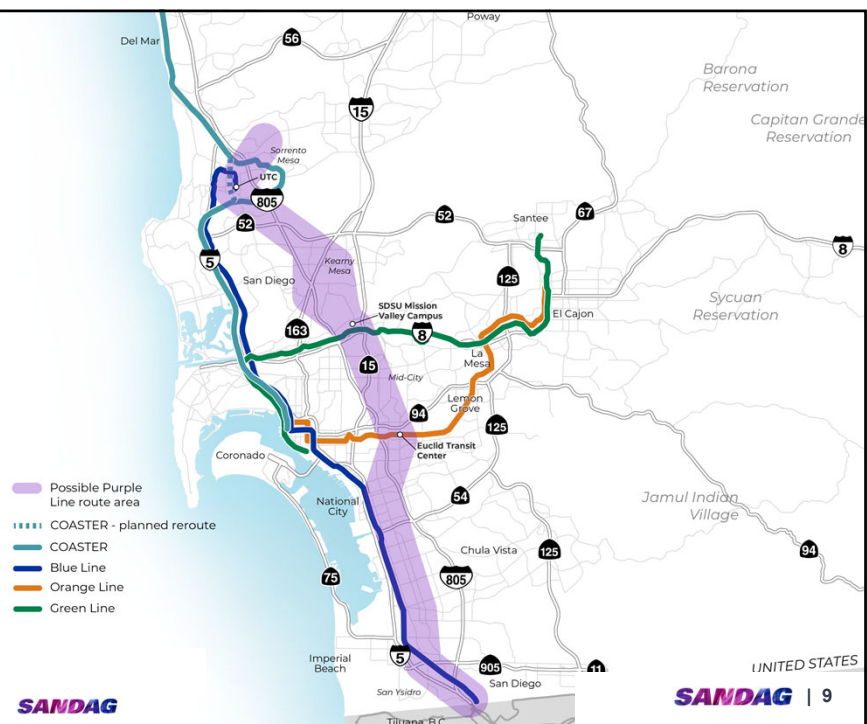
San Ysidro Mobility Hub

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)



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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

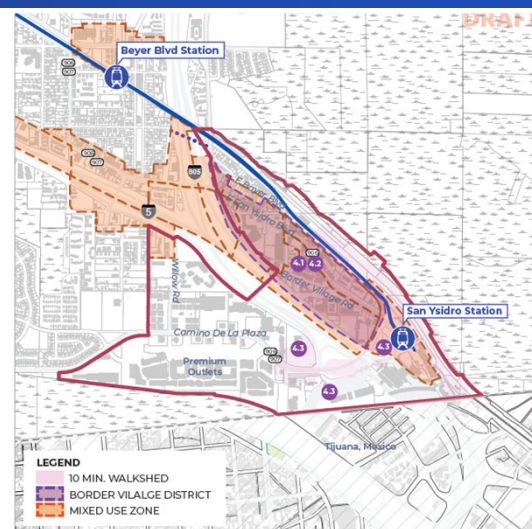
Increase Housing & Mixed-Use Potential

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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