



Transportation Committee Agenda

**Friday, February 16, 2024
9 a.m.**

Welcome to SANDAG. The Transportation Committee meeting scheduled for Friday, February 16, 2024, 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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Public Comments: Members of the public may speak to the Transportation Committee on any item at the time the Transportation Committee is considering the item. Public speakers are generally limited to three minutes or less per person.

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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 16, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

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

Consent

+2. Meeting Minutes

Tessa Lero, Francesca Webb, SANDAG

Approve

The Transportation Committee is asked to review and approve the minutes from its January 19, 2024, meeting.

[Meeting Minutes_011924.pdf](#)

+3. 2024 Performance Management Rule 1 Safety Target Setting

Antoinette Meier, Sam Sanford; SANDAG

Approve

The Transportation Committee is asked to approve supporting the 2024 statewide safety targets established by Caltrans.

[2024 Performance Management Rule 1 Safety Target Setting.pdf](#)

[Att. 1 - Safety Performance Management Targets for 2024.pdf](#)

Reports

+4. FY 2025 to FY 2029 TransNet Program and Transit-Related Revenues

Susan Huntington, Michelle Smith, Naomi Young, SANDAG

Recommend

The Transportation Committee is asked to recommend that the Board of Directors approve the FY 2025 to FY 2029 estimates and apportionments for the Transportation Development Act, Federal Transit Administration, and TransNet funds.

[FY 2025 to FY 2029 TransNet Program and Transit-Related Revenues.pdf](#)

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

[Att. 2 - Forecast Meth for Trans Dev Act and TransNet Forecasts 2024.pdf](#)

[Att. 3 - FY 2024 Apportionment and Estimates for FY 2025 to FY 2029.pdf](#)

+5. San Diego and Imperial Counties Sustainable Freight Implementation Strategy

Antoinette Meier, Mariela Rodriguez, SANDAG; Tara Lake, WSP

Information

Staff will present the draft of the San Diego and Imperial Counties Sustainable Freight Implementation Strategy.

[San Diego and Imperial Counties Sustainable Freight Implementation Strategy.pdf](#)
[Att. 1 - Workforce Development Toolkit.pdf](#)
[Supporting Materials.pdf](#)

+6. Panel Discussion on Transportation Services for Individuals with Disabilities

Discussion

*Susan Huntington, Jenny Russo, Brian Lane, SANDAG; Jay Washburn, MTS;
Robert Gebo, NCTD*

Representatives from SANDAG, North County Transit District, and Metropolitan Transit System will present on the types of specialized transportation services each agency provides and how those services are funded.

[Panel Discussion on Transportation Services for Individuals with Disabilities.pdf](#)

[Att. 1 - Discussion Memo.pdf](#)

[Att. 2 - Active Specialized STGP Grantees.pdf](#)

[Supporting Materials.pdf](#)

+7. Funding Options for Facilitating Access to Coordinated Transportation (FACT) Specialized Transportation Services

Discussion
/ Possible
Action

Susan Huntington, Jenny Russo, Brian Lane, SANDAG

Staff will present an overview of the funding options available for the specialized transportation services provided by FACT.

[Funding Options for FACT Specialized Transport Svcs.pdf](#)

[Att. 1 - Discussion Memo.pdf](#)

[Att. 2 - FACT Request.pdf](#)

[Supporting Materials.pdf](#)

8. Adjournment

The next meeting of the Transportation Committee is scheduled for Friday, March 15, 2024, at 9 a.m.

+ next to an agenda item indicates an attachment

February 16, 2024

January 19, 2024, Meeting Minutes

[View Meeting Video](#)

Chair Jack Shu (East County) called the meeting of the Transportation Committee to order at 9:03 a.m.

1. Public Comments/Communications/Member Comments

Blair Beekman, member of the public, spoke regarding public safety issues and foreign policy.

The Original Dra, member of the public, spoke regarding climate change and supply chain concerns.

There were no member comments.

Consent

2. Approval of Meeting Minutes

The Transportation Committee was asked to approve the minutes from its December 15, 2023, meeting.

The Original Dra commented regarding freight movement concerns.

Blair Beekman spoke regarding fire preparedness and freight electrification.

Action: Upon a motion by Councilmember Vivian Moreno (Metropolitan Transit System) and a second by Councilmember Ed Musgrove (North County Inland), the Transportation Committee voted to approve the December 15, 2023, minutes, as amended to reflect the attendance of Rafael Perez.

The motion passed.

Yes: Chair Shu, Mayor Esther Sanchez (San Diego County Regional Airport Authority), Councilmember Moreno, Mayor Tony Kranz (North County Coastal), Councilmember Musgrove, Mayor Pro Tem Priya Bhat-Patel (North County Transit District), and Councilmember John Duncan (South County).

No: None.

Abstain: Supervisor Monica Montgomery Steppe (County of San Diego).

Absent: City of San Diego and Port of San Diego.

3. TransNet Grant Programs: Quarterly Status Update and Smart Growth Incentive Program Amendment Request

This report provided a quarterly update on the progress and performance of projects funded through SANDAG's grant programs from July 1, 2023 – September 30, 2023. The Transportation Committee was asked to approve a 6-month time extension for the City of National City Sweetwater Road Protected Bikeway project.

Action: Upon a motion by Councilmember Moreno and a second by Councilmember Musgrove, the Transportation Committee voted to approve a 6-month time extension for the City of National City Sweetwater Road Protected Bikeway project.

The motion passed.

Yes: Chair Shu, Mayor Sanchez, Supervisor Montgomery Steppe, Councilmember Moreno, Mayor Kranz, Councilmember Musgrove, Mayor Pro Tem Bhat-Patel, and Councilmember Duncan.

No: None.

Abstain: None.

Absent: City of San Diego and Port of San Diego.

Reports

6. 2023 Regional Transportation Improvement Program: Amendment No. 9¹

Associate Financial Analyst Richard Radcliffe presented the item.

The Original Dra spoke regarding public meeting participation.

Blair Beekman spoke regarding local policy decision making.

Action: Upon a motion by Councilmember Moreno and a second by Mayor Pro Tem Bhat-Patel, the Transportation Committee voted to adopt Resolution No. 2024-14, approving Amendment No. 9 to the 2023 RTIP.

The motion passed.

Yes: Chair Shu, Mayor Sanchez, Supervisor Montgomery Steppe, Councilmember Moreno, Mayor Kranz, Councilmember Musgrove, Mayor Pro Tem Bhat-Patel, and Councilmember Duncan.

No: None.

Abstain: None.

Absent: City of San Diego and Port of San Diego.

4. Specialized Transportation Grant Program: Cycle 13 Call for Projects Kickoff

Associate Grants Program Analyst Zach Rivera and Grants Program Manager Jenny Russo presented an overview of the Specialized Transportation Grant Program.

Blair Beekman spoke in support of ride sharing.

The Original Dra spoke regarding stakeholder and public engagement.

Alex LaFuente, member of the public, spoke in support of the item and regarding future sustainability opportunities.

Action: Information only.

5. Value Capture in the San Diego Region

Regional Planner Tim Garrett presented an overview of the Regional Value Capture Study.

The Original Dra spoke in opposition to the item.

Action: Information only.

Upcoming Meetings

The next meeting of the Transportation Committee is scheduled for Friday, February 16, 2024, at 9 a.m.

¹ This item was presented out of order

Adjournment

Chair Shu adjourned the meeting at 10:59 a.m.

DRAFT

Attendance at Transportation Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attend
San Diego County Regional Airport Authority	Mayor Esther Sanchez	Member	Yes
	Rafael Perez	Alternate	Yes
City of San Diego	Councilmember Raul Campillo, Vice Chair	Member	No
	Councilmember Marni von Wilpert	Alternate	No
County of San Diego	Supervisor Monica Montgomery Steppe	Member	Yes
	Supervisor Joel Anderson	Alternate	Yes
	Chairwoman Nora Vargas	Alternate	No
	Councilmember Jack Shu, Chair	Member	Yes
East County	Vacant	Alternate	N/A
	Councilmember Vivian Moreno	Member	Yes
Metropolitan Transit System	Councilmember Marcus Bush	Alternate	No
	Mayor Tony Kranz	Member	Yes
North County Coastal	Deputy Mayor David Zito	Alternate	Yes
	Mayor Dane White	Member	No
North County Inland	Councilmember Ed Musgrove	Alternate	Yes
	Mayor Pro Tem Priya Bhat-Patel	Member	Yes
North County Transit District	Councilmember Jewel Edson	Alternate	Yes
	Councilmember Corinna Contreras	Alternate	No
	Vacant	Member	N/A
Port of San Diego	Chairman Rafael Castellanos	Alternate	Yes
	Councilmember John Duncan	Member	Yes
South County	Councilmember Jose Rodriguez	Alternate	No
	Vacant	Member	No
Caltrans	Ann Fox	Alternate	No
	Roy Abboud	Alternate	Yes
Southern California Tribal Chairmen's Association	Chairwoman Erica Pinto	Member	No
	James Hill	Member	No

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February 16, 2024

2024 Performance Management Rule 1 Safety Target Setting

Overview

Since 2015, the Federal Highway Administration (FHWA) has issued a number of Final Rules that establish performance requirements for states and Metropolitan Planning Organizations (MPOs). Performance Management Rule 1 (PM 1) focuses on transportation safety on all public roads regardless of ownership or functional classification. An overview of the performance measures, calculations, and data sources is included in Attachment 1.

State Departments of Transportation are required to set PM 1 targets by August 31 of each year for the subsequent calendar year. MPOs have 180 days from that date to either establish regional targets or agree to support the state targets. For the prior six target setting cycles (2018-2023), SANDAG has supported the state targets.

Action: Approve

The Transportation Committee is asked to approve supporting the 2024 statewide safety targets established by Caltrans.

Fiscal Impact:

If California does not make significant progress on statewide safety targets, Caltrans must use Highway Safety Improvement Program apportionment only for highway safety improvement projects.

Schedule/Scope Impact:

SANDAG must elect to support the statewide 2024 targets or develop regional 2024 targets and submit this information to Caltrans by February 27, 2024.

Key Considerations

Targets for PM 1 are not aspirational or desired outcomes, rather they are the expected outcomes based on observed data and consideration of external factors. Caltrans collaborates on target setting with California's Office of Traffic Safety (OTS) which shares safety target requirements for three of the five performance measures included here. In 2023, the National Highway Traffic Safety Administration (NHTSA) updated its rules for OTS targets to include multiyear targets that are better than or equal to the base year. Caltrans' 2024 PM 1 statewide targets were developed by first establishing the furthest OTS target year (2026) then establishing the interim year targets including 2024. This resulted in a reduction value of -2.84% for fatalities, and -3.69% for serious injuries.

Caltrans also considered external factors that may impact the targets, such as demographic and socioeconomic changes and anticipated safety improvements from safety plans. In setting the 2024 target, Caltrans is required to make assumptions about 2022 and 2023 data, as data for those years are not yet final. For those years, Caltrans assumes the same reduction values.

San Diego County contains approximately 8.3% of the state population, and approximately 7% of California's crash fatalities and serious injuries occur in San Diego County (the region's share varies slightly according to the type of incident). Because fatality and serious injury crash statistics for the SANDAG region track closely with statewide trends, staff recommends that SANDAG support the 2024 statewide safety targets outlined below. SANDAG is currently working to develop a Regional Vision Zero Action Plan (VZAP) which will identify a high-injury network, historic crash analysis, and proactive systemic safety analysis. Once completed, data from the VZAP may be used to establish regional PM 1 targets in future cycles.

Performance Measure	2024 Statewide Targets (five-year rolling average)	Annual Percentage Change for 2024 Statewide Targets
Number of Fatalities	4,080.6	-2.84%
Rate Fatalities (per 100 million Vehicle Miles Traveled (VMT))	1.300	-4.61%
Number of Serious Injuries	16,628.1	-3.69%
Rate of Serious Injuries (per 100 million VMT)	4.918	-3.69%
Number of non-motorized Fatalities and Serious Injuries	4,380.5	-2.84% for fatalities and -3.69% for serious injuries

Next Steps

Pending approval, SANDAG will submit PM 1 2024 target setting documents to Caltrans in advance of the February 27, 2024, deadline.

Programing efforts that support the targets have been included as part of the 2023 Regional Transportation Improvement Program (RTIP) (Appendix H) and will be updated in the 2025 RTIP. Progress toward target achievement is summarized in the Federal System Performance Report of the 2021 Regional Plan (Appendix O) and will be updated in the 2025 Regional Plan.

Beginning in 2025, staff will explore setting regional targets by leveraging the Regional Vision Zero Action Plan safety efforts. Staff will engage in research and consult with peer regions for guidance on regional target setting best practices.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. Safety Performance Management Targets for 2024

California Safety Performance Management Targets for 2024

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2024 calendar year by August 31, 2023. Caltrans and OTS have adopted the following performance measures shown in Table 1.

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2024	Annual Percentage Change for 2024
Number of Fatalities	FARS	4,080.6	-2.84%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.300	-4.61%
Number of Serious Injuries	SWITRS	16,628.1	-3.69%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.918	-3.69%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,380.5	-2.84% for Fatalities and -3.69% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR ROLLING AVERAGE

Federal Guidance and Requirements

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration's (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP.

The Safety Performance Management (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures as five-year rolling averages to carry out the HSIP. The performance measures include:

- (1) Number of Fatalities,
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- (3) Number of Serious Injuries,
- (4) Rate of Serious Injuries per 100 million VMT, and
- (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification.

California Safety Planning and Target Setting

The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2023, California updated its SHSP, which is a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads. The SHSP is a multi-disciplinary effort involving Federal, tribal, State, and local representatives from the 5Es who dedicate countless hours to improve safety and partnerships across disciplines where the 5Es represent education, enforcement, engineering, emergency response, and emerging technologies.

States must establish statewide targets for each of the federal safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three performance measures (number of fatalities, rate of fatalities, and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their States on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A State is considered to have met, or made significant progress toward meeting, its safety targets when at least four of the five targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

There are three steps to setting safety performance targets, which are:

- (1) estimating the existing trend to determine where the State is,
- (2) determining what external factors will impact the target in order to adjust the trend for demographic and socioeconomic changes, and
- (3) estimating targets based on forecasted fatality reductions from safety plans.

Since SPMTs are applicable to all public roads in California, regional and local jurisdictions should be notified of the safety target setting process. On August 9, 2023, a virtual outreach meeting was held to discuss the SPMTs with the MPOs and other vested stakeholders. During this meeting, the 2024 SPMTs were presented along with the methodology, which extrapolates the annual decrease of fatalities and serious injuries into the future.

Statewide Number of Fatalities

The 2024 target for the number of fatalities is a five-year rolling average of **4,080.6**. NHTSA's Fatality Analysis Reporting System (FARS) data was used from 2012 through 2021. In California, traffic fatalities generally increased between 2012 to 2017 as shown in Figure 1, but there was a 2.2% reduction in traffic fatalities in 2017 from 3,884 to 3,798 in 2018 and a 2.1% reduction in traffic fatalities in 2018 from 3,798 to 3,719 in 2019. Traffic fatalities then jumped by 7.0% in 2020 and 7.7% in 2021.

Caltrans and OTS considered several options while reviewing the various trends for the 2024 target. Some options included and excluded COVID-impacted years and the expected projections. Another option was a vision zero target where the necessary annual reductions were determined to reach zero fatalities by 2050. These various methods either resulted in an increasing target from the 2021 five-year rolling average or provided inconsistencies as to which data or years to include to determine the target.

NHTSA published a final rule on February 6, 2023, that requires States to submit constant or improved targets for the common performance measures and the common targets must be identical in the HSIP annual report and Highway Safety Plan (HSP). NHTSA also approved a triennial HSP that required OTS to report performance measures and targets through 2026. To comply with NHTSA's new requirements, Caltrans and OTS agreed on a target-setting method that would reflect targets that remained constant when comparing the 2026 five-year rolling average with the 2021 five-year rolling average. This was achieved by setting the 2026 five-year rolling average target equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 1, the green bars reflect the data that was available in FARS at the time of the target setting process and the gray bars reflect the projected annual decrease of 2.84%. The dark green line represents the 5-year rolling average of the annual number of fatalities.

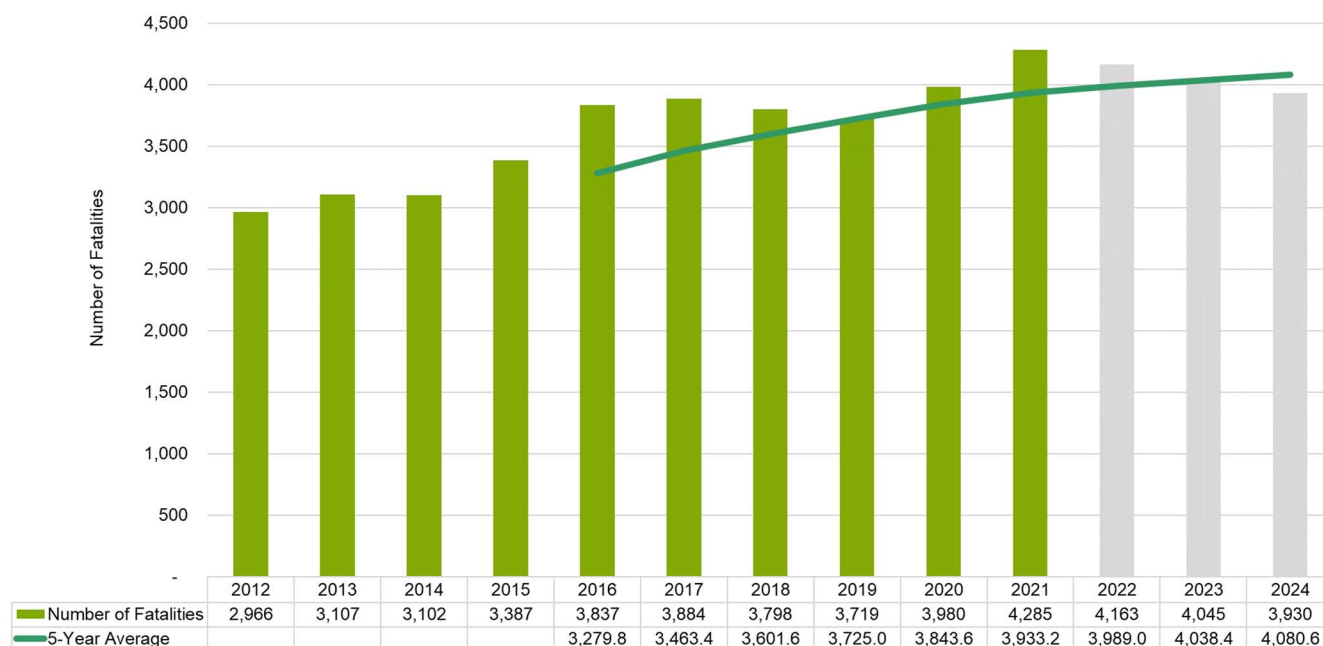


FIGURE 1 – STATEWIDE NUMBER OF FATALITIES

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury crashes throughout their respective jurisdictions. This coupled along with an increase in the number of OTS grants from the prior year will assist California in continuing this downward trend in fatalities.

Statewide Number of Serious Injuries

The 2024 target for the number of serious injuries is a five-year rolling average of **16,628.1**. CHP's Statewide Integrated Traffic Records System (SWITRS) data was used from 2012 through 2021; however, the final data for 2021 was not available and considered preliminary at the time of 2024 target setting. In California, serious injuries due to traffic crashes generally increased between 2012 to 2016, and then in 2018, the first full year when the serious injury definition included suspected serious injury, resulted in a significant 13.8% increase. There was a 6.8% reduction in 2019 from 16,443 to 15,392 in 2020, but then there was another significant 16.3% increase in 2021.

To comply with NHTSA's new requirements, Caltrans and OTS agreed on a target-setting method where the 2026 five-year rolling average target will be equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 2, the green bars reflect the data that was available in SWITRS at the time of the target setting process and the gray bars reflect the projected annual decrease of 3.69%. The dark green line represents the 5-year rolling average of the annual number of serious injuries.

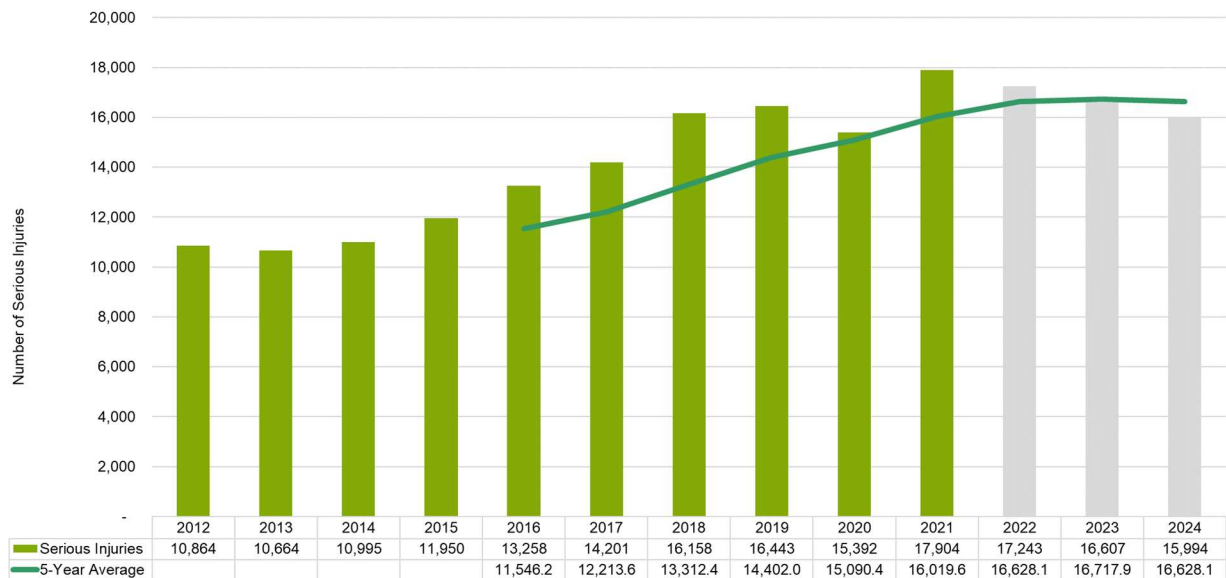


FIGURE 2 – STATEWIDE NUMBER OF SERIOUS INJURIES

Statewide Fatality Rate

The 2024 target for the fatality rate is a five-year rolling average of **1.30**. NHTSA used the Crash Data Acquisition Network to share the fatality rate per 100 million vehicle miles driven. In California, the fatality rate generally increased between 2012 to 2017, and there was a 3.7% reduction in 2018 and 2019 only to have a 22% increase occur in 2020 and then a 3.8% increase in 2021.

To comply with NHTSA’s new requirements, Caltrans and OTS agreed on a target-setting method where the 2026 five-year rolling average target will be equal to the 2021 five-year rolling average and using the average annual change to calculate the annual 2022, 2023, 2024, 2025 and 2026 values. Since Caltrans continues to report performance measures and targets annually, the expected projections will be shown through 2024 only.

In Figure 3, the green bars reflect the data that was available through NHTSA at the time of the target setting process and the gray bars reflect the projected annual decrease of 4.61%. The dark green line represents the 5-year rolling average of the annual fatality rates.

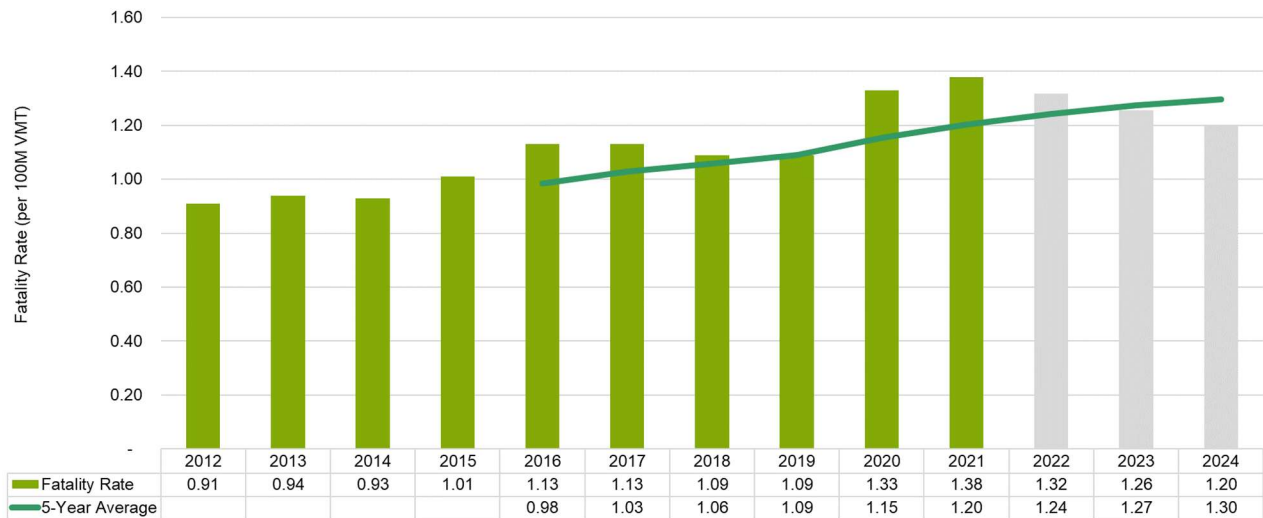


FIGURE 3 – STATEWIDE FATALITY RATE (PER 100M VMT)

Statewide Serious Injury Rate

The 2024 target for the serious injury rate is a five-year rolling average of **4.918**. CHP’s Statewide Integrated Traffic Records System (SWITRS) data was used from 2012 through 2021; however, the final data for 2021 was not available and considered preliminary at the time of 2024 target setting. In California, the serious injury rate due to traffic crashes generally increased between 2012 to 2017, and then in 2018, the suspected serious injury inclusion resulted in a 12.1% increase. There was another 9.8% increase in 2020.

In Figure 4, the green bars reflect the data that was available through SWITRS at the time of the target setting process and the gray bars reflect the projected annual decrease of 3.69%. The dark green line represents the 5-year rolling average of the annual serious injury rate.

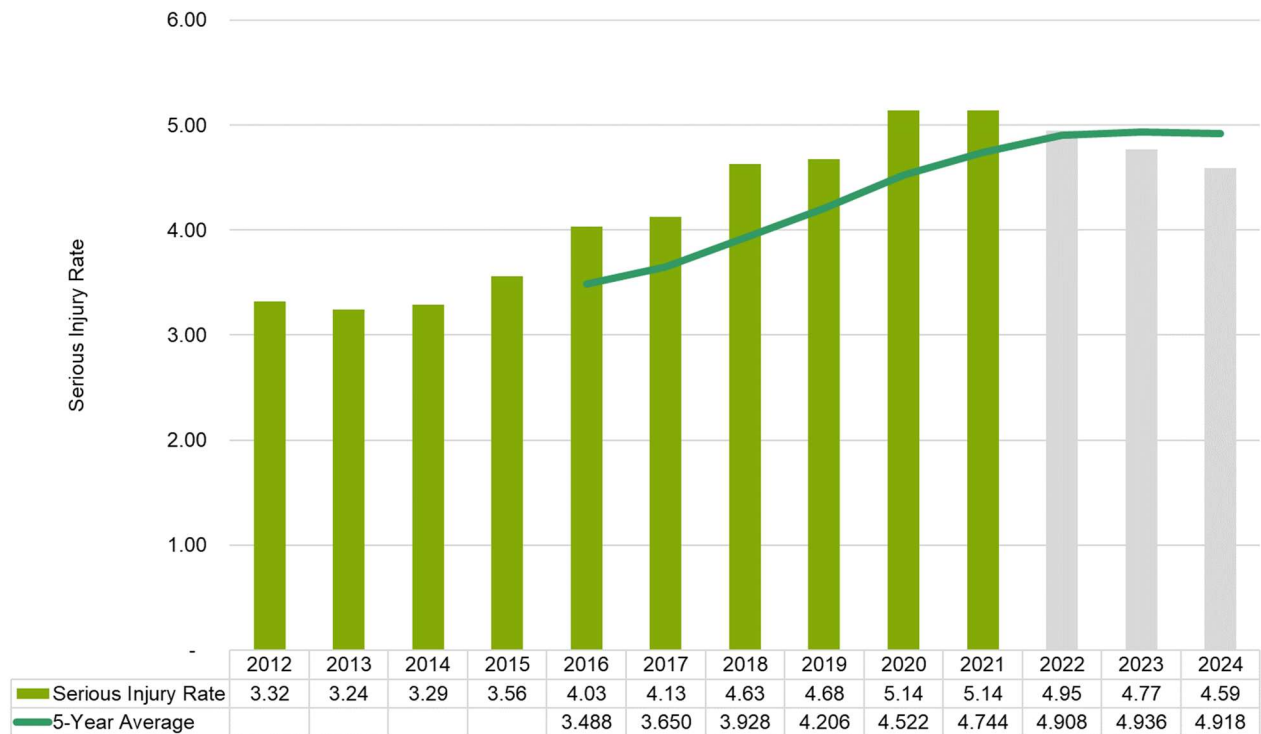


FIGURE 4 – STATEWIDE SERIOUS INJURY RATE (PER 100M VMT)

Statewide Non-Motorized Fatalities and Non-Motorized Serious Injuries (Pedestrians and Bicyclists)

The 2024 target for non-motorized fatalities and non-motorized serious injuries is a five-year rolling average of **4,380.5**. In Figure 5, the light green bars reflect the number of fatalities from FARS and the dark green bars reflect the number of serious injuries from SWITRS at the time of target setting for pedestrians and bicyclists combined. The gray bars reflect the annual decrease of 2.84% for non-motorized fatalities and the dark gray bars reflect the annual decrease of 3.69% for non-motorized serious injuries. The dark green line represents the 5-year rolling average of the annual non-motorized fatalities and non-motorized serious injuries.

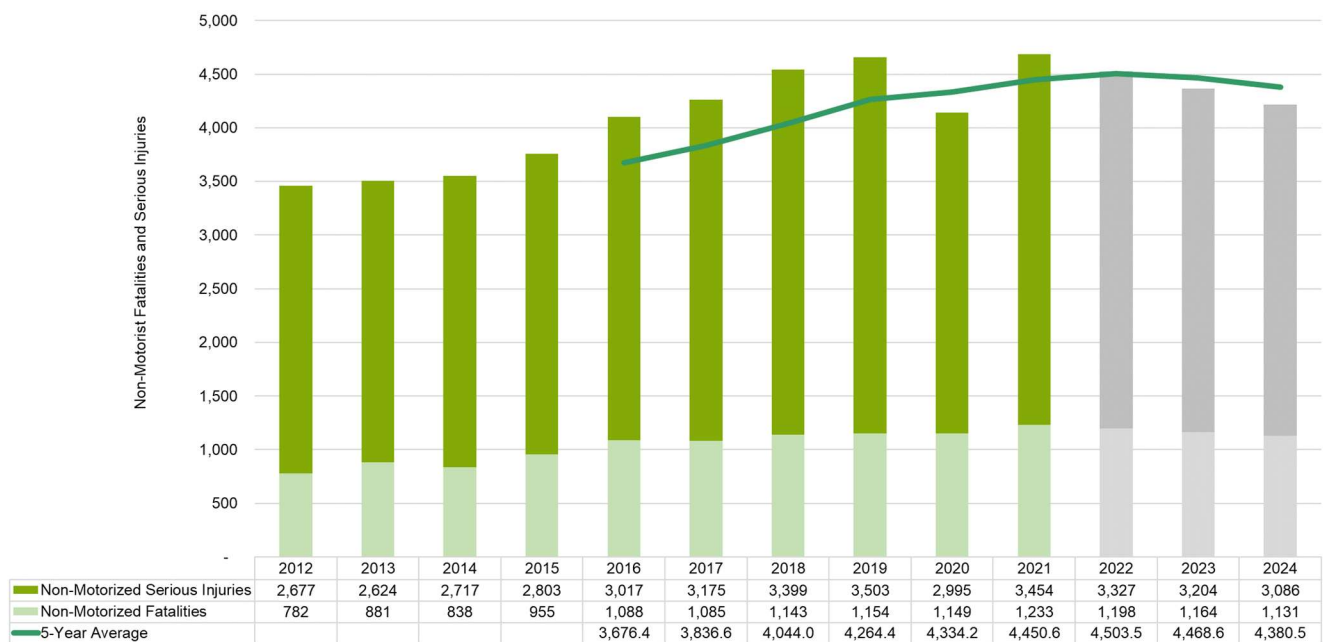


FIGURE 5 – STATEWIDE NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (COMBINED)

Contacts:

Shaila Chowdhury

Deputy Division Chief of Transportation Safety, Caltrans Division of Safety Programs

Phone: (916) 639-5755

Email: shaila.chowdhury@dot.ca.gov

Nagendranath (Nagi) Pagadala

Office Chief of Strategic Safety and Implementation, Caltrans Division of Safety Programs

Phone: (916) 387-5850

Email: nagi.pagadala@dot.ca.gov

Kelly Mar

Safety Target and Monitoring Programs, Caltrans Division of Safety Programs

Phone: (916) 617-0159

Email: kelly.mar@dot.ca.gov

February 16, 2024

FY 2025 to FY 2029 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 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

FY 2025 TransNet, TDA, and FTA Estimates

For FY 2025, the TransNet estimate is approximately \$434 million and reflects an estimated growth rate of approximately 1.0% over anticipated revenues for FY 2024 of \$429.7 million. Of this total, the 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 \$68 million.

The TDA estimate for FY 2025 is approximately \$205.7 million and reflects similar growth as confirmed by the County of San Diego.

The FTA estimate for FY 2025 is approximately \$164 million. Estimates for FY 2025 are based on the Federal Register which provides the FTA apportionment based on the new 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 2025 through FY 2029 are shown in Attachment 3.

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors approve the FY 2025 to FY 2029 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and TransNet funds.

Fiscal Impact:

SANDAG estimates that approximately \$800 million will be available in Transportation Development Act (TDA), Federal Transit Administration (FTA), and TransNet funds in FY 2025.

Schedule/Scope Impact:

Pending approval by the Board of Directors, SANDAG and the transit agencies will use the FY 2025 to FY 2029 TDA, FTA, and TransNet estimates to inform the FY 2025 budget development process. The transit operators also would use the FY 2024 TDA and TransNet revised estimates to inform any amendments to its Capital Improvement Program budgets and amend its FY 2024 TDA claims.

Peer Review Process

Consistent with the SANDAG Data Accuracy and Modeling Work Plan, on December 12, 2023, a Peer Review Process (PRP) meeting, consisting of subject matter experts and an external economic forecasting expert panel¹ 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 December 2023.

Next Steps

Upon approval by the Board, SANDAG and the transit agencies will use these estimates to inform the FY 2025 budget development process and any proposed FY 2024 amendments to Capital Improvement Program budgets and/or TDA claims.

Susan Huntington, Director Financial Planning, Budgets, and Grants

- Attachments:
1. Funding Programs
 2. Forecast Methodology for Transportation Development Act and TransNet Forecasts
 3. FY 2025 Apportionment and Estimates for FY 2026 to FY 2029

¹ Peer Review Panel participants: Mark Bryson, Fran Mancina, and Thomas Adams (Avenu Insights); Andre Douzjian, Ray Major, Susan Huntington, Naomi Young, Marcia Smith, Mike Duncan, Purva Singh, Michelle Smith and Zara Sadeghian (SANDAG staff).

Funding Programs

Transportation Development Act - Local Transportation Fund

The Transportation Development Act's Local Transportation Fund (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 Local Transportation Fund (LTF) portion of the TDA funds 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 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 Forecasts

Forecast Methods

SANDAG updates its forecast of sales tax revenue each year. The near-term forecast covers FY2024 through FY2028, and long-term estimates extend the forecast through FY2048.

The sales tax revenue forecast relies on two key variables: (1) a consensus (arithmetic mean) of three independent nationally recognized forecasts of growth in per-capita nominal retail sales (IHS Markit, Moody's Analytics, and Oxford Economics¹); and (2) San Diego regional population growth as projected by the SANDAG Series 15 forecast (2022-2060). The per-capita nominal sales growth rate is considered the most reliable predictor of how retail sales—and ultimately, TransNet and Transportation Development Act Local Transportation Fund (TDA) revenues—are likely to behave.²

SANDAG uses quarterly data (rather than annual) to inform the forecast. It made this shift to quarterly data in 2020 in response to COVID-19-related disruptions. The quarterly data better captured evolving economic conditions and responses to social-distancing protocols, business restrictions, fiscal stimulus payments and tax credits, increased telework, shifting consumer spending patterns on taxable goods, and inflation. Given the continuing level of economic uncertainty, quarterly data remains preferred for its sensitivity to current conditions.

The above methodology allows for adjustments to the near-term forecast (five-year window). The adjustments are based on the professional judgment of SANDAG staff and informed by a variety of sources. These sources include the California Department of Tax and Fee Administration's (CDTFA, formerly known as the California Board of Equalization) sales tax revenue allocation formula; the year-to-date sales tax collections; the forecasts provided by SANDAG's sales tax revenue consultant, Avenu Insights & Analytics; and current and forecasted general economic conditions.

Forecast Overview

TransNet sales tax revenues in FY2023 posted a record year totaling \$429.7 million, marking a healthy gain of 5.9% and the third consecutive year of higher-than-normal growth. TDA collections also showed solid growth, increasing 4.4% to \$202.7 million in FY2023.

Expectations for FY2024 are significantly more modest despite FY2023's strong revenue gains for TransNet and TDA. The collections in the first half of FY2024 signal slowing consumer spending. Through December of FY2024, sales tax revenue has been pacing below FY2023 collections. TransNet revenue is down 2.0%, and TDA is down 0.6% compared to the same period last fiscal year. While the entirety of the reported holiday spending surge has yet to be captured in collections, we expect this slowing trend to reverse enough for FY2024 revenues to close out the year on par with FY2023.

The updated forecast also reflects that, while a shallow economic downturn appears to have been avoided, consumer spending cools in FY2025. While inflation is expected to ease, SANDAG economists are tracking data that points to some financial stress for consumers. After two years of wage growth that has not kept pace with inflation, households have faced higher costs of living and mounting debt. A key factor influencing the forecast update is how, if at all, San Diegans will respond to easing inflation and the Fed's signaling of interest-rate

¹ Woods & Poole Economics and Caltrans forecasts were dropped from the consensus forecasts because they are only available in calendar years and updated only once a year (July for Woods & Poole, November for Caltrans).

² Based on SANDAG's forecast of TransNet revenue growth, TDA revenue growth is projected to follow the same pattern but at half a percent lower.

cuts beginning in FY2025. SANDAG economists conservatively forecast that financially stressed households will divert some disposable income from spending to pay down debt or bolster depleted savings. The short-term forecast includes a gradual return to “normal” growth by FY2028 (matching its pre-pandemic historical average). FY2025 is estimated to grow 1%. FY2026 growth is projected at 1.2%; FY2027 at 1.3%; and FY2028 at 2.9%.

For TDA, SANDAG generally projects its revenue growth to be half a percent lower than TransNet. However, mid-way through FY2024, TDA collections do not show the same slowing seen in TransNet revenue. As a result, SANDAG adjusted the TDA projection upwards for FY2024; annual growth is projected to be 1%. Starting in FY2025, TDA growth projects return to being 0.5% lower than TransNet. Projected growth for TDA revenue is 0.5% for FY2025, 0.7% for FY2026, 0.8% for FY2027 and 2.4% in FY2028.

The table below shows actual and projected TransNet Extension Ordinance revenues, starting in FY2009, the first year of collections. Given economic uncertainty and a desire to exercise caution with revenue projections, this forecast is intended to be conservative.

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 (Forecast)	\$429.7M	0.0%
2025 (Forecast)	\$434.0M	1.0%
2026 (Forecast)	\$439.3M	1.2%
2027 (Forecast)	\$444.8M	1.3%
2028 (Forecast)	\$457.5M	2.9%

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 12, 2023, 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 December 2023.

The ITOC will review the TransNet program revenue estimates at its February 14, 2024, meeting.

Economic Conditions

In the second quarter of FY2024, San Diego's regional economy displayed resilience amid a third year of elevated inflation, high interest rates, and countervailing pressures. Tourism is returning to 2019 levels, and overall employment has remained healthy. At the same time, the region's households have faced headwinds from inflation-impacted rising costs of living accompanied by only modest wage growth and slight moderation in real estate markets.

Tourism continues its post-pandemic recovery, capitalizing on solid demand and shifts in consumer spending from goods to experiences and the tail end of the "revenge travel" phenomenon of people making up for not having traveled because of the 2020 pandemic. In 2022, the region had 28.8 million visitors who spent \$13.6 billion. From January through October 2023, visits and visitor spending outpaced 2022 counts during that same 10-month period by 10.9% and 4.4%, respectively.

Another strength of the region's economy has been its diversified employment base. More than 1.61 million San Diegans were in the civilian labor force as of November 2023, up 1,800 workers from the prior year. Total nonfarm, wage/salary jobs were 1.59 million in November 2023, up 21,900 from the prior year. The largest net gains came in private Healthcare and Social Assistance (10,700 jobs) and Tourism (9,900), while Administrative and Support and Waste Management and Remediation Services (-7,000) had the largest net job loss.

The unemployment rate remained relatively low at 4.2% in November 2023, though 15,100 more persons were unemployed than in November 2022 (3.3% unemployment rate). Unemployment rates also ticked up in California to 4.9% and nationally to 3.5% in November 2023.

While labor market conditions remain strong, the cost of living in the region continues to rise. Modest wage increases contributed to San Diego's household area median income (AMI) rising to \$116,800 in FY2024, but wage growth has not kept pace with inflation. Sticky housing costs and elevated prices for household necessities have been cutting into both discretionary spending and savings, making San Diego among the nation's top 5 most expensive places to live. In November 2023, San Diego inflation rose to 5.2%, after falling to 4.3% in July. San Diego also continues to track above the national level (3.1%). The San Diego price increases (measured against November 2022) were seen mainly in necessities, such as groceries (2.6%), shelter (8.7%), electricity (16.2%), and medical care (5.2%).

For more than three years, inflationary pressures have stretched household budgets, especially for low-income families. San Diegans have been making ends meet by cutting back on discretionary spending; trading down to less-expensive, discounted goods and services; putting more on credit cards; and taking second jobs. Moreover, credit card debt and delinquencies are on the rise. The impact of mounting debt, compounded by record-high interest rates (21.5% from large commercial banks in November 2023), will likely become more burdensome in the coming year.

Given the tighter lending standards, high cost of capital, lower business investment, and prevailing telework trends, the San Diego commercial real estate struggled with decreased demand for office space. Compared to the pre-pandemic period, leasing volume has plummeted almost 20% while availability has risen by 7 million square feet to 20.4 million

square feet. While the region faced a 10.8% vacancy in late 2023, Downtown remained the hardest hit, with vacancy rates at 26.5% and climbing. Downtown San Diego's vacancy rates are projected to reach an unprecedented 39% in 2024. The high vacancy rate is due to dwindling demand and the expected delivery of 2.7 million square feet of new, yet uncommitted, office space in the next 18 months,

In contrast, the residential real estate market remained especially tight and arguably frozen because of limited supply, near-record home prices, and elevated mortgage rates, which reached a 23-year-high of 7.79% in late October 2023 and receded to 6.61% in late December 2023. The falling rates have attracted more buyers, but few would-be sellers have put their homes on the market. In November 2023, year-over-year home sales were down 14.5% to 1,549. The median-priced home was \$870,000, and affordability limited to just 16% of San Diego households can afford the \$5,550 monthly payment on a median-priced home at a 6.82% rate for a 30-year fixed mortgage (December 2023). The region also has the nation's third-most expensive rental market, with rents up an average of 18% to \$2,830 in the past year.

While recession fears appear to be fading, the lasting impact of inflation, higher costs of borrowing, rising home prices, and mounting debt create uncertainty about consumer spending in the coming year. Also, numerous macroeconomic factors—\$38 billion state budget shortfall, U.S. Presidential election, wars in Russia-Ukraine and the Middle East, and trade tensions with China, among others—could become impactful economic headwinds.

Transportation Development Act
FY 2024 Apportionment and Estimates from FY 2025 - FY 2029

Estimated amounts are in \$000s

Column1	FY 2025 Apportionment	FY 2026 Estimate	FY 2027 Estimate	FY 2028 Estimate	FY 2029 Estimate
Total Apportionment ^{1,2}	\$205,736,668	\$207,178	\$208,769	\$213,679	\$218,076
Less County Auditor Expenses (PUC 99233.1)	(50,000)	(51)	(52)	(53)	(54)
Less SANDAG Administration (PUC 99233.1) ³	(563,777)	(778)	(574)	(587)	(809)
Less 3% Planning Funds (PUC 99233.2)	(6,153,687)	(6,190)	(6,244)	(6,391)	(6,516)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(3,979,384)	(4,003)	(4,038)	(4,133)	(4,214)
Less 5%Community Transit Service (PUC 99233.7)	(9,749,491)	(9,808)	(9,893)	(10,126)	(10,324)
Subtotal	\$185,240,329	\$186,348	\$187,968	\$192,389	\$196,158
Total Available for MTS	131,457,281	132,243	133,393	136,530	139,205
Less Regional Planning/Capital Projects ⁴	(284,392)	(296)	(302)	(308)	(314)
Less Transferred Functions ⁵	(2,647,252)	(2,663)	(2,686)	(2,749)	(2,803)
Total Community Transit Service	6,780,428	6,821	6,880	7,042	7,180
Total Available to Claim	\$135,306,066	\$136,105	\$137,285	\$140,515	\$143,268
Total Available for NCTD	53,783,048	54,105	54,575	55,859	56,953
Less Regional Planning/Capital Projects ⁴					
Less Transferred Functions ⁵	(900,866)	(906)	(914)	(936)	(954)
Total Community Transit Service	2,774,073	2,791	2,815	2,881	2,938
Total Available to Claim	\$55,656,255	\$55,989	\$56,476	\$57,804	\$58,936
Total Available for SANDAG					
Regional Planning/Capital Projects	284,392	296	302	308	314
Transferred Functions	3,548,118	3,569	3,600	3,685	3,757
SANDAG Expenses ³	563,777	778	574	587	809
3% Planning Funds	6,153,687	6,190	6,244	6,391	6,516
Prior Year Carryover	0				
Total Available to Claim	\$10,549,974	\$10,833	\$10,720	\$10,972	\$11,397
Total Community Transit Service (CTSA)	\$194,990	\$196	\$198	\$203	\$206
Prior Year Carryover	\$0				
Total Available to Claim	\$194,990	\$196	\$198	\$203	\$206

**Totals may not add up due to rounding*

¹ The County Auditor provided the apportionment for FY 2024. The projected estimates for FY 2025 to FY 2028 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 2022 - approximately 71% for MTS and 29% for NCTD.

³ The SANDAG Administration cost rises in FY 2025 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 2024 transit CIP as provided by MTS and NCTD. The projects funded will be included as part of the FY 2024 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
Estimates from FY 2025 to FY 2029 (in \$000s)

FY 2024	FY 2025			FY 2026			FY 2027			FY 2028			FY 2029			
TransNet Program Revenues	105%	95%		105%	95%		105%	95%		105%	95%		105%	95%		
Estimated Sales Tax Receipts	\$429,736	\$455,743	\$434,040	\$412,338	\$461,215	\$439,252	\$417,290	\$467,063	\$444,822	\$422,581	\$480,382	\$457,507	\$434,631	\$492,668	\$469,208	\$445,748
TransNet Program Allocations																
Administrative Allocations ¹			\$8,681			\$8,785			\$8,896			\$9,150			\$9,384	
Independent Taxpayer Oversight Committee ²			\$515			\$528			\$540			\$551			\$563	
Bike, Pedestrian & Neighborhood Safety ³			\$8,681			\$8,785			\$8,896			\$9,150			\$9,384	
Total off-the-top Programs			\$17,877			\$18,098			\$18,332			\$18,851			\$19,331	
Net Available for Subprograms*			\$416,164			\$421,154			\$426,489			\$438,656			\$449,877	
Program Allocations																
Major Corridors Program ⁴			\$176,453			\$178,569			\$180,831			\$185,990			\$190,748	
New BRT/Rail Operations ⁵			\$33,709			\$34,113			\$34,546			\$35,531			\$36,440	
Transit System Improvements ⁶			\$68,667			\$69,490			\$70,371			\$72,378			\$74,230	
Local System Improvement ⁷			\$137,334			\$138,981			\$140,741			\$144,756			\$148,459	
Total Program Allocations*			\$416,164			\$421,154			\$426,489			\$438,656			\$449,877	

*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

Estimates for FY 2025 to FY 2029 (in \$000s)

	FY 2024	FY 2025 (Proposed)	FY 2026 (Estimate)		FY 2027 (Estimate)		FY 2028 (Estimate)		FY 2029 (Estimate)	
		Mid-Range	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low
Total Available For Transit Purposes ^{1,2} :	\$67,988	\$68,667	\$69,490	\$66,016	\$70,371	\$66,852	\$72,378	\$68,759	\$74,230	\$70,518
Less 2.5% for ADA-related Services	(\$1,700)	(\$1,717)	(\$1,737)	(\$1,650)	(\$1,759)	(\$1,671)	(\$1,809)	(\$1,719)	(\$1,856)	(\$1,763)
Less 3.25% for Senior Services	(\$2,210)	(\$2,232)	(\$2,258)	(\$2,146)	(\$2,287)	(\$2,173)	(\$2,352)	(\$2,235)	(\$2,412)	(\$2,292)
Subtotal	\$64,078	\$64,719	\$65,495	\$62,220	\$66,324	\$63,008	\$68,216	\$64,806	\$69,961	\$66,463
MTS Projects And Services:										
Transit Service Improvements (Operations and Supporting Capital)	\$45,535	\$45,928	\$46,479	\$44,155	\$47,068	\$44,715	\$48,410	\$45,990	\$49,649	\$47,167
ADA Services	\$1,206	\$1,218	\$1,233	\$1,171	\$1,248	\$1,186	\$1,284	\$1,220	\$1,317	\$1,251
NCTD Projects And Services:										
Transit Service Improvements (Operations and Supporting Capital)	\$18,543	\$18,791	\$19,016	\$18,065	\$19,256	\$18,294	\$19,806	\$18,816	\$20,312	\$19,297
ADA Services	\$493	\$498	\$504	\$479	\$511	\$485	\$525	\$499	\$539	\$512
Regional Discretionary Programs³:										
Competitive Grant Program for Senior Transportation Services	\$2,210	\$2,232	\$2,258	\$2,146	\$2,287	\$2,173	\$2,352	\$2,235	\$2,412	\$2,292

*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 2029 are based on Jan. 2022 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 2025 TRANSIT RELATED REVENUES (\$1000s)

	Transportation Development Act TDA ¹	TransNet Transit System Improvements	Federal Transit Administration (FTA) 2024 ¹	Total
Total Estimated	\$ 205,737	\$ 68,667	\$ 163,875	\$ 438,279
County Administration Fee	\$ (50)			\$ (50)
Amounts Distributed	\$ 205,687	\$ 68,667	\$ 163,875	\$ 438,229
Metropolitan Transit System	\$ 135,306	\$ 47,146	\$ 109,722	\$ 292,174
North County Transit District	\$ 55,656	\$ 19,289	\$ 47,519	\$ 122,464
SANDAG	\$ 10,550		\$ 6,635	\$ 17,185
Community Transit Services (CTSA)	\$ 195			\$ 195
Discretionary Programs²	\$ 3,979	\$ 2,232		\$ 6,211

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 2025 Apportionment and Estimates from FY 2026 - FY 2029**

		FY 2025			FY 2026 (\$000s)			FY 2027 (\$000s)			FY 2028 (\$000s)			FY 2029 (\$000s)		
	Carryover Apportionment	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		\$62,473,841	\$0	(\$1,137,567)	\$63,780	\$0	(\$1,184)	\$65,113	\$0	(\$1,207)	\$66,473	\$0	(\$1,231)	\$67,863	\$0	(\$1,256)
NCTD		\$26,774,503	\$0	N/A	\$27,334	\$0	N/A	\$27,905	\$0	N/A	\$28,489	\$0	N/A	\$29,084	\$0	N/A
SANDAG (Vanpool Program) ²		\$5,497,451	N/A	\$1,137,567	\$5,612	N/A	\$1,184	\$5,730	N/A	\$1,207	\$5,849	N/A	\$1,231	\$5,972	N/A	\$1,256
SANDAG (Capital Projects) ³		0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$94,745,795	\$0	\$0	\$96,726	\$0	\$0	\$98,748	\$0	\$0	\$100,811	\$0	\$0	\$102,918	\$0	\$0
Section 5337 State of Good Repair/ High Intensity																
MTS		\$44,062,511	\$0	N/A	\$44,775	\$0	N/A	\$45,500	\$0	N/A	\$46,236	\$0	N/A	\$46,984	\$0	N/A
NCTD		\$18,891,431	\$0	N/A	\$19,197	\$0	N/A	\$19,508	\$0	N/A	\$19,823	\$0	N/A	\$20,144	\$0	N/A
Total	\$0	\$62,953,942	\$0	N/A	\$63,973	\$0	N/A	\$65,008	\$0	N/A	\$66,059	\$0	N/A	\$67,128	\$0	N/A
Section 5339 Bus/Bus Facilities																
MTS		\$4,322,792	\$0	N/A	\$4,368	\$0	N/A	\$4,414	\$0	N/A	\$4,460	\$0	N/A	\$4,506	\$0	N/A
NCTD		\$1,852,625	\$0	N/A	\$1,872	\$0	N/A	\$1,892	\$0	N/A	\$1,911	\$0	N/A	\$1,931	\$0	N/A
Total	\$0	\$6,175,417	\$0	N/A	\$6,240	\$0	N/A	\$6,305	\$0	N/A	\$6,371	\$0	N/A	\$6,438	\$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, as reflected in the outyear's estimate except FY 2027 - FY 2029 which is outside of the last year of the IIJA.

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 2025 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 2025 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).

February 16, 2024

San Diego and Imperial Counties Sustainable Freight Implementation Strategy

Overview

SANDAG, in partnership with the Imperial County Transportation Commission (ICTC), was awarded a Caltrans Sustainable Transportation Planning Grant to conduct the San Diego and Imperial Counties Sustainable Freight Implementation Strategy (Sustainable Freight Strategy). This study developed freight-related strategies, projects, policies, and programs that leverage innovative and multimodal technologies to meet climate, air quality, and public health goals.

Key Considerations

San Diego and Imperial Counties (collectively the Gateway Region) play a critical role in global supply chains by facilitating international trade. The freight industry transports billions of dollars' worth of goods annually through the Gateway Region's ports, highways, railroads, airports, and land ports of entry. The demand for goods movement through the region is driven by local consumption, cross-border trade and manufacturing, the Ports of Los Angeles and Long Beach, logistics facilities, and intermodal railyards in the Inland Empire. With all this freight activity, communities near major hubs are subject to public health, air quality, noise, congestion, and safety impacts. California's ambitious climate, air quality, and public health goals will require the freight sector to transition towards more sustainable technologies, operations, and infrastructure.

The Sustainable Freight Strategy kicked off by developing the project goal that guided the development of the strategy: to create a more sustainable supply chain network through regional freight projects and policies that reduce emissions while fostering trade. As part of the research and evaluation of sustainable freight best practices around the world, the project development team (made up of representatives from SANDAG, Caltrans, ICTC, and the consulting team) reviewed projects, programs, and policies for San Diego and Imperial Counties that were included in adopted regional transportation plans and leveraged the best practice research to develop new and innovative ideas.

The development of the Sustainable Freight Strategy employed numerous forms of outreach to engage stakeholders throughout the region, focusing on communities near major freight hubs. Stakeholder engagement included one-on-one interviews, focus groups, public surveys, working group discussions, and outreach events. The study evaluated nearly two hundred sustainable freight strategies using environmental, equity, and economic criteria and stakeholder feedback. Summary Fact Sheets for a subset of [Key Strategies](#) have been developed with additional information regarding benefits, implementation considerations, timelines, high-level cost estimates, and applicable funding programs. These resources will help SANDAG apply for funding to implement strategies over the coming years. Additionally, the project developed a Workforce Development Toolkit (attachment 1) to address workforce needs for sustainable freight strategies in the Gateway Region. The toolkit compares occupational needs and opportunities with an inventory of the region's available training, degree, and certification programs. The toolkit identifies additional training needs to ensure job quality, safety, and proper management as the freight industry adopts emerging technology.

Action: Information

Staff will present the draft of the San Diego and Imperial Counties Sustainable Freight Implementation Strategy.

Fiscal Impact:

The project is funded by a \$500,000 Caltrans Sustainable Transportation Planning Grant.

Schedule/Scope Impact:

The project is expected to be completed by the end of February 2024.

The project development team is developing the final strategy report, incorporating findings and recommendations from key deliverables developed throughout the project.

Next Steps

The draft strategy report will be available for review and public input through February 22, 2024. Previously completed deliverables are currently available on the project [website](#).

Antoinette Meier, Senior Director of Regional Planning

Attachment(s): 1. Workforce Development Toolkit



**SAN DIEGO AND IMPERIAL COUNTIES
SUSTAINABLE FREIGHT IMPLEMENTATION
STRATEGY**

DRAFT WORKFORCE DEVELOPMENT TOOLKIT

February 2024

Introduction 2

Sustainable Freight Labor Market Analysis 4

Sustainable Freight Training Programs in San Diego and Imperial Counties..... 8

Recommendations 16

Appendices: 19

INTRODUCTION

As part of the San Diego and Imperial Counties Sustainable Freight Implementation Strategy, this Workforce Development Toolkit offers analysis and solutions for the sustainable freight workforce in San Diego and Imperial Counties. The toolkit has two main components: labor market analysis and an inventory of relevant training and education programs. To support the sustainable freight projects and programs that are in development and upcoming in the region, the workforce needs to train for emerging skills and occupations.

Labor market analysis tools that search internet-wide for publicly available job market information can be used to assess the historical as well as near real-time state of the workforce. For example, gaps in needed skills can be identified by looking at what occupations and skills are being requested by employers in job postings compared to those offered by job seekers in resumes and job profiles. Particularly in sustainable freight, emerging jobs create demand for skills that cannot always be fulfilled by the current workforce. The changing demands of dynamic work environments need to be supported by sufficient, accessible, and nimble training programs, as discussed in the recent report [Trade and Transportation Talent Pipeline Blueprints: Building University-Industry Talent Pipelines in Colleges of Continuing and Professional Education](#).

This toolkit used [Lightcast](#), a labor market analysis software, to describe the state of the sustainable freight workforce in San Diego and Imperial Counties. Lightcast analyzes all publicly accessible internet job postings and profiles (i.e. resumes) in near real-time for specific industries, occupations, job skills, regions, and more.

Labor market analysis gives a broad scope of the state of a workforce and can be used to inform decisions on training development, hiring, funding allocation, project prioritization, and more. Looking at the demand for sustainable freight-related occupations in San Diego and Imperial Counties helps inform whether education and training organizations should develop programs and curricula for the emerging skills that are needed for upcoming projects and programs.

About Lightcast Data Sources

Data sources for Lightcast include company and career sites, national and local job boards, and job posting aggregators. Job re-posting, e.g. when a posting on a company website is reposted to Indeed, is factored into the analytics so the numbers are not skewed.

Earlier work in the project, especially Task 2: Technical Advisory Committee and Task 5: Public Outreach Plan, informed the development of this toolkit. Through these tasks, the project team gathered feedback on sustainable freight workforce issues from stakeholders in the region via presentations, focus groups, interviews, and surveys. The following are key takeaways:

- Training for sustainable freight jobs is needed to ensure job quality, safety, and the proper management of transitions to emerging technology.
- Sustainable freight projects may create peripheral jobs such as truck parking, security, and maintenance.
- Training and hiring for sustainable freight jobs should target communities affected by freight emissions and/or sustainable freight project construction. Youth, e.g. high school students, should be engaged to raise awareness of sustainable freight career opportunities.
- Funding for high-level training in emerging industries is needed. The need must be supported by research to show there will be sufficient demand to justify training.
- Conducting an education campaign may be an appropriate strategy. Many community members are not aware of these emerging industries and associated high-paying jobs.

SUSTAINABLE FREIGHT LABOR MARKET ANALYSIS

The [California Sustainable Freight Action Plan \(CSFAP\): Freight Workforce Development Project](#) by California State University, Long Beach’s Center for International Trade and Transportation defines the sustainable freight workforce as occupations with competencies that are foundational to addressing the role of sustainability within all organizations, across multiple industries and in both the public and private sector. Sustainable freight competencies identified by the Freight Workforce Development Project are listed below.

- Identifying stakeholders in the freight supply chain
- Understanding regulatory compliance
- Understanding energy, infrastructure, and sustainability ecosystems
- Using data and metrics for process improvements and reducing transaction costs
- Understanding legal issues in risk management

**Definition of the
“Sustainable freight workforce”**
“Occupations with competencies that are foundational to addressing the role of sustainability within all organizations, across multiple industries and in both the public and private sector.”

Analyzing and Presenting Data

Analyzing the labor market requires relevant standardized occupation and industry categories. Standardized occupation classification (SOC) and Occupational Information Network (O*NET) codes are the categorizations used most often by the U.S. Census Bureau and U.S. Department of Labor and labor market analysis tools. Lightcast allows users to provide keywords to assist in identifying SOCs. This analysis is based on the following “sustainable freight” keywords identified by the team experts: battery electric, brokerage, CAD/drafting, cargo bikes, charging, compliance, construction, electric/electrification, engineering (civil), freight, grant writer, hydrogen, inventory, landscape architect, logistics, planner, platooning, safety, sustainable freight, traffic, trucking, zero emission.

Selected keywords are intentionally broad. Particularly with new industries like sustainable freight, job titles vary, occupations have skill crossover, and emerging skills take time to be included in standardized occupation and skill taxonomies.

Mind the Gap Between Job Postings and Employee Skillsets

This analysis explores job posting requests versus employee profile availability of the top specialized skills for 25 sustainable freight related SOCs between January 2022 and October 2023. Table 1 lists the occupations identified as input using the search terms listed above.

Table 1: Sustainable Freight-Related Occupations (Lightcast Input)

Title	SOC	Title	SOC
Transportation, Storage, and Distribution Managers	11-3071	Urban and Regional Planners	19-3051
Construction Managers	11-9021	Sales Representative, Wholesale and Manufacturing, Technical and Scientific Products	41-4011
Compliance Officers	13-1041	Customer Service Representatives	43-4051
Logisticians	13-1081	Cargo and Freight Agents	43-5011
Project Management Specialists	13-1082	Dispatchers, Except Police, Fire, and Ambulance	43-5032
Landscape Architects	17-1012	Construction Laborers	47-2061
Civil Engineers	17-2051	Electrical and Electronics Installers and Repairers, Transportation Equipment	49-2093
Electrical Engineers	17-2071	Electrical and Electronics Repairers, Commercial and Industrial Equipment	49-2094
Environmental Engineers	17-2081	First-Line Supervisors of Production and Operating Workers	51-1011
Architectural and Civil Drafters	17-3011	Electrical, Electronic, and Electromechanical Assemblers, Except Coil Winders, Tapers, and Finishers	51-2028
Electrical and Electronics Drafters	17-3012	First-Line Supervisors of Transportation and Material Moving Workers, Except Aircraft Cargo Handling Supervisors	53-1047
Electrical and Electronic Engineering Technologists and Technicians	17-3023	Transportation Inspectors	53-6051
Environmental Engineering Technologists and Technicians	17-3025		

Figure 1 shows the output comparison of specialized skill availability. According to this, construction and subcontracting are two high-demand technical skills not sufficiently available in the workforce at the time of this analysis. Other skills with significant gaps include call center experience, electrical engineering, procurement, and change orders.



Figure 1: 2022-2023 Top Specialized Skills in Job Postings vs Job Profiles in San Diego and Imperial Counties for Sustainable Freight Occupations: Output Bar Chart

Following Changes in Occupational Demand Over Time

This analysis explores the change in occupation count for sustainable freight-related industries in San Diego and Imperial Counties from January 2022 to October 2023. The industries were identified with the same search keywords listed above. Figure 2 shows that the largest increases were in General Freight Trucking, Freight Transportation Arrangement, and Other Support Activities for Transportation. The largest decrease was in the Rail Transportation industry. The full Lightcast output is in Appendix C.

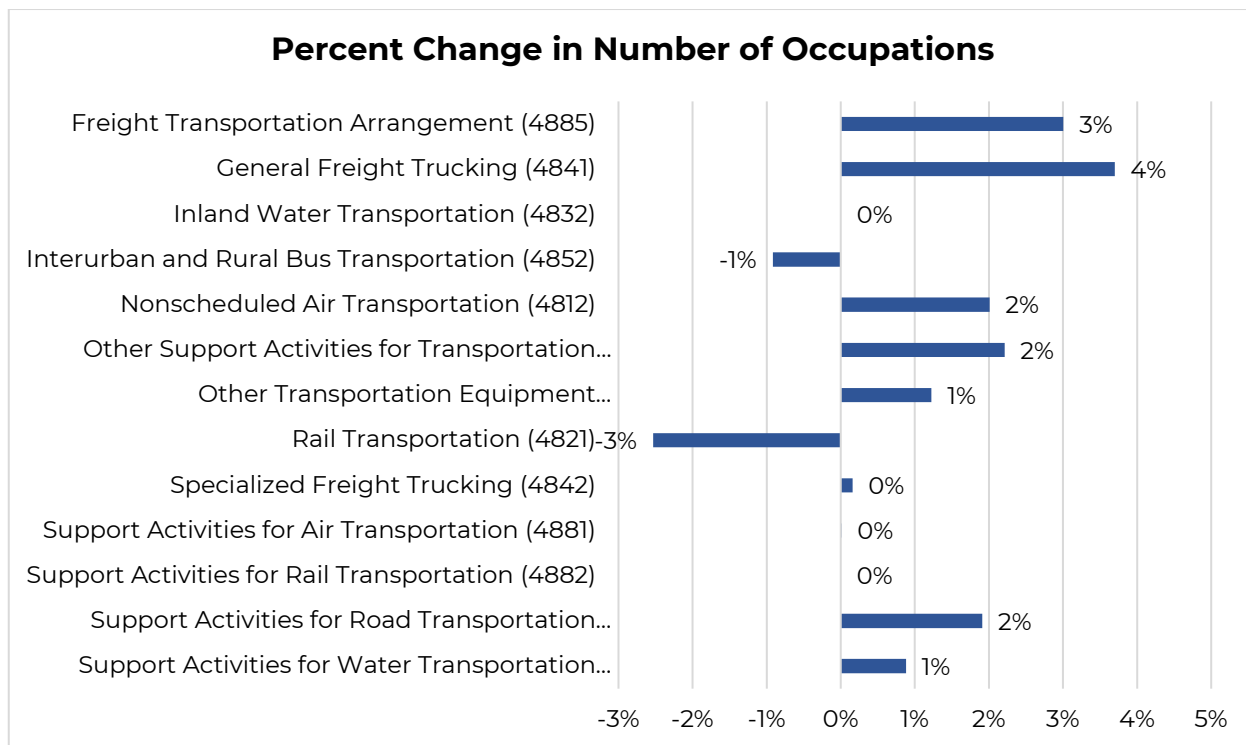


Figure 2: Percent Change in Number of Occupations from January 2022 to October 2023 in Sustainable Freight-related Industries and San Diego and Imperial Counties

SUSTAINABLE FREIGHT TRAINING PROGRAMS IN SAN DIEGO AND IMPERIAL COUNTIES

Once sustainable freight skill and occupation gaps have been identified, training and education programs need to be in place to upskill the workforce with the proper expertise and fill the occupations in demand. Developing and filling these programs requires employer interest and a proactive, self-selecting sustainable freight workforce. The following tables contain an inventory of current relevant programs that provide training for skills in demand for sustainable freight projects and programs. Table 2 is an inventory of programs within San Diego and Imperial Counties, Table 3 has programs in the greater surrounding area, and Table 4 has online programs.

Programs were included if relevant to degrees, certifications, or skills required by sustainable freight job postings, consistent with those in the Lightcast labor market analysis. Among sustainable freight job postings, the most frequent degrees required were Public Administration, Transportation Planning, and Urban Planning. These degrees were added to a list that was cross referenced with the programs offered by schools in and around San Diego and Imperial Counties.

Sources include niche.com, [San Diego Tourism Authority website](https://www.sandag.org), [Imperial County website](https://www.imperialcounty.gov), and workforce development team expert recommendations.

Table 2: Sustainable Freight-Related Degrees, Certificates, and Training Programs in San Diego and Imperial Counties

Program	Colleges and Universities					
Apprenticeship Readiness Program	San Diego Workforce Partnership					
Architecture Technology	Southwestern College California A.S. & C					
Architecture	Southwestern College California A.S					
Civil Engineering	San Diego State University B.S. & M.S					
Construction Career Jumpstart	San Diego Workforce Partnership					
Economics	San Diego State University B.A.	San Diego Mesa College A.A	California State University - San Marcos B.A & M.A	San Diego City College A.A	University of California - San Diego B.A	Imperial Valley College B.A.
International Studies - Economics	University of California - San Diego B.A					
Environmental Engineering	San Diego State University B.S. & M.S					
Engineering Concentration Sustainability	University of San Diego B.S					
Electrical Engineering	San Diego State University B.S. & M.S	California State University - San Marcos B.S	University of San Diego B.S	Point Loma Nazarene University B.S		
Electrical and Computer Engineering	Point Loma Nazarene University B.S	University of California - San Diego B.S				
Engineering	Southwestern College California A.S					

Program	Colleges and Universities					
Environmental Studies	California State University - San Marcos B.A	Point Loma Nazarene University B.A	San Diego State University C			
Environmental Systems	University of California - San Diego B.S					
Geography, Emphasis in Environment, Sustainability, and Policy	San Diego State University B.S					
Sustainability	San Diego State University B.A	San Diego Mesa College C & A.A	San Diego City College C	UCSD extension program C		
Sustainable Energy Studies	Southwestern College California C					
Industrial and Systems Engineering Concentration Sustainability	University of San Diego B.S					
Logistics and Supply Chain Management	National University B.S					
Supply Chain Management and Logistics Technology	Southwestern College California A.S					
Public Administration	Southwestern College California A.A	San Diego State University B.A & B.S	Point Loma Nazarene University B.A	National University B.A & M.P.A	SDSU Imperial Valley B.A.	
Supply Chain Management	MiraCosta College C	University of San Diego B.S & M.S	San Diego State University B.S	University of California - San Diego B.S		
Urban Studies	San Diego State University B.A	University of California - San Diego B.A				
Urban Studies Urban Sustainability Specialization	San Diego State University B.A					
Civil Engineering	San Diego State University B.S					

Program	Colleges and Universities					
Master of City Planning	San Diego State University					
Operations and Supply Chain Management	California State University - San Marcos B.S					
Management Science	University of California - San Diego B.S					
Master of Public Policy	University of California - San Diego M.P.P					
Sustainable Business Practices	UCSD extension program C.					
Environmental Management	UCSD extension program C.					
Urban Planning and Preservation	UCSD extension program C.					
Industrial Automation Technology	Imperial Valley College C.					
Automotive Technology	Imperial Valley College C.					
Automotive Technology: Maintenance and Basic Repair	Imperial Valley College C.					
Commercial Truck Driving Training Class A	Imperial Valley Regional Occupation Program C.	CET El Centro C.				

Table 3: Sustainable Freight-Related Degrees, Certificates, and Training Programs In Areas Surrounding San Diego and Imperial Counties

Program	Colleges and Universities					
Architecture	University of Advanced Studies B.A	University of Tijuana B.A	Tijuana Institute of Technology B.A			
Business Administration	University of the Californias B.A	Graduate Center of the Northwest B.A	CSU San Bernardino MBA	University of California Irvine B.A & A.A	CETYS University B.A	University of Advanced Studies B.A
Business Administration, Operations and Supply Chain Management Option	California State University - Long Beach B.S					
Economics	CSU San Bernardino B.A	University of California Irvine B.A	Autonomous University of Baja California A.A	California State University - Long Beach B.A		
Business Economics	California State University - Long Beach B.A	University of California Irvine B.A				
Environmental Engineer	University of California Irvine B.S	Tijuana Institute of Technology B.S				
Energy Engineering	Polytechnic University of Baja California B.S					
Renewable Energy Engineering	CETYS University B.S	Autonomous University of Baja California B.S	Mexicali Institute of Technology B.S	Technological University of Tijuana B.S		
Environmental Sciences	CSU San Bernardino M.S					
Environmental Studies	University of Redlands B.A	CSU San Bernardino B.A				

Program	Colleges and Universities					
Foreign Trade and Customs Legislation	University of Tijuana B.A					
Global Logistics Professional	California State University - Long Beach C.					
International Logistics	CETYS University B.S					
Purchasing, Logistics, and Supply Chain	University of Redlands C.					
Logistics Management	Norco College C.					
Science in Logistics & E-Commerce	CSU San Bernardino M.S					
International Business	Autonomous University of Baja California A.A					
Public Administration	CSU San Bernardino M.P.A					
Public Policy	University of Redlands A.A	University of California Irvine M.P.P				
Supply Chain Automation	Norco College C.					
Supply Chain Management	CSU San Bernardino C.	Coastline College C.	California State University - Long Beach M.S			
Supply Chain Technology	Norco College C.					
Urban and Regional Planning	University of California Irvine Master					
Urban and Environmental	University of California Irvine Ph.D					

Program	Colleges and Universities					
Planning and Policy						
Transportation Science	University of California Irvine Ph.D					
Civil and Environmental Engineering	University of California Irvine M.S.					
Electrical Engineering	University of California Irvine M.S. & B.S.					

Table 4: Sustainable Freight-related Online Certificates

Program	Organization
Certified Supply Chain Professional (CSCP)	Association for Supply Chain Management
Certified in Production and Inventory Management (CPIM)	Association for Supply Chain Management
Supply Chain Operations Reference (SCOR)	Association for Supply Chain Management
Certification in Logistics, Transportation and Distribution (CTLD)	Association for Supply Chain Management
Certified Professional in Supply Management (CPSM)	Institute for Supply Management (ISM)
Energy Industry Fundamentals 2.0 Certificate Program	Center for Energy Workforce Development (CEWD)
SCPro™ Certification	Council of Supply Chain Management Professionals (CSCMP)

RECOMMENDATIONS

A labor market analysis was conducted and indicated that there is a supply and demand gap in the fields of construction, electrical engineering, and procurement. Currently, only one training program in the region addresses the construction skills gap: the Construction Career Jumpstart program by the San Diego Workforce Partnership. There is a different case with the gap in the skill of electrical engineering: there are many training programs in and around San Diego and Imperial Counties. However, the typical electrical engineering student has a broad range of career and industry options upon graduation, and sustainable freight is one of many. There is a similar situation with the procurement skills gap: there are several business administration and logistics management degree and certificate programs both in the region and online that teach about procurement, so there needs to be stronger awareness or incentives for those students to go into sustainable freight. Therefore, a lack in training is not the only challenge; there is also not enough information being provided to potential candidates on the availability of jobs in sustainable freight from the training and education institutions and other agencies.

Labor market analysis tools can be leveraged to keep an awareness of workforce needs as new sustainable freight projects and technologies change the skills and occupations in demand. The analyses need to be considered within the context of the limitations of using standardized occupation and skill taxonomies because nascent job titles or skills may not be present in the output, but the near-real-time data provided from across the internet serves as a valuable overview. Sustainable freight as an area of study is still in development and reflects a merger of traditional disciplines. There is an opportunity to provide new content through existing programs. Absent adequate training programs, employers will look for opportunities to build upon more general and foundational skills and then teach to their own work culture.

To prepare for the evolution of workforce needs as identified in labor market analyses, existing training and degree programs will need to accommodate the demand for emerging skills. Public agencies could assist in the development of modular instruction, with subject matter experts, for the identified skills that instructors in degree and training programs can easily plug into existing courses. In the longer term, public agencies could support curricular development and implementation of education and training programs through the development of a Workforce Development Committee (WDC). The committee could keep a pulse on the changing skills and occupations in demand for sustainable freight projects and programs in the region. The committee can leverage labor market analysis and include members from stakeholders in the region that will promote training related to jobs that will face a shortfall of labor. Training stakeholders can include those listed in Table 2, the inventory of sustainable freight degrees and training in San Diego and Imperial Counties, as well as companies, public agencies, and other stakeholders that work

directly and indirectly on sustainable freight projects and programs. A committee composed of these stakeholders creates a forum for discussion on relevant and emerging skills, jobs, and training between public agencies, experts in sustainable freight, and experts in training program development. Specific actions for the committee include the following:

- The committee could convene leaders in industry, government, and education to design, pilot, and scale modules that any instructor could use to address sustainable freight skills gaps. Developing such modules would assist traditional academic institutions by providing plug-and-play sustainable freight modules that instructors at training programs in San Diego and Imperial Counties could use in the near term. Careful measuring and tracking of the success of these modules would be an important part of this deployment.
- The committee could use the same process to develop not-for-credit certifications and custom training in collaboration with continuing and professional education and extension units. This approach would ensure that emerging, incumbent, and displaced professionals have access to non-degree sustainable freight development opportunities.
- In support of the preceding two recommendations, the WDC could help identify expert practitioner guest speakers to participate in the credit and not-for-credit education and training programs.
- In the longer term, the committee could work with leaders in industry, government, and education to develop targeted sustainable freight courses with articulation agreements between community colleges, four-year, and graduate programs to create new sustainable freight educational pathways.
- After implementing, measuring, and tracking the success of the preceding four recommendations, the committee could convene champion educators to host a train-the-trainer session to disseminate lessons learned and best practices to less initiated teachers.

Training programs such as the California Sustainable Freight Action Plan Sustainable Freight Certificate are developed with labor market analysis and stakeholder input and can serve as a model for providing training in response to changing workforce demands. Incorporating feedback and recommendations from public, private, and academic sustainable freight project stakeholders leads to training programs and curricula that provide the most relevant skills in demand. The Sustainable Freight Certificate comprises six sessions and a capstone project that covers the topics and skills shown in Figure 3. The certificate was designed in response to the emergence of zero emission vehicles and related policies, but the approach can be replicated to address any skill that is new or facing increased demand. If developed specifically for San Diego and Imperial Counties, labor market analysis and stakeholders could inform curricular development so that the

skills could be modified to be most relevant to the sustainable freight projects and programs in the region.



Figure 3: California Sustainable Freight Action Plan: Sustainable Freight Certificate Session Structure: Six sessions and a Capstone Project

Additionally, employer-focused approaches to addressing the demand for emerging skills could complement training provided at external organizations. A public agency could develop and/or provide materials for consumption that educate employers on alternative hiring approaches. Such approaches include hiring non-traditional employees (i.e., those who do not have the most directly relevant degree or certification) and providing in-house training and upskilling as part of onboarding new hires.

APPENDICES:

Appendix A: Glossary

Industry: A group of businesses that produce similar goods and/or services and share similar production processes for creating the goods and services they sell.

Job: Any position in which a worker provides labor in exchange for monetary compensation.

Occupation: Refers to professions or careers in the workforce. The occupation describes the role—what the worker actually does. This is distinct from the job title, which is what the worker is called. Occupations are also differentiated from jobs, as jobs show the count of positions held within a certain occupation.

Occupation Code: A standardized code that refers to a certain occupations. Commonly used occupation codes include Standardized Occupation Classification (SOC) codes and the Occupational Information Network (O*NET) codes.

Occupation Group: A level of workforce taxonomy that identifies roles that are the same, across employers and geographies, regardless of job title.

Appendix B: Labor Market Skills Gap Analysis Table Output

Table B: 2022-2023 Top Specialized Skills in Job Postings vs Job Profiles in San Diego and Imperial Counties for Sustainable Freight Occupations: Raw Numbers

Skills	Postings	% of Total Postings	Profiles	% of Total Profile
Project Management	13,821	24%	19,388	24%
Construction	7,377	13%	4,564	6%
Subcontracting	4,032	7%	1,803	2%
Marketing	3,645	6%	6,650	8%
Construction Management	3,527	6%	3,795	5%
Call Center Experience	3,388	6%	785	1%
Electrical Engineering	3,269	6%	2,118	3%
Procurement	3,071	5%	2,031	2%
Customer Relationship Management	2,985	5%	2,871	4%
Change Orders	2,836	5%	1,358	2%

Appendix C: Labor Market Trend Analysis Table Output

Table C: 2022-2023 Occupation Group Changes for Sustainable Freight-related Industries in San Diego and Imperial Counties

NAICS	Industry	Occupation Group Jobs in Industry (2022)	Occupation Group Jobs in Industry (2023)	Change (2022 - 2023)	% Change (2022 - 2023)	% of Occupation Group in Industry (2022)	% of Total Jobs in Industry (2022)
4885	Freight Transportation Arrangement	904	931	27	3%	1.0%	35.9%
4841	General Freight Trucking	485	503	18	4%	0.5%	10.4%
4842	Specialized Freight Trucking	298	298	0	0%	0.3%	10.4%
4881	Support Activities for Air Transportation	259	259	0	0%	0.3%	10.6%
4884	Support Activities for Road Transportation	237	241	5	2%	0.3%	14.2%
4859	Other Transit and Ground Passenger Transportation	125	128	4	3%	0.1%	15.3%
4854	School and Employee Bus Transportation	27	27	(0)	(1%)	0.0%	5.0%
4883	Support Activities for Water Transportation	26	26	0	1%	0.0%	8.4%
4821	Rail Transportation	21	21	(1)	(3%)	0.0%	9.9%
4852	Interurban and Rural Bus Transportation	17	17	(0)	(1%)	0.0%	11.0%
4889	Other Support Activities for Transportation	15	15	0	2%	0.0%	11.9%
4812	Nonscheduled Air Transportation	13	14	0	2%	0.0%	5.9%
3369	Other Transportation Equipment Manufacturing	10	10	0	1%	0.0%	7.1%

Appendix D: Sustainable Freight-Related Degrees, Certificates, and Training Programs in San Diego and Imperial Counties, by Degree Type

Table D: Sustainable Freight-related Degrees, Certificates, and Training Programs in San Diego and Imperial Counties

Colleges and Universities	Program	Degree Type				
		Certificate/ Skills Certificate	Certificate Program	Associate Degree	Bachelor's Degree	Master's Degree
Southwestern College California	Supply Chain Management and Logistics Technology		✓	✓		
	Sustainable Energy Studies	✓				
	Architecture			✓		
	Engineering			✓		
	Architecture Technology	✓		✓		
	Public Administration			✓		
MiraCosta College	Supply Chain Management	✓				
San Diego State University	Urban Studies, Urban Sustainability Specialization, B.A. in Liberal Arts and Sciences				✓	
	Sustainability				✓	
	Geography, Emphasis in Environment, Sustainability, and Policy				✓	
	Civil Engineering				✓	✓
	Economics				✓	✓
	Electrical Engineering				✓	✓
	Environmental Engineering				✓	
	Public Administration	✓			✓	✓
	Urban Studies				✓	
	Master of City Planning					✓
SDSU Imperial Valley	Public Administration				✓	
San Diego Mesa College	Sustainability	✓		✓		
	Economics			✓		
California State	Operations and Supply Chain Management				✓	

Colleges and Universities	Program	Degree Type				
		Certificate/ Skills Certificate	Certificate Program	Associate Degree	Bachelor's Degree	Master's Degree
University - San Marcos	Electrical Engineering				✓	
	Economics				✓	✓
	Environmental Studies				✓	
Point Loma Nazarene University	Environmental Studies				✓	
	Engineering, B.S.E. Electrical Engineering Concentration				✓	
	Public Administration				✓	
National University	Logistics and Supply Chain Management				✓	
	Bachelor of Science in Electrical and Computer Engineering				✓	
	Public Administration				✓	✓
University of San Diego	Supply Chain Management				✓	✓
	Engineering Concentration Sustainability				✓	
	Architecture				✓	
	Electrical Engineering				✓	
	Industrial and Systems Engineering Concentration Sustainability				✓	
San Diego City College	Sustainability		✓			
	Economics			✓		
University of California - San Diego	Economics				✓	
	Management Science				✓	
	Environmental Systems				✓	
	Urban Studies and Planning				✓	
	International Studies - Economics				✓	
	Electrical and Computer Engineering				✓	
	Master of Public Policy					✓
San Diego Workforce Partnership	Apprenticeship Readiness Program		✓			
	Construction Career Jumpstart		✓			
	Economics			✓		

Colleges and Universities	Program	Degree Type				
		Certificate/ Skills Certificate	Certificate Program	Associate Degree	Bachelor's Degree	Master's Degree
Imperial Valley College	Industrial Automation Technology	✓				
	Automotive Technology	✓				
	Automotive Technology: Maintenance and Basic Repair	✓				
Imperial Valley Regional Occupational Program	Commercial Truck Driving Training Class A	✓				

Appendix E: Sustainable Freight-Related Degrees, Certificates, and Training Programs in Areas Surrounding San Diego and Imperial Counties, by Degree Type

Table E: Sustainable Freight-related Degrees, Certificates, and Training Programs Nearby San Diego and Imperial Counties (in surrounding area)

Colleges and Universities	Program	Degree type				
		Certificate/Skills Certificate	Certificate Program	Associate Degree	Bachelor's Degree	Master's Degree
University of Redlands	Purchasing, Logistics, and Supply Chain		✓			
	Environmental Studies				✓	
	Public Policy			✓		
CSU San Bernardino	Master of Business Administration					✓
	Bachelor of Arts in Economics				✓	
	Master of Science in Environmental Sciences					✓
	Bachelor of Arts in Environmental Studies				✓	
	Master of Science in Logistics & E-Commerce					✓
	Master of Public Administration					✓
	Certificate in Supply Chain Management	✓				
Norco College	Logistics Management	✓		✓		
	Supply Chain Automation	✓				
	Supply Chain Technology	✓				
Coastline College	Supply Chain Management	✓		✓		
California State	Supply Chain Management					✓

Colleges and Universities	Program	Degree type				
		Certificate/Skills Certificate	Certificate Program	Associate Degree	Bachelor's Degree	Master's Degree
University - Long Beach	Global Logistics Professional	✓				
	Business Administration, Operations and Supply Chain Management Option, B.S.				✓	
CET El Centro	Truck Driver		✓			
CETYS University	Business Administration				✓	
	International Logistics				✓	
	Renewable Energy Engineering				✓	
Autonomous University of Baja California	International Business			✓		
	Renewable Energy Engineer			✓		
	Economics			✓		
Mexicali Institute of Technology	Renewable Energy Engineer				✓	
Polytechnic University of Baja California	Energy Engineering			✓		
University of Advanced Studies	Business Administration				✓	
	Architecture				✓	
University of the Californias	Bachelor of Business Administration				✓	
Technological University of Tijuana	Renewable Energy Engineer				✓	
Graduate Center of the Northwest	Bachelor of Business Administration				✓	
University of Tijuana	Architecture				✓	
	Foreign Trade And Customs Legislation				✓	
	Architecture				✓	

Colleges and Universities	Program	Degree type				
		Certificate/Skills Certificate	Certificate Program	Associate Degree	Bachelor's Degree	Master's Degree
Tijuana Institute of Technology	Environmental Engineer				✓	



San Diego and Imperial Counties Sustainable Freight Implementation Strategy

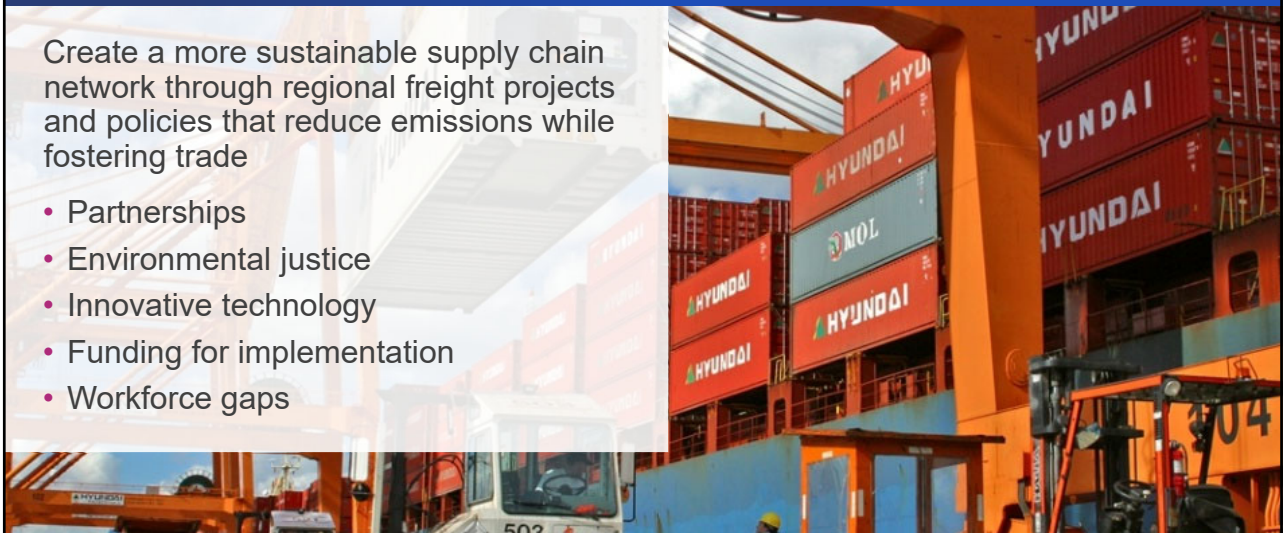


Transportation Committee | Item 5 | February 16, 2024

Project Overview

Create a more sustainable supply chain network through regional freight projects and policies that reduce emissions while fostering trade

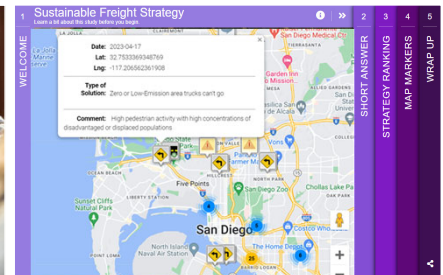
- Partnerships
- Environmental justice
- Innovative technology
- Funding for implementation
- Workforce gaps



| 2

Outreach Efforts

- Stakeholder Interviews
- Focus Groups
- Public Survey
- Committee and Working Group Presentations
- Community Events



3

Key Strategies

Project, Programs, and Policies Fact Sheets

| 4

Key Strategies Fact Sheets

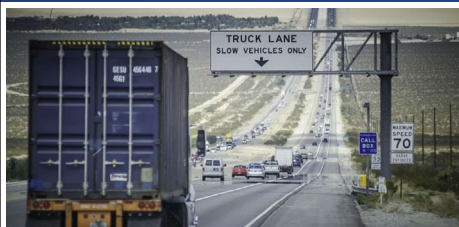
Overview and Implementation Considerations

- Benefits
- Cost
- Funding
- Development Schedule
- Challenges and Considerations

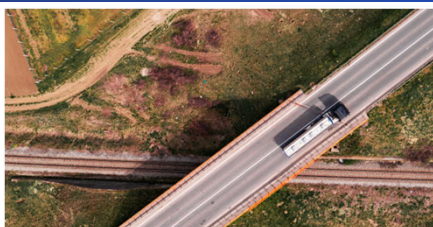


5

Projects



Truck Only Lanes



Grade Separations



Rest Area Parking, Amenities



Wireless Inductive Charging



Zero-Emission Truck Charging/Parking Areas



6

Projects

- Benefits:
 - Reduces greenhouse gas and other air pollutants
 - Decreases truck traffic in vulnerable communities
 - Improves safety, productivity, and network efficiency
 - Reduces and mitigates environmental impacts
- Considerations and Challenges:
 - Ongoing operations and maintenance
 - Multi-stakeholder coordination
 - Initial capital cost
 - Impacts to adjacent properties and local roads

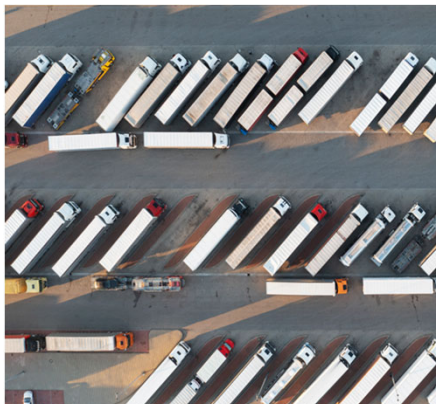


| 7

Programs



Cargo Bike Incentives



Private Truck Parking Development



Dynamic Curb Regulation



| 8

Programs

- Benefits:
 - Reduces greenhouse gas and other air pollutants
 - Decreases truck traffic in vulnerable communities
 - Improves safety, productivity, and network efficiency
 - Reduces and mitigates environmental impacts
- Considerations and Challenges:
 - Identifying funding sources and obtaining approvals for incentives
 - Obtaining local jurisdictional support
 - Policy hurdles, legal context, and local regulations
 - Local business concerns
 - Impacts to adjacent properties and local roads



9

Policies



Overweight Truck Route Planning



Low-Emissions Zones



Land Use Compatibility



10

Policies

- Benefits:
 - Decreases greenhouse gas emissions and enhances quality of life for residents
 - Reduces congestion from freight traffic
 - Stimulus for the adoption of cleaner transportation technologies
- Considerations and Challenges:
 - Identifying appropriate incentive funding sources
 - Ensuring widespread compliance
 - Economic impacts



| 11

SANDAG

Workforce Development Toolkit

12

Workforce Development Toolkit

- Labor Market Analysis Tool
 - Current gaps
 - Needs
- Workforce Development Committee
 - Training modules
 - Certifications and custom training
 - Targeted courses
- Training Programs



| 13

Training Programs

- California Sustainable Freight Action Plan:
Sustainable Freight Certificate
 - Six sessions and a capstone project
 - Replicable approach



| 14

Next Steps

- Final Report
- Dissemination of Key Strategies
- Develop Partnerships
- Seek Funding for Implementation



15

Thank you!

✉ **Mariela Rodriguez, SANDAG**
Mariela.Rodriguez@sandag.org

✉ **Tara Lake, WSP**
Tara.Lake@wsp.com

✉ **Tim Garrett, SANDAG**
Tim.Garrett@sandag.org



16

February 16, 2024

Panel Discussion on Transportation Services for Individuals with Disabilities

Overview

Specialized transportation encompasses a broad range of transportation-related services to improve mobility for older adults and individuals with disabilities when fixed-route public transit is insufficient, unavailable, or inappropriate. The region's current specialized transportation providers include the transit operators, local jurisdictions, social service organizations, private companies, and the Consolidated Transportation Service Agency (CTSA). Collectively, these providers offer an array of transportation choices and services such as paratransit, door-to-door service, door-through-door service, volunteer driver programs, shuttle programs, mobility management, and non-emergency medical transportation.

Action: Discussion

Representatives from SANDAG, North County Transit District, and Metropolitan Transit System will present on the types of specialized transportation services each agency provides and how those services are funded.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Key Considerations

The [2020 SANDAG Coordinated Public Transit-Human Services Transportation Plan](#) (Coordinated Plan) provides a transportation assessment of the San Diego region and includes an inventory of social service transportation providers as of July 2020 in [Appendix D](#).

SANDAG forecasts that the population aged 65 and older in the San Diego region will increase from about 519,000 people in 2022 to 763,000 people by 2050, a large demographic shift that foreshadows changing mobility needs. Based on these forecasts and funding needs, the SANDAG Board of Directors included specialized transportation in the SANDAG Legislative Program, and staff continue to look for sources of additional funding that could be used to provide these services.

SANDAG currently provides approximately \$18.2 million in federal, state, and local funding for specialized transportation services annually. The Discussion Memo (Attachment 1) contains details about this funding and how it is used. Attachment 2 contains a list of the current specialized transportation providers that receive funding through the SANDAG Specialized Transportation Grant Program (STGP).

Next Steps

The Transportation Committee can use the information in this item to inform future specialized transportation policy and funding recommendations.

Susan Huntington, Director of Financial Planning, Budgets and Grants

- Attachment:
1. Discussion Memo
 2. Active Specialized Transportation Grant Program Grantees

Discussion Memo

SANDAG's Current Specialized Transportation Funding

Along with delivering regional projects and programs, SANDAG also funds specialized transportation services that help older adults and individuals with disabilities access resources and connect with our communities. As detailed in Table 1, SANDAG currently provides funding for specialized transportation services through Section 4C of the [TransNet Extension Ordinance and Expenditure Plan](#), Article 4.5 of the Transportation Development Act, and two competitive grant programs: the Access for All Grant Program and the Specialized Transportation Grant Program (STGP). The STGP is comprised of the Federal Transit Administration Section 5310 Program and the TransNet Senior Mini-Grant Program.

Table 1: SANDAG Specialized Transportation Annual Pass-through Funding Summary

Funding Source	Current Recipients	Current Services	Approximate Annual Pass-through Funding Amount
TransNet Ordinance Section 4C1 – Paratransit Funding	<ul style="list-style-type: none"> • MTS • NCTD 	Paratransit	\$1,700,000
Transportation Development Act Article 4.5 Community Transit Funding	<ul style="list-style-type: none"> • MTS • NCTD • CTSA 	<ul style="list-style-type: none"> • Paratransit • Other community transit services 	\$9,800,000
Access for All Grant Program	Facilitating Access to Coordinated Transportation (FACT)	On-demand wheelchair-accessible vehicle service	\$2,500,000
Specialized Transportation Grant Program – Federal Transit Administration Section 5310 Program	<ul style="list-style-type: none"> • 13 nonprofit organizations • One local jurisdiction • MTS • NCTD 	<ul style="list-style-type: none"> • Paratransit • Demand-responsive service • Capital • Operating • Mobility management 	\$2,700,000
Specialized Transportation Grant Program – TransNet Senior Mini-Grant Program	Five nonprofit organizations	<ul style="list-style-type: none"> • Demand-responsive service • Operating • Mobility management 	\$1,400,000
Total			\$18,100,000

TransNet Ordinance Section 4C1 – Paratransit Funding

MTS and NCTD currently receive about \$1.7 million per year in TransNet Section 4C1 funding to support their respective paratransit services. Section 4C of the [TransNet Extension Ordinance and Expenditure Plan](#) (TransNet Ordinance) specifies that 16.5% of annual TransNet revenues must be allocated to transit programs. The TransNet Ordinance further specifies that 2.5% of this funding for transit programs shall be “used to support specialized paratransit services required by the federal Americans with Disabilities Act (ADA).” This funding is divided between MTS and NCTD based on the ratio of the total population in each service area to the total population in the county. In Fiscal Year (FY) 2023, MTS received 71% of this available funding, or \$1,209,612, and NCTD received the remaining 29%, or \$490,235, to support their paratransit services.

Transportation Development Act Article 4.5 Community Transit Funding

Per [SANDAG Board Policy No. 027](#), Transportation Development Act (TDA) Article 4.5 Community Transit funding is allocated to MTS and NCTD based on the ratio of the total population in each service area to the total population in the county, currently 71% and 29% respectively. In FY 2024, MTS and NCTD received \$6,790,544 and \$2,765,369, respectively, from this funding source. Board Policy 27 provides that the Consolidated Transportation Services Agency (CTSA) is allocated a maximum of two percent of the funding, which was \$195,019 in FY 2024. FACT was selected to serve as the region's CTSA through a competitive process in 2006. FACT uses its TDA funding to operate a call center for referrals, hold quarterly meetings with other social service transportation providers and stakeholders, and provide a database of regional providers with an accompanying website.

Access for All Grant Program

The California Public Utilities Commission (CPUC) funds the Access for All (AFA) Grant Program through a ten-cent fee imposed on each Transportation Network Company ride completed in the region. The program funds projects and programs that expand on-demand Wheelchair Accessible Vehicle (WAV) service for individuals with disabilities. The CPUC requires the funding to be distributed through an annual competitive selection process. SANDAG has held one call for projects, which resulted in \$2.53 million awarded to FACT in 2022. Services began in June 2023, and the funding is anticipated to last until May 2024. The second call for projects was approved by the Board of Directors in May 2023, which included approximately \$2.3 million in available funding. The call for projects will be released in February, and the funding recommendations will be brought to the Transportation Committee and Board of Directors later this year.

Specialized Transportation Grant Program

The STGP funds projects and services that expand mobility for older adults and people with disabilities. Eligible recipients include local governmental agencies and nonprofit organizations. There are currently 17 active STGP grantees, each providing a unique service. The STGP is often oversubscribed, meaning there are routinely more requests for STGP funding than there is funding available, which is consistent with national trends.

The three STGP-eligible grant types are operating, mobility management, and capital grants. Sample grants include the purchase of accessible vehicles, support for travel training, and mileage reimbursement for volunteer driver programs. STGP operating and capital grantees provide either public paratransit or demand-responsive service¹, or client-based demand-responsive service². Each service offers critical transportation options that meet various mobility needs such as door-to-door or door-through-door services, and mobility device, service animal, or Personal Care Attendant accommodation.

SANDAG typically holds a competitive process every two years to award available STGP funding. Since 2006, SANDAG has awarded more than \$63 million in STGP funding over 12 competitive grant cycles. As of September 2023, SANDAG has monitored 17 STGP grantees, encompassing 50 STGP grants and a fleet of 125 accessible vehicles operated by STGP grantees.

STGP's operating and capital grants provided 730,955 one-way passenger trips (OWPTs) from October 1, 2022, to September 30, 2023. Please note that OWPTs vary by fleet size, vehicle types and configurations, as well as service population and area. The STGP had two mobility management grantees from October 1, 2022, to September 30, 2023: FACT and Travelers Aid of San Diego (TASD). FACT mobility

¹ Any non-fixed route system of transporting individuals that requires advanced scheduling by the customer. This must be a regular, continuing shared-ride surface transportation service that is open to the public or open to a segment of the public defined by age, disability, or low-income status.

² Specific to client-based programs (e.g., Veterans to Care, Senior Rides)

management deliverables included rider referral services, brokerage management, reports, STGP grantee technical assistance, as well regional coordination. TASH mobility management deliverables included information and referral services as well as travel training.

Planning for the Specialized Transportation Needs of Tomorrow

SANDAG forecasts a 47% increase in the older adult population from now until 2050, which presents opportunities to address the changing specialized transportation needs of the region. SANDAG plans to conduct a county-wide specialized transportation needs assessment in FY 2025 to identify how many older adults and/or individuals with disabilities need specialized transportation services, where they live, and where they need to go. The assessment results would provide a data-driven foundation for specialized transportation planning and funding and are anticipated to inform the development of the 2025 Coordinated Plan. The assessment results could also be used to enhance coordination among the numerous specialized transportation providers in the region so that funding and resources could be maximized.

Active Specialized Transportation Grant Program Grantees

Grantee Name	Grant Type(s)	Types of Current STGP-Funded Services	Service Area	Estimated Annual # of People Served	Active Grant Amount as of September 2023
Arc of San Diego	Capital: contracted transportation	Client-based demand-responsive service	Chula Vista, National City, Spring Valley, El Cajon, Downtown San Diego, Golden Hill, City Heights, Point Loma, Logan Heights, Encanto, College, Clairemont, Mira Mesa, Paradise Hills, Nestor	34	\$350,400
City of Vista	Capital: vehicles; Operating	Client-based demand-responsive service	Vista	75	\$294,320
ElderHelp of San Diego	Operating	Client-based volunteer driver program	Central San Diego, East County, North County	375	\$282,320
Facilitating Access to Coordinated Transportation (FACT)	Mobility Management	Public information and referral services, brokerage management	San Diego County	3,707	\$1,875,094
Home of Guiding Hands	Capital: vehicles	Client-based demand-responsive service	La Mesa, El Cajon, Santee, Spring Valley, Lakeside, Rancho San Diego	189	\$520,000
Jewish Family Service	Capital: vehicles; Operating	Public demand-responsive service, volunteer driver program, senior shuttles	Santee, El Cajon, La Mesa, Spring Valley, Lemon Grove, Central San Diego, Lakeside, Poway, Encinitas, Rancho Santa Fe, Cardiff, Del Mar, Solana Beach, Fairbanks Ranch, Escondido, San Marcos, La Jolla, Clairemont, Sorrento Valley, University City, Kearny Mesa, Mira Mesa, Paradise Hills	817	\$2,403,430
Metropolitan Transit System	Capital: vehicles	Public paratransit	Central San Diego, Carmel Mountain, Poway, Rancho Bernardo, Sabre Springs, South Bay, East County	249,887	\$1,761,328
Noah Homes	Capital: vehicles	Client-based demand-responsive service	Urbanized Areas of San Diego County	90	\$80,000
North County Transit District	Capital: vehicles	Public paratransit service	Camp Pendleton, Encinitas, Solana Beach, Rancho Santa Fe, San Marcos, Escondido, Ramona, Valley Center, Pala, Pauma Valley, Fallbrook, Oceanside, Carlsbad, Vista, Escondido	6,054	\$926,863

Grantee Name	Grant Type(s)	Types of Current STGP-Funded Services	Service Area	Estimated Annual # of People Served	Active Grant Amount as of September 2023
Peninsula Shepherd Center	Capital: vehicles; Operating	Client-based demand responsive service	Point Loma, Ocean Beach, Linda Vista	160	\$116,042
Renewing Life	Capital: vehicles	Client-based demand responsive service	Spring Valley, Coronado, Paradise Hills, Chula Vista, National City, South San Diego, Imperial Beach, San Ysidro, Bonita	6,000	\$37,364 ¹
San Diego Center for the Blind	Capital: vehicle	Client-based demand responsive service	Urbanized Areas of San Diego County	75	\$67,26
San Ysidro Health	Capital: vehicles	Client-based demand responsive service	Urbanized Areas of San Diego County	2,677	\$170,877 ¹
Sharp Healthcare Foundation	Capital: vehicles	Client-based demand responsive service	Santee, Chula Vista, Lemon Grove, La Mesa, Central San Diego, San Ysidro, National City, Spring Valley, Penasquitos, El Cajon, San Carlos, Imperial Beach, Mira Mesa, Lakeside, Mission Beach, Pacific Beach, Tierra Santa, University City	11,041	\$507,390 ¹
St. Madeleine Sophie's Center	Capital: vehicles	Client-based demand responsive service	Alpine, Bonita, Chula Vista, Coronado, Del Mar, Dulzura, El Cajon, Escondido, Jamul, La Mesa, Lakeside, Lemon Grove, National City, Poway, Ramona, San Diego, Santee, Spring Valley	438	\$948,445
Total Deliverance Worship Center	Capital: vehicles	Client-based demand responsive service	La Mesa, Mount Helix, Spring Valley, Chula vista, National City, Encanto, Bonita, El Cajon, Golden Hill, Logan Heights	275	\$0 ¹
Travelers Aid Society of San Diego	Operating, Mobility Management	Public demand responsive service, volunteer driver program, information and referral services, travel training	San Diego County	2,490	\$686,334
Total				283,946	\$10,960,207

¹ On November 30, 2020, Home of Guiding Hands returned nine vehicles to SANDAG. Of the nine vehicles, five vehicles were transferred to Sharp Healthcare Foundation, one vehicle was transferred to Renewing Life, one vehicle was transferred to San Ysidro Health, and two vehicles were transferred to Total Deliverance Worship Center.



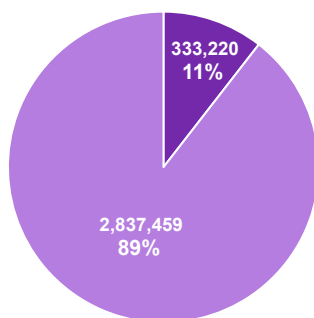
Specialized Transportation Panel Discussion

Transportation Committee | Item 6A
Brian Lane and Jenny Russo
February 16, 2024

1

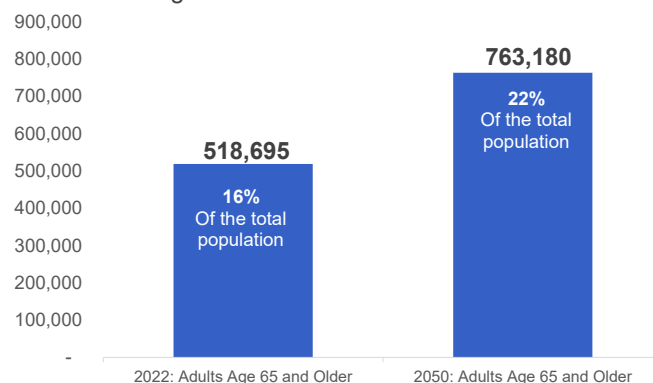
Older and Disabled San Diegans

Estimated Number of San Diegans
With and Without a Disability in 2021



■ With a Disability ■ Without a Disability

Estimated and Forecasted Number of San Diegans
Aged 65 and Older from 2022 to 2050



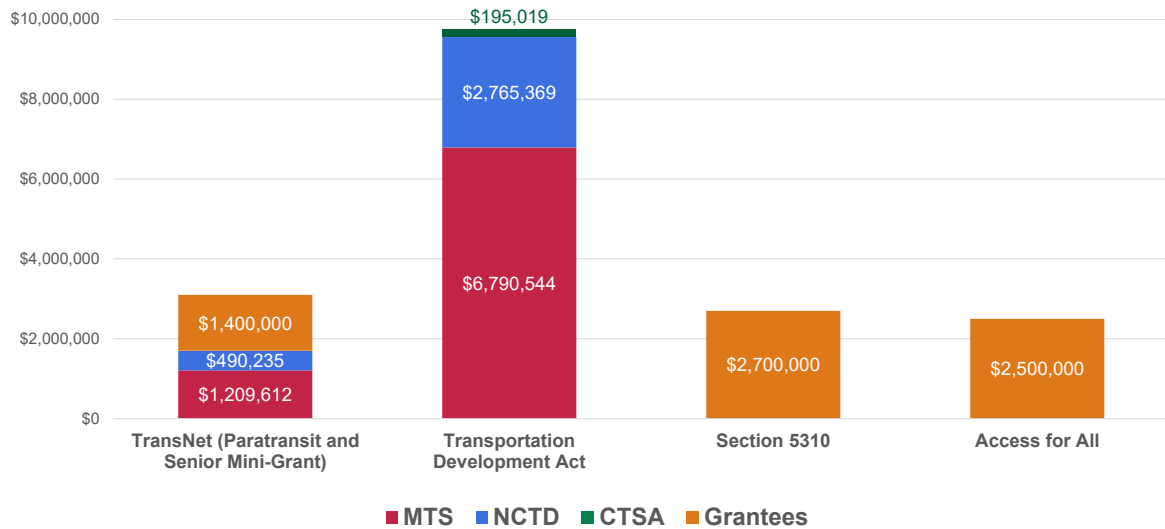
■ Number of Older Adults

Sources: 2021 American Community Survey 1-Year Estimate for San Diego County Disability Characteristics;
SANDAG Series 15 Regional Growth Forecast

SANDAG | 2

2

Annual Specialized Transportation Funding



SANDAG | 3

3

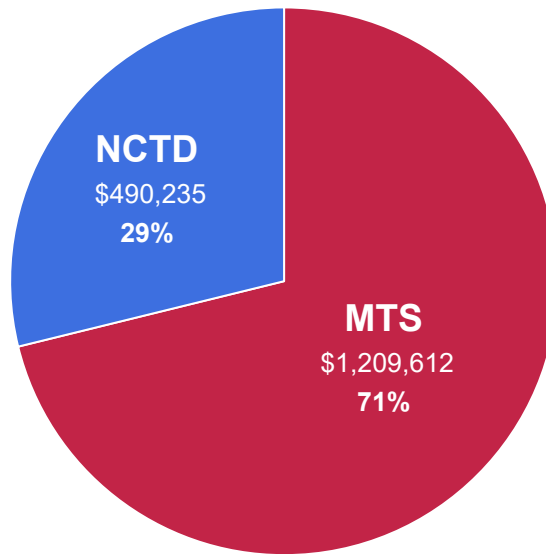
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Current SANDAG Specialized Transportation Funding

4

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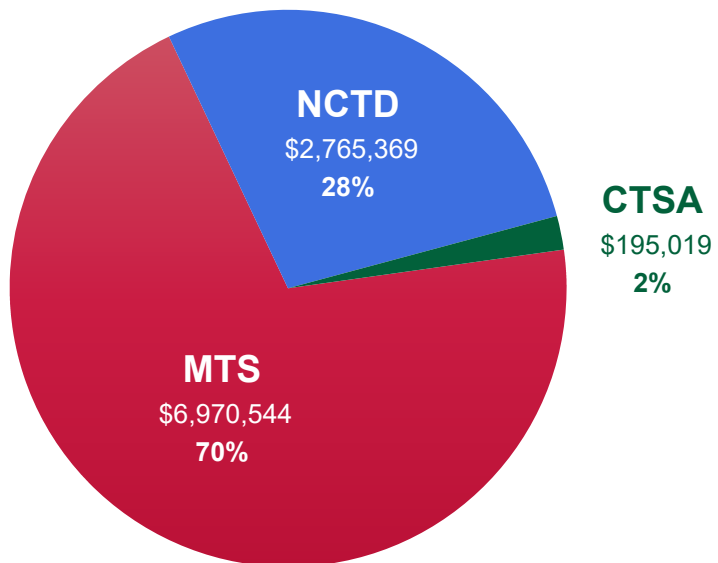
**FY23
TransNet
Paratransit
Funding**



SANDAG | 5

5

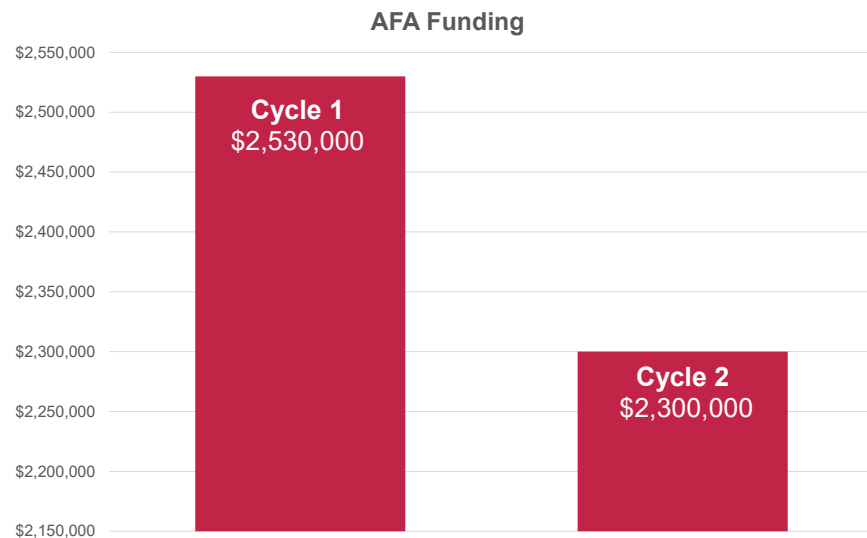
**FY24
Transportation
Development
Act Article 4.5
Funding**



SANDAG | 6

6

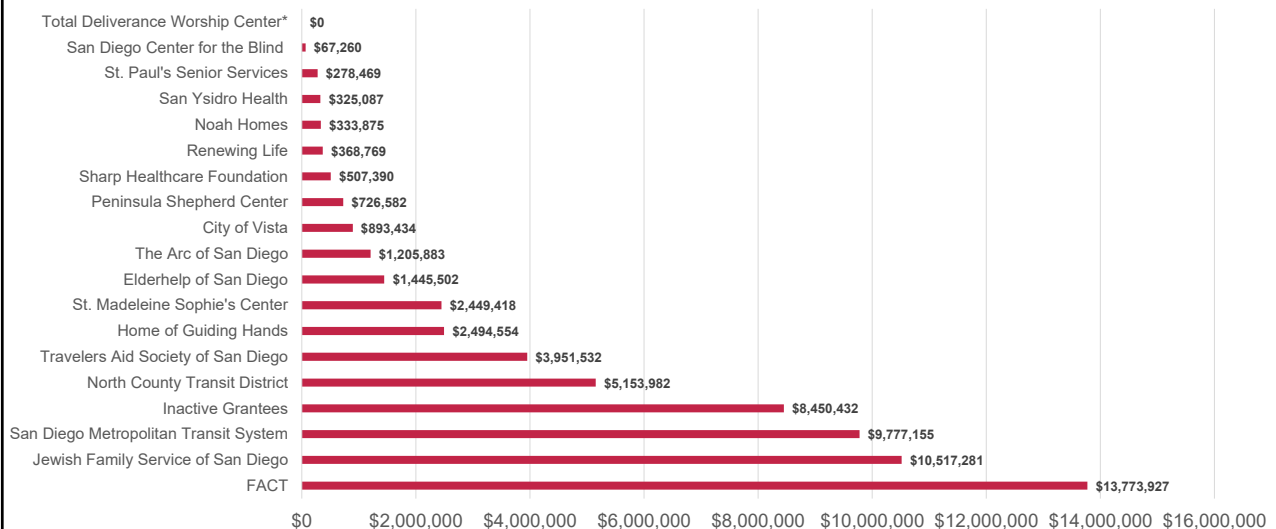
FY23-FY25 Access for All Program Funding



SANDAG | 7

7

Specialized Transportation Grant Program (STGP) Cumulative Awarded Amount by Grantee



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

SANDAG | 8

8

Specialized Transportation Providers

| 9

9

Regional Specialized Transportation Providers

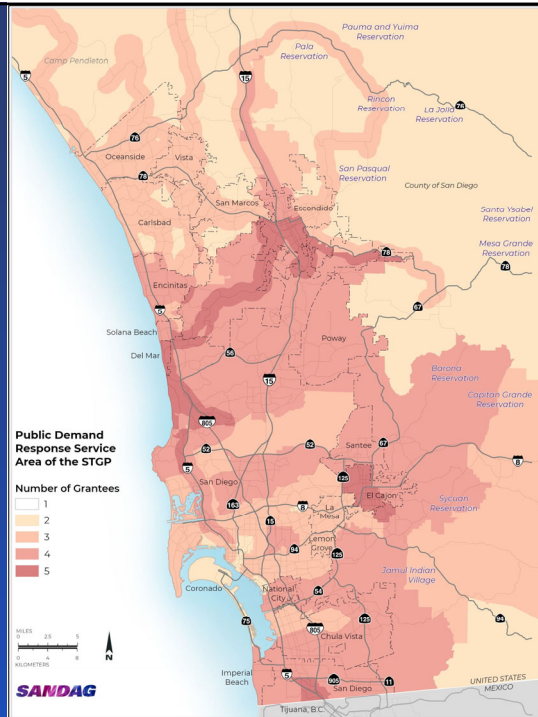


SANDAG | 10

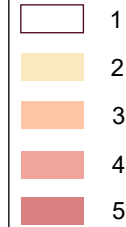
10

Specialized Transportation Grant Program

Public Demand-Responsive Service Areas



Number of Grantees

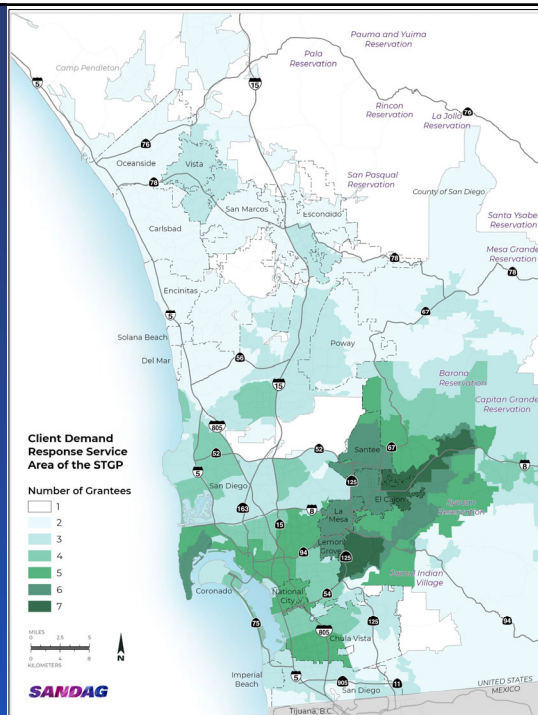


SANDAG | 11

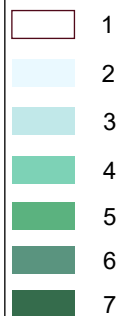
11

Specialized Transportation Grant Program

Client Demand-Responsive Service Areas



Number of Grantees



SANDAG | 12

12

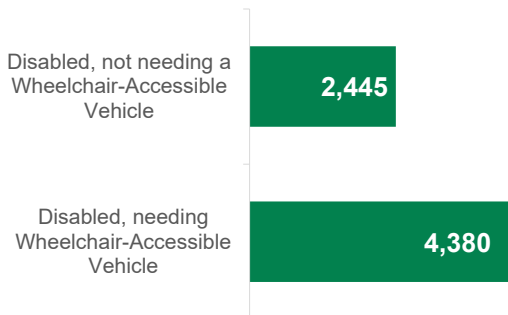
Grantee Performance

13

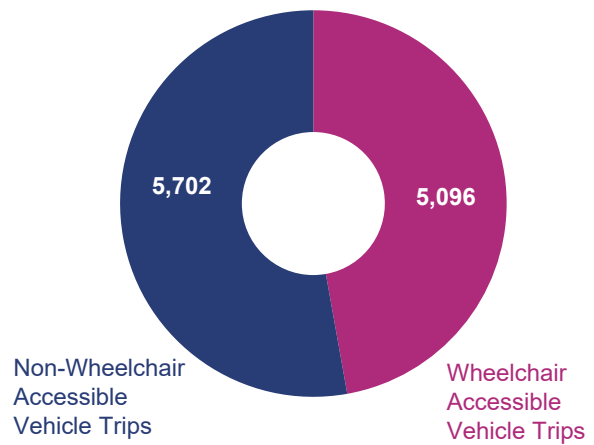
13

Access for All Grant Program Performance July – December 2023

Number of Individuals with Disabilities Served

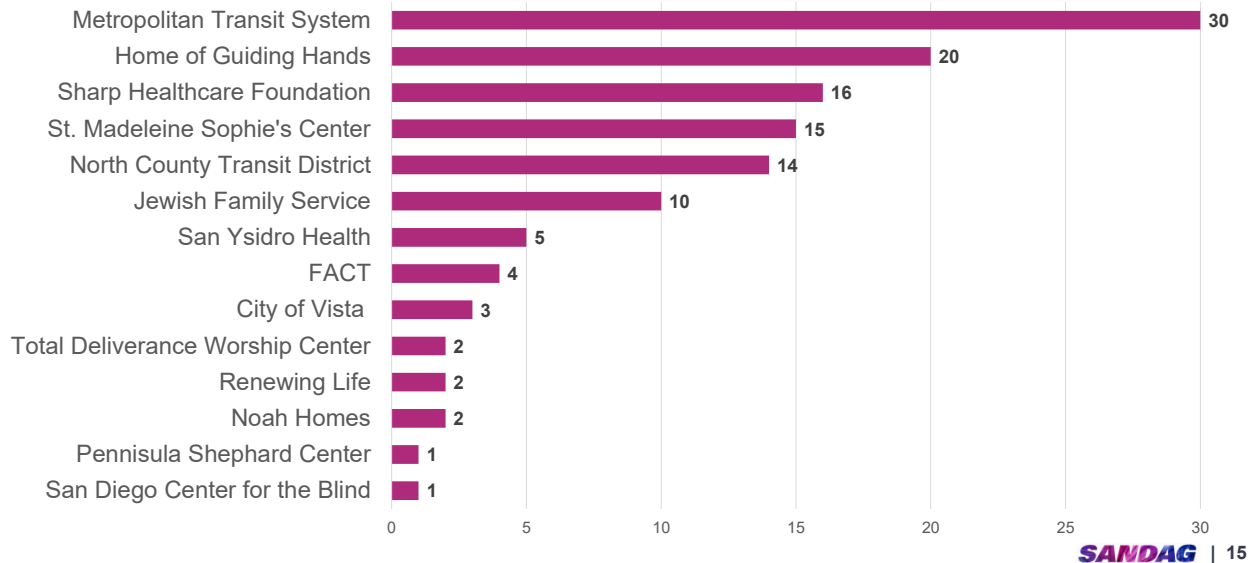


Vehicle Trips by Type



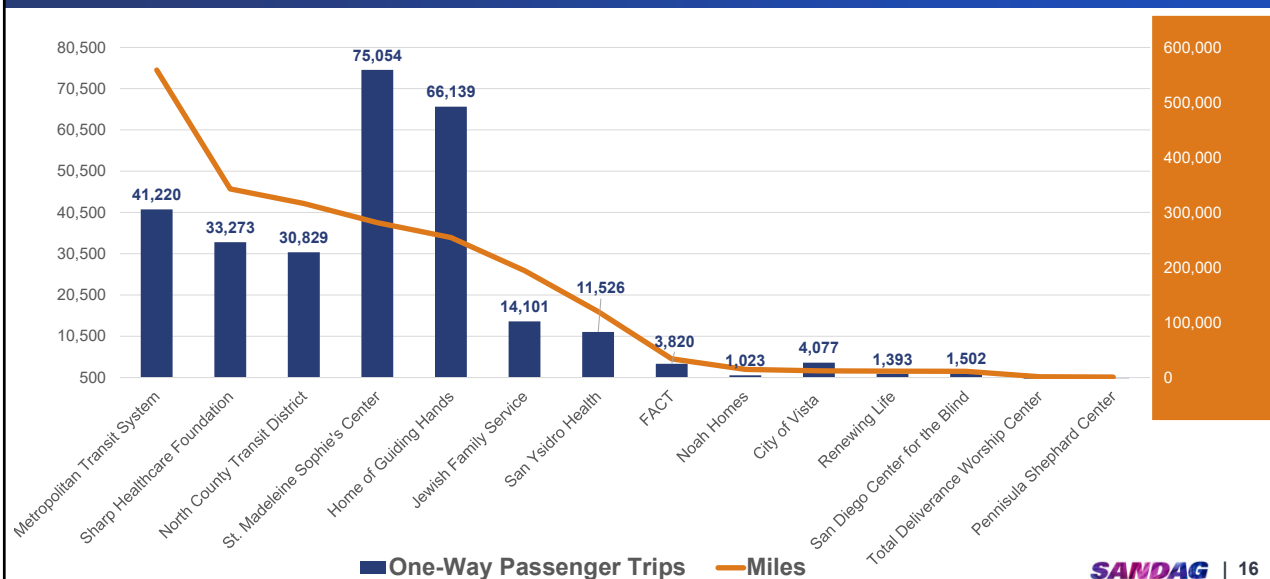
14

STGP Vehicles (October 2022 – September 2023)



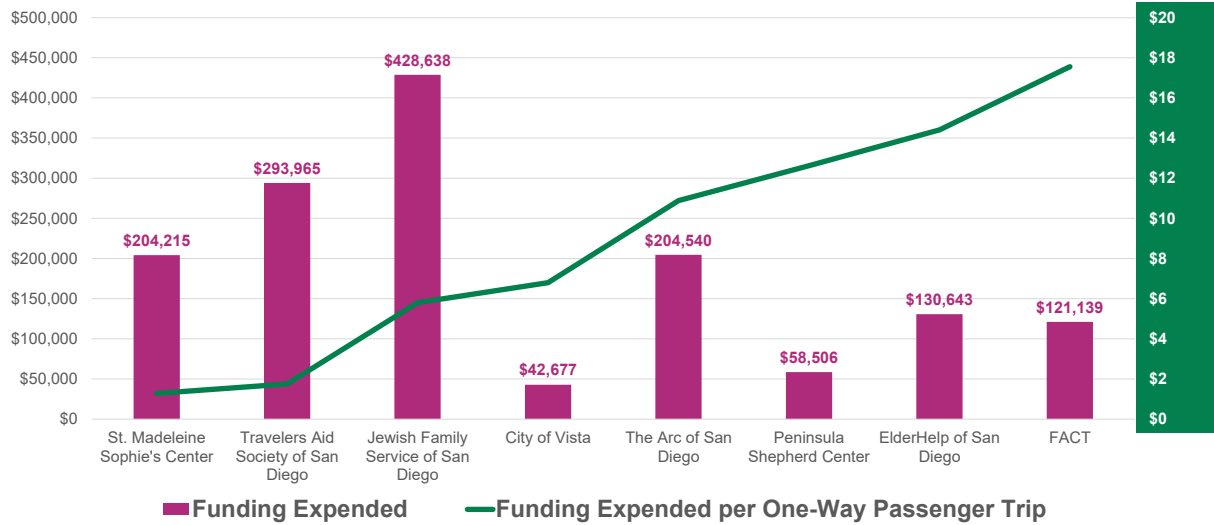
15

STGP Annual Vehicle Data (October 2022 – September 2023)



16

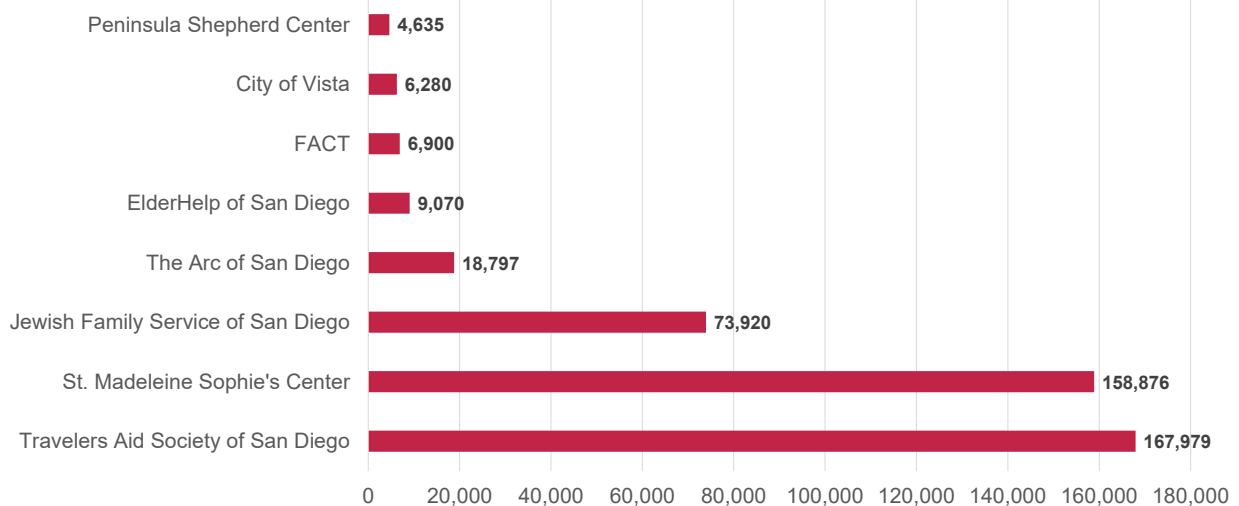
STGP Operating and Contracted Transportation Annual Funding and Performance (October 2022 – September 2023)



SANDAG | 17

17

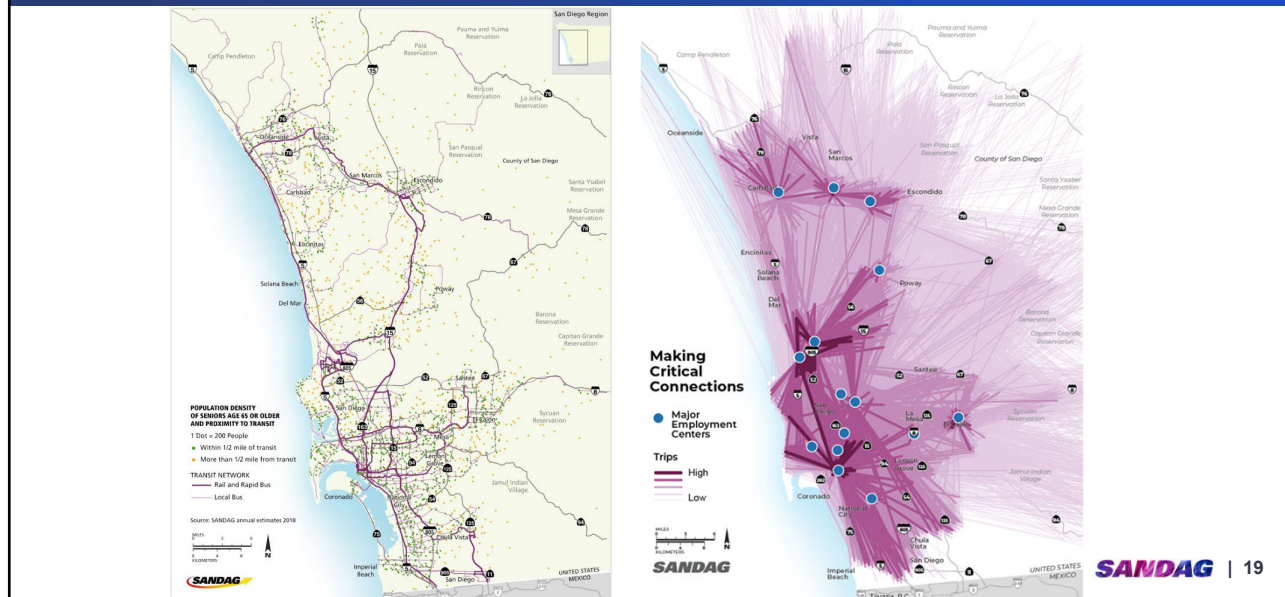
STGP Operating and Contracted Transportation Annual One-Way Passenger Trips (October 2022 – September 2023)



SANDAG | 18

18

Regional Specialized Transportation Needs Assessment



19

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brian.lane@sandag.org

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20

20

San Diego Metropolitan Transit System (MTS)

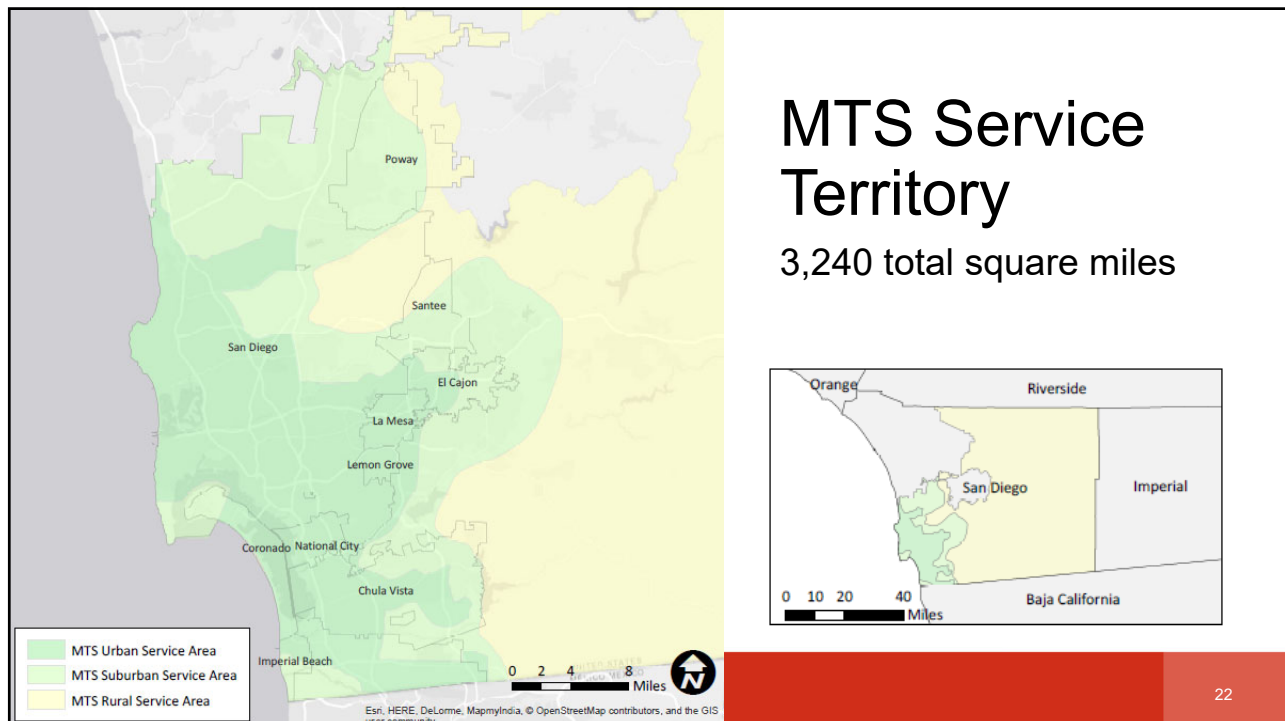
Access Services

SANDAG Transportation Committee
February 16, 2024



21

21



22

22

MTS Access Service

- MTS service area is 3,240 sq. miles. MTS Access service extends to the entire coverage area of the bus and trolley system, plus an additional $\frac{3}{4}$ of a mile from all stops and transit centers.
- MTS Access provides transportation service to individuals who are not functionally able to utilize the fixed route system for physical or cognitive reasons as defined by the ADA and FTA.
- MTS Access is used by riders for grocery shopping, medical services, recreation and any other purpose a rider desires. There are no limitations on its use.



23

23

Governing Regulations

- Per Federal regulations 49 CFR Part 37 "...each public entity operating a fixed route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed route system"
- Under the Americans with Disabilities Act (ADA) paratransit functions as a "safety net" for persons whose disabilities prevent them from using the regular fixed route system (bus or rail) (US DOT-FTA)
 - In crafting the ADA, Congress recognized that even when a fixed route transit system is fully accessible, there will be some individuals whose disabilities prevent them from using the system



24

24

Operating Standards

- What does comparable mean?
 - Service must be available the same days/hours as fixed route service
 - Shared ride program
 - All ride requests received by 5:00pm the day before must be honored within a 2-hour window of the requested time (negotiated)
 - Riders must be picked up in a 30-minute window
 - Ride times must be comparable to the same trip if taken on fixed route
 - 10 day prior reservations (changed from 2 days on June 1, 2023)
 - Trips can be booked based on a pick-up time or an appointment time



25

25

Operating Standards

- Curb-to-curb or door-to-door service
- Riders can be identified as “Do Not Leave Alone” and cannot be left unsupervised
- Fare free for Personal Care Attendants
- Current fare \$5 (fare cannot be more than twice the fixed route fare, per FTA)
- Average actual cost per trip is \$58 compared to \$5.49 for fixed route



26

26

Eligibility Certification

- Eligibility directly related to the functional ability of individuals with disabilities to use fixed route transit services
- Eligibility is not based on a diagnosis or type of disability
 - Individuals with the same diagnosis or disability can have very different functional abilities to use fixed route services (FTA directive)
- Certification Categories: Unconditional, Conditional, Temporary, Visitor, Ineligible
- Medical Verification
- In-person assessment at MTS facility
 - Free rides to/from eligibility appointment
 - Eligibility good for 5 years
- Appeal process available
- MTS contracts with Medical Transportation Management (MTM) to assess eligibility



27

27

MTS Access Operations

- MTS contracts with First Transit (FT) for MTS Access service operations
 - Transdev acquired FT in March 2023, but operations still under FT name
- Operates out of Copley Park Division in Kearny Mesa
- Facility and vehicles are owned by MTS
- Turnkey operations includes Transportation, Vehicle Maintenance, Reservations, Scheduling, Dispatch, HR, Safety, Finance, etc.
- Sub-contractors include Yellow Taxi Group, Telekom and others
- Driver Training and Certification Requirements
 - Commercial Drivers License
 - Verification of Transit Training (CHP)
 - Vehicle for Developmentally Disabled Person Certification (CHP)
- Ambulatory and wheelchair trips



28

28

Modes of Transportation

- Paratransit buses
- ADA accessible vans
- Sedans



29

29

Ridership

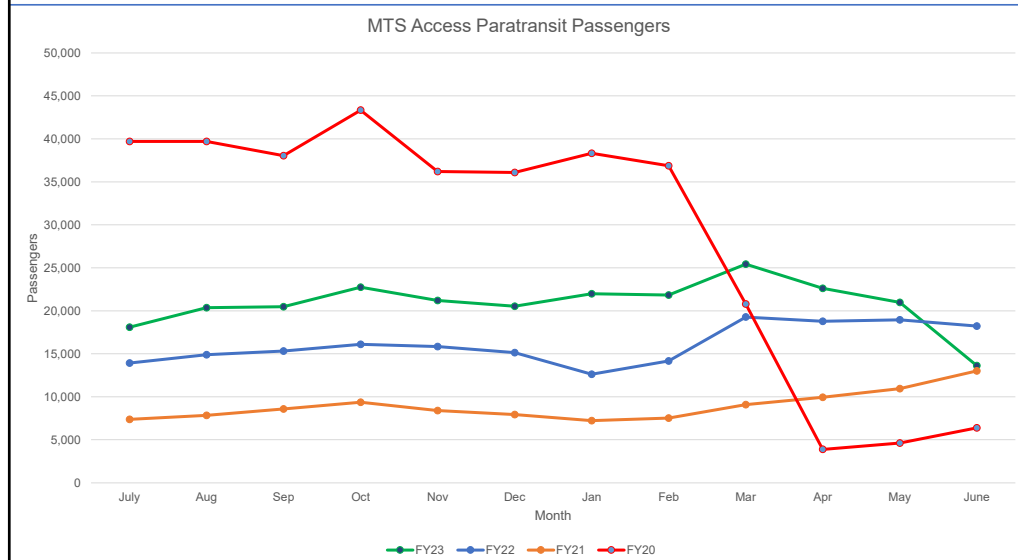
- Pre COVID-19, MTS Access transported approximately 40,000 passengers monthly or 500,000 annually
- In FY21, ridership dropped 80% to approximately 100,000 passengers annually
- In FY22, ridership increased by 80% over FY21
- In FY23, ridership increased by 29% over FY22
 - 21,000 passengers per month or 250,000 annually
- Currently, ridership is at 55% of pre-COVID passenger levels



30

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Ridership

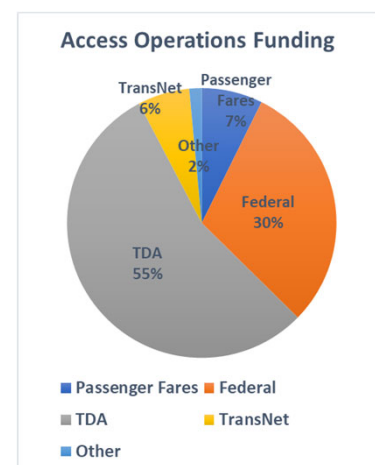


31

31

Budget

- Operating Budget:
 - FY 2024: \$20.4M
 - 55% of funding from TDA (\$11.2M)
 - \$6.8M from TDA 4.5
 - \$4.4M from TDA 4.0
 - Projected growth: 20% increase for FY 2025
- Capital Budget:
 - 121 vehicles
 - \$190K replacement cost with 7 year useful life
 - Average of 17 vehicles to replace each year
 - In the past, have applied for 5310 to partially fund between 5 - 7 vehicles per funding cycle
 - Averaged approx. \$700k every two years



32

32

Questions/Comments



33

33



NORTH COUNTY
TRANSIT DISTRICT

NCTD LIFT Paratransit Overview

Item 6: Specialized Transportation Panel Discussion

SANDAG Transportation Committee
February 16, 2024

COASTER SPRINTER BREEZE FLEX LIFT



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34

Overview

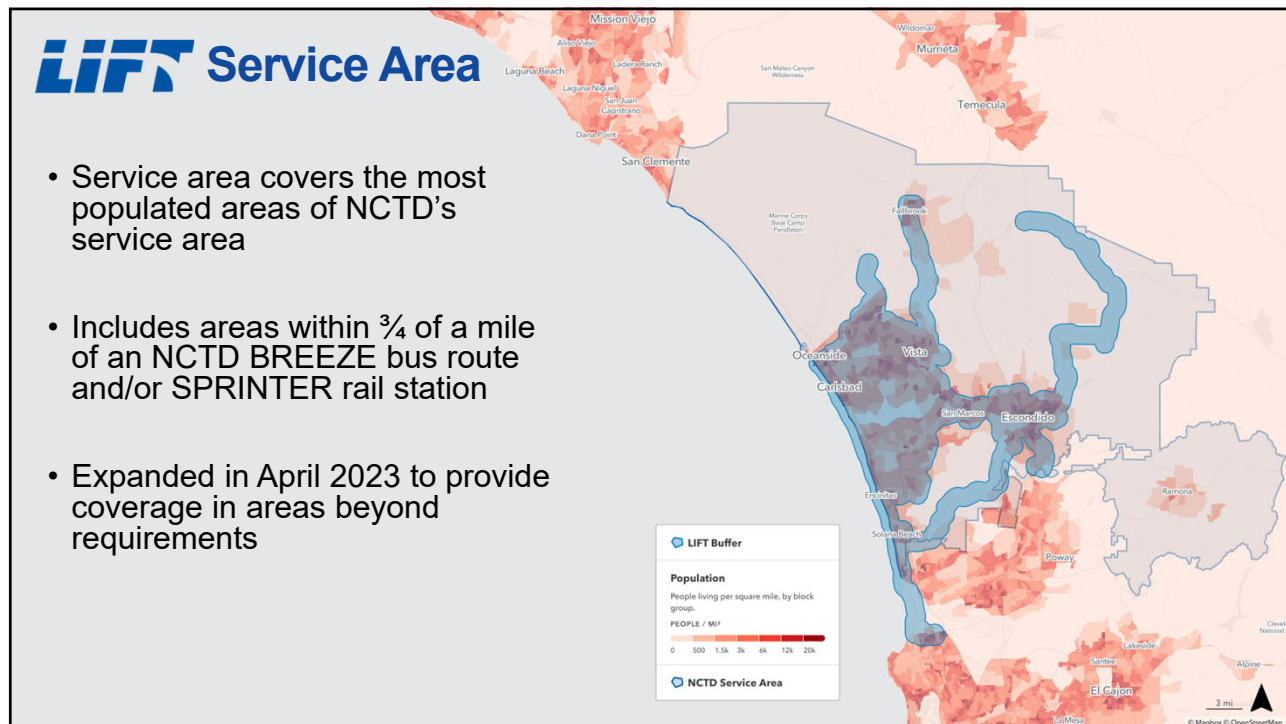
- Americans with Disabilities Act (ADA) on-demand paratransit service
- Provided within the same span of service as NCTD fixed-route services
- \$5 one-way fare regardless of trip length (free fare for personal care attendants)

35

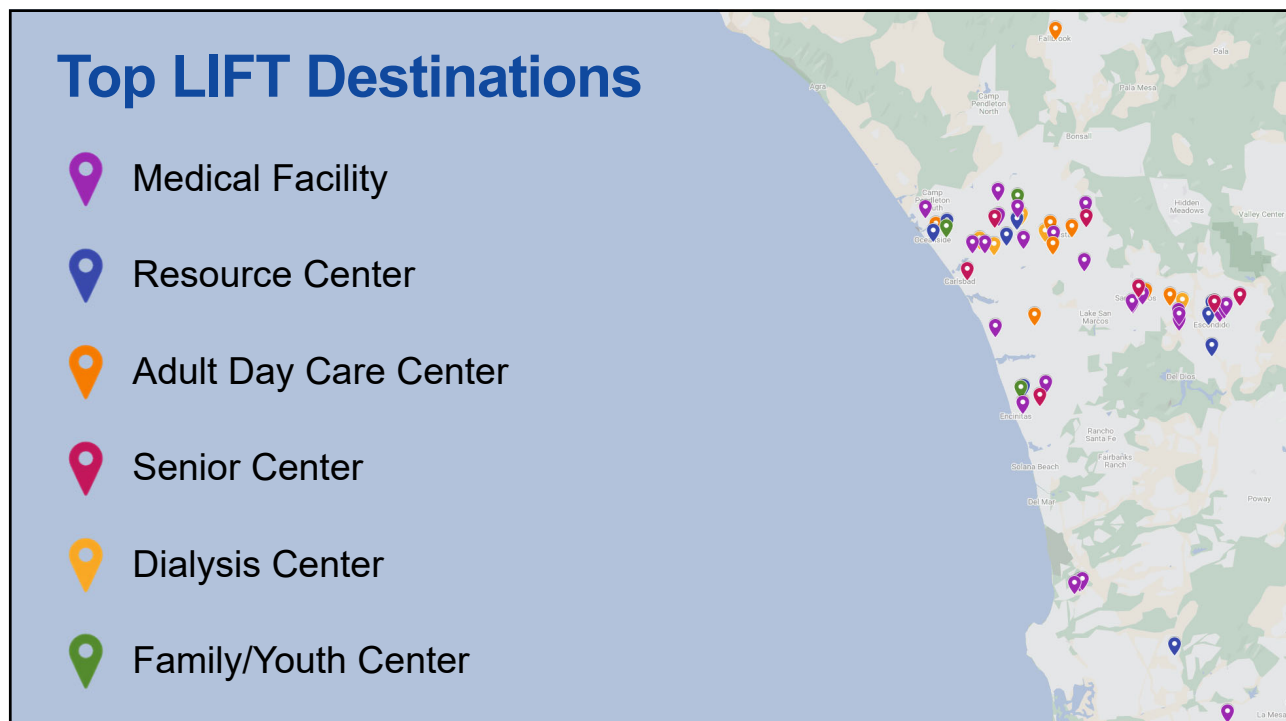
Overview

- Provides service for individuals who cannot board, ride, or navigate accessible fixed-route bus or train service
- Door-to-door service
- Does not allow for “refusal” of services

36



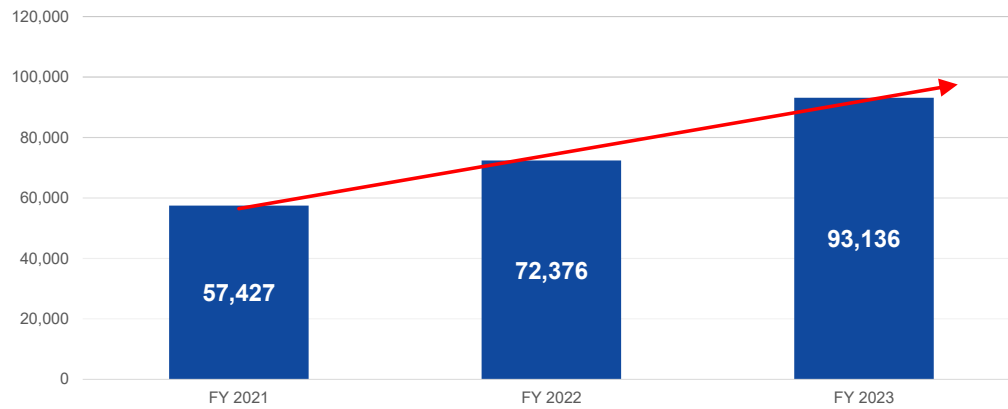
37



38

Ridership

LIFT RIDERSHIP FY 2021 – FY 2023



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39

Performance Metrics



- **FY2023 On-Time Performance: 85.1%**
- **2023 missed trips: 42% decrease compared to 2022**
- **Less than one minute average call center hold times in 2023**
- **FY2023 Cost Per Trip: \$112.06**

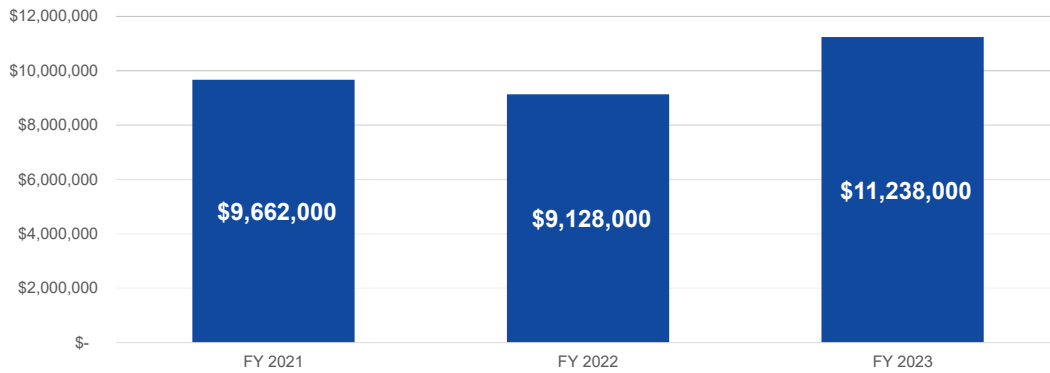


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Operating Expenses

NORTH COUNTY
TRANSIT DISTRICT

LIFT OPERATING EXPENSES FY2021 – FY2023



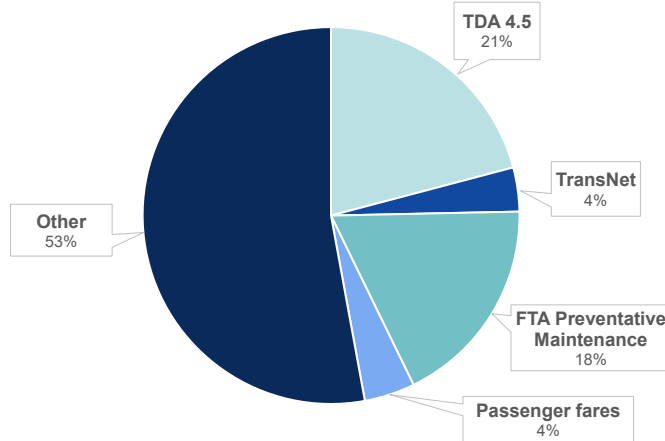
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41

LIFT Operating Budget

NORTH COUNTY
TRANSIT DISTRICT

FY 2024 LIFT Operating Budget by Source



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42

Questions?

NORTH COUNTY
TRANSIT DISTRICT



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February 16, 2024

Funding Options for Facilitating Access to Coordinated Transportation Specialized Transportation Services

Overview

On [February 17, 2023](#), the Transportation Committee was asked to recommend that the Board of Directors approve the funding recommendations for the Specialized Transportation Grant Program (STGP) Cycle 12 call for projects. Due to the aggregate amount of funding requested and the ranked order of projects, the funding recommendations did not include funding for RideFACT, a specialized transportation service for older adults and individuals with disabilities operated by the local nonprofit organization Facilitating Access to Coordinated Transportation (FACT). The Board of Directors approved the funding recommendations at its [February 24, 2023](#), meeting and directed staff to work with the Transportation Committee to assess whether or not there were additional funding opportunities for the RideFACT program.

Action: Discussion/Possible Action

Staff will present an overview of the funding options available for the specialized transportation services provided by FACT.

Fiscal Impact:

Without additional specialized transportation funding, increasing funding for FACT will result in less funding available for other specialized transportation providers.

Schedule/Scope Impact:

None

Key Considerations

At its [October 20, 2023 meeting](#), staff provided a summary of the funding sources that were available for services like RideFACT. The Transportation Committee directed staff to work with FACT, North County Transit District (NCTD), and Metropolitan Transit System (MTS) to develop a proposal to fund FACT and to bring that proposal back to the Transportation Committee at a future date. Following the meeting, staff developed several options that it discussed with FACT and the transit operators but was unable to identify a solution that all entities would be supportive of. Ultimately, there is not enough funding available to provide each agency with the funding it desires, and any proposed solution to provide funding for FACT would result in less funding for the transit agencies or other recipients of the STGP. Staff has summarized the options that the Transportation Committee could consider for action in Attachment 1.

Next Steps

If the Transportation Committee recommends any direct allocation of Federal Transit Administration Section 5310 funds, staff will include that in the STGP Cycle 13 Call for Projects that is anticipated to be brought to the Transportation Committee in May 2024. Awarded Cycle 13 Section 5310 grants could commence on October 1, 2025. If the Transportation Committee recommends changing the distribution of Transportation Development Act Article 4.5 Community Transit funding, the Board of Directors would need to approve an amendment to Section 7 of [SANDAG Board Policy No. 027](#).

Susan Huntington, Director of Financial Planning, Budgets and Grants

Attachments: 1. Discussion Memo
 2. FACT Request

Discussion Memo

FACT Background

CTSA and Mobility Management

FACT is a local nonprofit organization, specialized transportation provider, and the SANDAG-designated Consolidated Transportation Services Agency (CTSA) for the San Diego region. Under state law, metropolitan planning organizations such as SANDAG can designate a CTSA to promote the consolidation and coordination of social service transportation services so that these services can be delivered in a cost-effective manner. SANDAG designated FACT as the region's CTSA in 2006 through a competitive process and currently allocates about \$190,000 annually in Transportation Development Act (TDA) Article 4.5 Community Transit funding for these services. FACT uses its TDA funding to operate a call center for referrals, hold quarterly meetings with other social service transportation providers and stakeholders, and provide a database of regional providers with an accompanying website. FACT's current scope of services as the CTSA was defined based on state-legislative requirements, which do not include transportation operating services like RideFACT. The CTSA designation does not have a termination date.

FACT has been awarded mobility management grants through the SANDAG Specialized Transportation Grant Program (STGP) to complement its TDA funding. Through the STGP, mobility management grants consist of short-range planning and management activities that improve coordination among public transportation and other transportation service providers; mobility management grants do not fund the operation of a transportation service. FACT uses its mobility management grants to support additional CTSA services such as enhanced information and referral services, brokerage management, and the coordination of an accessible vehicle-sharing program. Through the STGP Cycle 11 Call for Projects, FACT was allocated \$1,054,344 in Federal Transit Administration (FTA) Section 5310 funding and \$820,750 in TransNet Senior Mini-Grant funding for mobility management services. These two grants began on April 1, 2022, and are anticipated to end on April 30, 2024, pending resolution of grant deliverables that were submitted late and contained errors. Through the STGP Cycle 12 Call for Projects, FACT received a direct allocation of \$790,758 in FTA Section 5310 funding and was competitively awarded \$790,758 in Senior Mini-Grant funding for mobility management services. These two grants have not started yet; they will begin after FACT's Cycle 11 mobility management grants close out and the grant term is anticipated to be two years.

RideFACT

In addition to serving as the region's CTSA and performing mobility management activities, FACT has also historically transported older adults and individuals with disabilities county-wide through its operating service, RideFACT. RideFACT began in 2015 through funding awarded through the STGP Cycle 7 Call for Projects. Though it was not awarded STGP Cycle 8 funding, RideFACT was partially funded through the STGP Cycle 9 Call for Projects. RideFACT was fully funded through the STGP Cycle 10 and 11 Calls for Projects, receiving \$800,000 in STGP funding each cycle. RideFACT received an additional \$352,272 in Section 5310 funding through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Through the STGP Cycle 12 Call for Projects, FACT requested \$400,000 in FTA Section 5310 funding and \$400,000 in TransNet Senior Mini-Grant funding for a total \$800,000 to support RideFACT. Due to the aggregate amount of funding requested and the ranked order of projects, the funding recommendations did not include funding for RideFACT.

Since then, however, staff has identified a total of \$345,711 in STGP Cycle 12 Call for Projects funding for RideFACT, or about 43% of FACT's original grant request for RideFACT, due to a grantee forfeiture and unspent COVID-19 relief funds. Staff is working with the Federal Transit Administration to reallocate

this funding and expects it to become available to FACT in March 2024. FACT could resume RideFACT service in May 2024, and staff estimates that the grant term would be about ten months.

RideFACTNOW

At its **November 18, 2022, meeting**, the SANDAG Board of Directors awarded FACT about \$2.53 million through the Access for All (AFA) Grant Program Cycle 1 Call for Projects. In June 2023, FACT launched its AFA-funded operating service, RideFACTNow, which provides on-demand, wheelchair-accessible vehicle transportation throughout the region. This funding is anticipated to last until mid-May 2024. The California Public Utilities Commission allows pre-scheduled specialized transportation trips, like those RideFACT provides, to be funded through the AFA Grant Program. FACT has been funding its RideFACT trips through the AFA Grant Program and anticipates that this will continue through mid-May 2024 when the grant will expire.

From July 1, 2023, through December 31, 2023, the first two quarters of service, FACT provided 10,798 vehicle trips, including 5,096 WAV trips, and served 6,825 unique individuals with disabilities through the program. Of these vehicle trips, 1,021 were on-demand with a maximum response time of one hour, 117 were on-demand with a maximum response time of 24 hours (on-demand as defined by the CPUC), and 9,660 were pre-scheduled with a response time of greater than 24 hours of the request.

Upcoming Competitive Grant Solicitations

STGP Cycle 13 Call for Projects

As discussed during the Transportation Committee's **January 19, 2024, meeting**, staff anticipates releasing the STGP Cycle 13 Call for Projects on July 1, 2024, and bringing funding recommendations to the Transportation Committee and Board of Directors in March 2025. Awarded TransNet Senior Mini-Grant projects could start July 1, 2025, and awarded FTA Section 5310 projects could start October 1, 2025. RideFACT would be eligible for funding.

AFA Cycle 2 Call for Projects

At its **May 26, 2023, meeting**, the SANDAG Board approved the AFA Cycle 2 Call for Projects, which includes about \$2.3 million in available funding. Staff anticipates releasing this Call for Projects in Spring 2024 and bringing funding recommendations to the Transportation Committee and Board of Directors in Fall 2024. Awarded AFA Cycle 2 service could begin in late Fall 2024, and last until May 2025. RideFACTNow would be eligible for funding.

Funding Options for RideFACT

FACT's Request

Following the Transportation Committee's **October 20, 2023, meeting**, FACT provided SANDAG with a memo describing its RideFACT funding request (Attachment 2). In its memo, FACT requested \$843,924 annually for RideFACT, or nearly \$1.7 million for two years, which is an approximately 110% increase over its \$800,000 RideFACT request through the STGP Cycle 12 Call for Projects. FACT also requested \$1,512,000 annually for its CTSA and mobility management activities, which is nearly a 31% increase over its STGP Cycle 12 mobility management award combined with its dedicated TDA Article 4.5 funding. SANDAG's Data Science team reviewed the FACT memo and determined the RideFACT request and methodology used were reasonable based on an analysis of the baseline data FACT provided and changes in fuel prices and population growth.

Important Factors to Consider

The two sources of funding the Transportation Committee could consider allocating to FACT because they do not require a competitive selection process are the Section 5310 Program and the Transportation

Development Act (TDA) Article 4.5. funds. Federal Transit Administration (FTA) regulations require that the Section 5310 funding be accompanied by a minimum 20% match of non-federal sources, so any allocation of those funds would require FACT to provide the required match. The Transportation Committee could consider allocating TDA Article 4.5 funding to FACT to supply the required match. Either allocation would require approval through the Board of Directors. The Section 5310 allocation could accompany the Cycle 13 STGP Call for Projects; however, the TDA allocation would require an amendment of [SANDAG Board Policy No. 027](#).

Option 1: Provide approximately \$2.3 million annually to FACT for the next two years using Section 5310 and TDA Funding (fully fund the FACT request).

This option would include the following:

- A 54% annual allocation from the Federal Fiscal Year (FFY) 2023 and 2024 Section 5310 pass-through funding available (approximately \$1,735,359 and \$1,762,952 respectively)
- A 6.5% annual allocation (approximately \$633,811) of the TDA Article 4.5 funding to provide the required match for the Section 5310 funding and retain the existing funding for CTSA services

The remaining balance of Section 5310 funding available for other prospective grantees through the STGP Cycle 13 Call for Projects would be approximately \$2,980,043. The remaining amount of TDA funding for the transit agencies would be \$9,117,121, and MTS and NCTD would receive approximately \$6,478,734 and \$2,638,388, respectively.

If this option were chosen, staff would request that the Transportation Committee not allow FACT to compete for funding through the STGP Cycle 13 Call for Projects.

Option 2: Provide approximately \$1.6 million annually to FACT for the next two years using Section 5310 and TDA Funding (partially fund the FACT request).

This option would include the following:

- A 36% annual allocation from the Federal Fiscal Year (FFY) 2023 and 2024 Section 5310 pass-through funding available (approximately \$1,156,906 and \$1,175,301 respectively)
- A 5% annual allocation (approximately \$487,547) of the TDA Article 4.5 funding to provide the required match for the Section 5310 funding and retain the existing funding for CTSA services

The remaining balance of Section 5310 funding available for other prospective grantees through the STGP Cycle 13 Call for Projects would be approximately \$4,146,147. The remaining amount of TDA funding for the transit agencies would be \$9,263,385, and MTS and NCTD would receive approximately \$6,582,670 and \$2,680,715, respectively.

If this option were chosen, staff would request that the Transportation Committee provide direction on whether FACT could compete for funding through the STGP Cycle 13 Call for Projects.

Option 3: Provide approximately \$845,000 annually to FACT for the next two years using only Section 5310 funding (fully fund the RideFACT portion of the request only).

This option would include the following:

- A 26% annual allocation from the Federal Fiscal Year (FFY) 2023 and 2024 Section 5310 pass-through funding available (approximately \$835,543 and \$848,829 respectively)
- No change in the existing TDA Article 4.5 funding allocations among MTS, NCTD, and the CTSA.

The remaining balance of Section 5310 funding available for other prospective grantees through the STGP Cycle 13 Call for Projects would be approximately \$4,793,982.

If this option were chosen, it would be contingent on FACT supplying the required 20% matching funds (approximately \$170,000). Staff would request that the Transportation Committee provide direction on whether FACT could compete for funding through the STGP Cycle 13 Call for Projects. The Transportation Committee could consider limiting FACT's eligibility to only the Section 5310 capital and mobility management categories, only the Senior Mini-Grant program, or no eligibility limitation.

Option 4: Do not allocate any funding for FACT at this time and require them to compete for funding through the STGP and AFA grant programs.

This option would allow FACT to utilize its remaining AFA Cycle 1 funding, the Section 5310 funding it has been allocated through the Cycle 12 Call for Projects, and to compete for funding in the AFA Cycle 2 and STGP Cycle 13 Call for Projects processes. This would maintain the integrity of the competitive process used by the STGP, and allow staff to complete the Specialized Transportation Needs Assessment and FY 2025 Coordinated Plan, which could inform future specialized transportation policy and funding recommendations.



Executive Summary

The recent defunding of RideFACT, a vital transportation service in San Diego County for seniors and persons with disabilities, came at a time of escalating need. The following analysis revealed that RideFACT was projected to field approximately 27,880 ride requests over a twelve-month period, reflecting a 42% increase due to economic factors and a 0.73% rise in population. The operational cost, at a competitive \$30.05 per ride, amounts to around \$844,144.40 to fund a full year of service that meets minimum demand. This data highlights not only the program's extensive usage but also its critical role in supporting a growing demographic of vulnerable residents.

It is important to note that this analysis very conservatively estimates the base demand for RideFACT over a 12-month span, deliberately omitting several variables that could potentially elevate the actual need for the service. Significant among these are permanent and temporary (yet sustained) route closures of MTS and NCTD routes, which may leave additional populations without reliable transportation options. The impact of these transit disruptions on RideFACT's demand was not quantified due to their theoretical nature and the complexity of accurately projecting their effect.

This underlines the urgency and necessity of reinstating funding for RideFACT, as it plays an increasingly indispensable role in filling the transportation void created by these shifts in public transit availability.

Initial Seven Months Ride Requests:

- Between August 2021 and February 2022, FACT completed 10,531 rides and denied 3,311 trip requests.

$$10,531 \text{ completed rides} + 3,311 \text{ denied requests} = 13,842 \text{ ride requests}$$

Average Monthly Ride Requests for Initial Seven Months:

$$\frac{13,842 \text{ ride requests}}{7 \text{ months}} \approx 1,977.43 \text{ ride requests/month}$$

Increased Demand for the Following Five Months:

- In March 2022, demand for RideFACT trips increased by 42% due to inflation and increased gas prices.

$$1,977.42 \text{ ride requests per month} \times 1.42 \approx 2,807.55 \text{ ride requests/month}$$

Total Ride Requests for the Next Five Months:

$$2,807.55 \text{ ride requests month} \times 5 \text{ months} \approx 14,037.75 \text{ requests}$$

Total Ride Requests for Twelve Months:

- Initial seven months: 13,842 ride requests
- Next five months: approximately 14,038 ride requests (rounded from 14,037.75)
- Combined total ride requests for twelve months:

$$13,842 \text{ ride requests} + 14,038 \text{ projected ride requests} = 27,880 \text{ ride requests}$$

- Thus, accounting for the 42% increase in monthly demand during the latter five months, RideFACT was projected to face a demand for approximately 27,880 rides over the course of twelve months.

Total Ride Requests for Twelve Months with Modest Population Growth:

- Population growth in San Diego County for 2023 was projected at 0.73%. The following projection assumes that the 0.73% population growth directly translates to a similar increase in demand for RideFACT services. It is an estimate based on the available data, and actual demand could vary based on various factors, including changes in service availability, economic conditions, and broader demographic trends.
- Applying the 0.73% increase to base demand:

$$27,880 \times 1.0073 \approx 28,084$$

Projected Cost

- To compute the cost of the RideFACT program based on an average cost of \$30.05 per ride, we'll use the projected total ride requests for twelve months including the population growth, which is approximately 28,088 rides (as calculated above:

$$28,084 \text{ rides} \times \$30.05 \text{ per ride} = \$843,924.20$$

- Thus, the projected cost of providing 28,084 rides over a 12-month period is \$843,924.20.



Funding Options for Facilitating Access to Coordinated Transportation Specialized Transportation Services

Transportation Committee | Item 7
Brian Lane and Jenny Russo
February 16, 2024

1



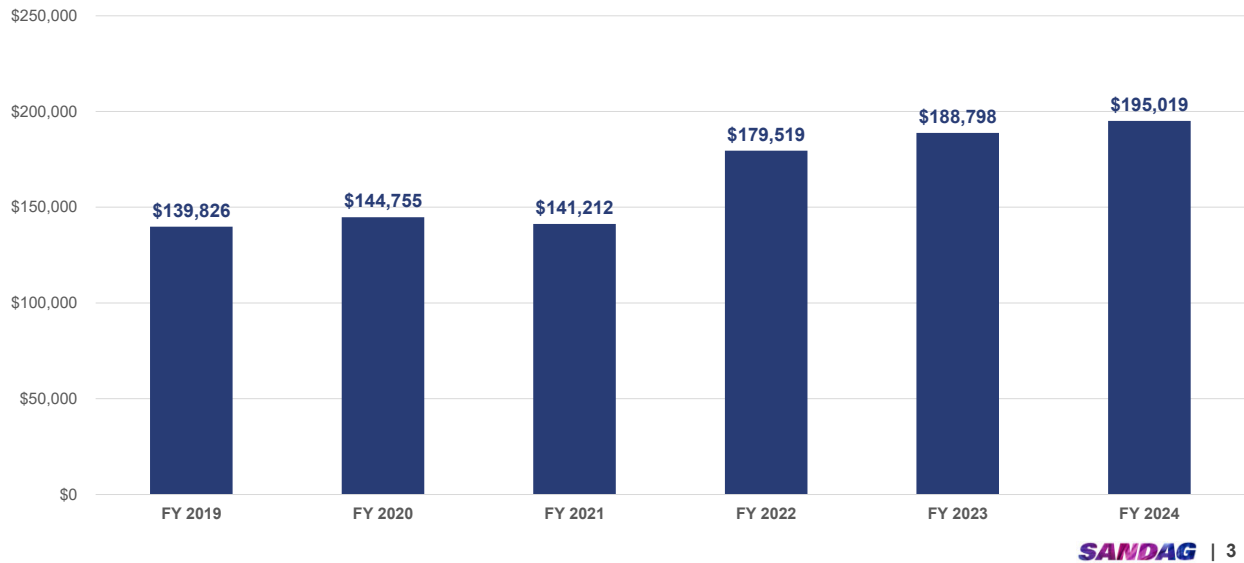
Consolidated Transportation Services Agency (CTSA) Funding

2

2

TDA Article 4.5 Funding for CTSA Services

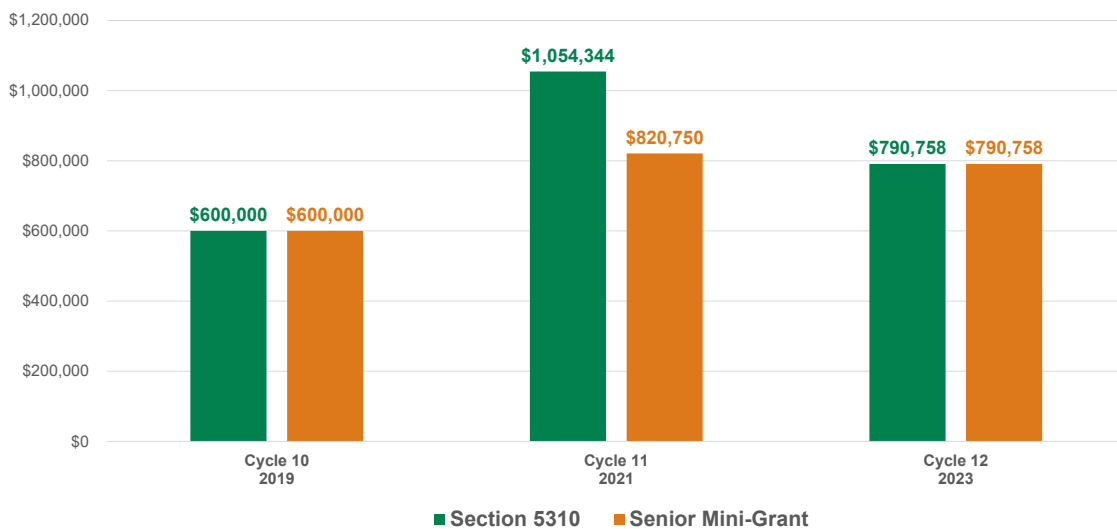
Annual Allocation from Fiscal Year 2019 through Fiscal Year 2024



3

STGP Mobility Management Grants

Funding Awarded Since Cycle 10



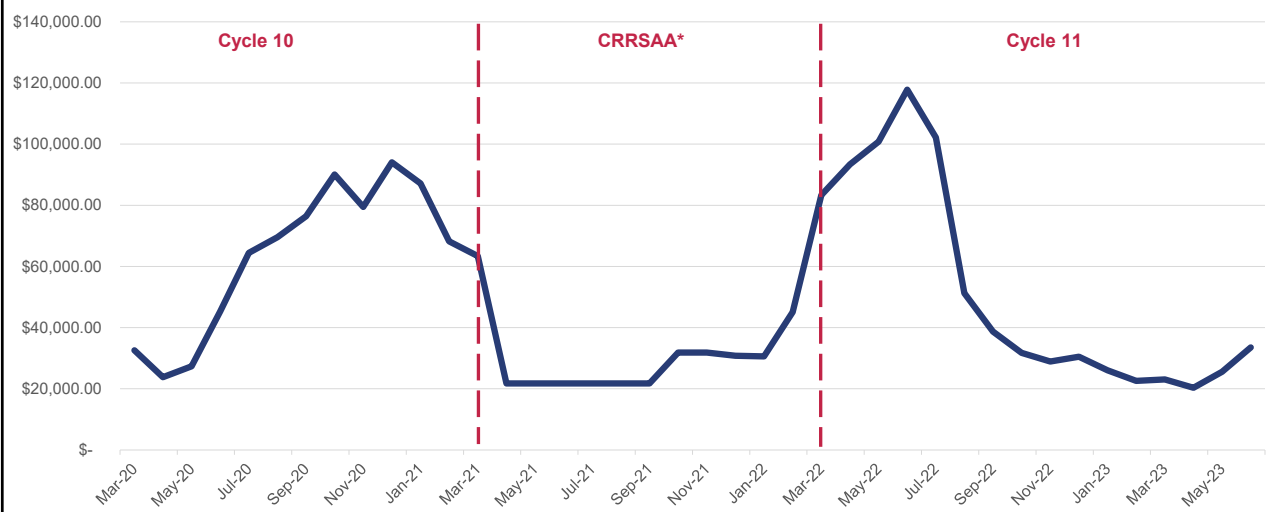
4

STGP RideFACT Funding and Service Delivery

5

5

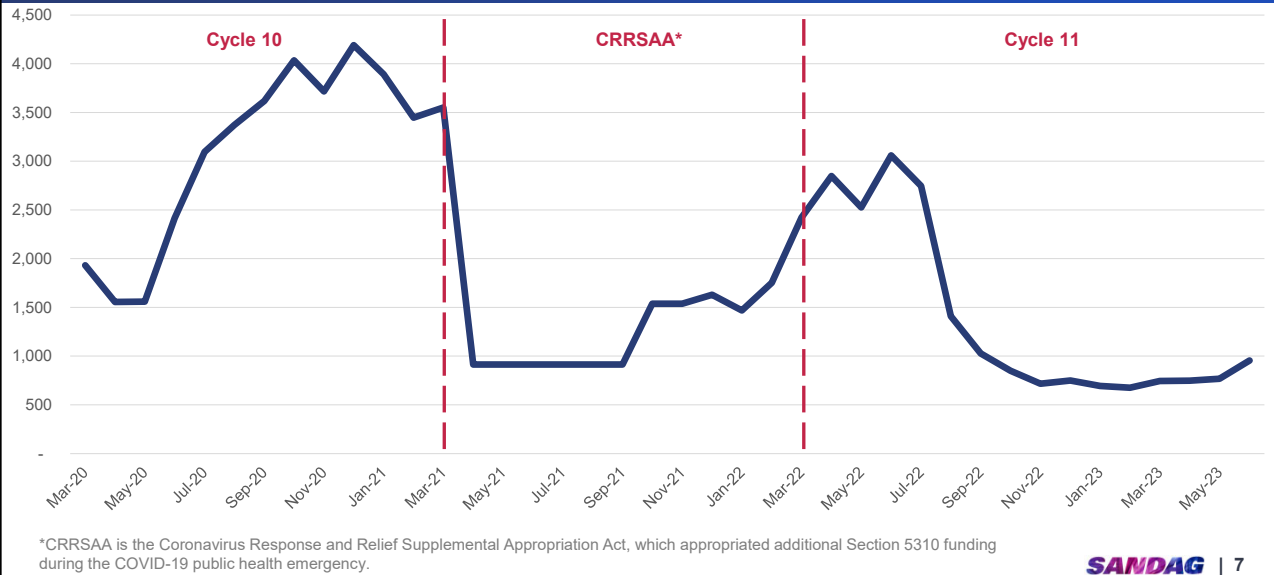
Monthly STGP Funding March 2020 to June 2023



*CRRSAA is the Coronavirus Response and Relief Supplemental Appropriation Act, which appropriated additional Section 5310 funding during the COVID-19 public health emergency.

6

Monthly Number of One-Way Passenger Trips March 2020 to June 2023



7

Proposed-Actual STGP Funding Spent per OWPT March 2020 - June 2023

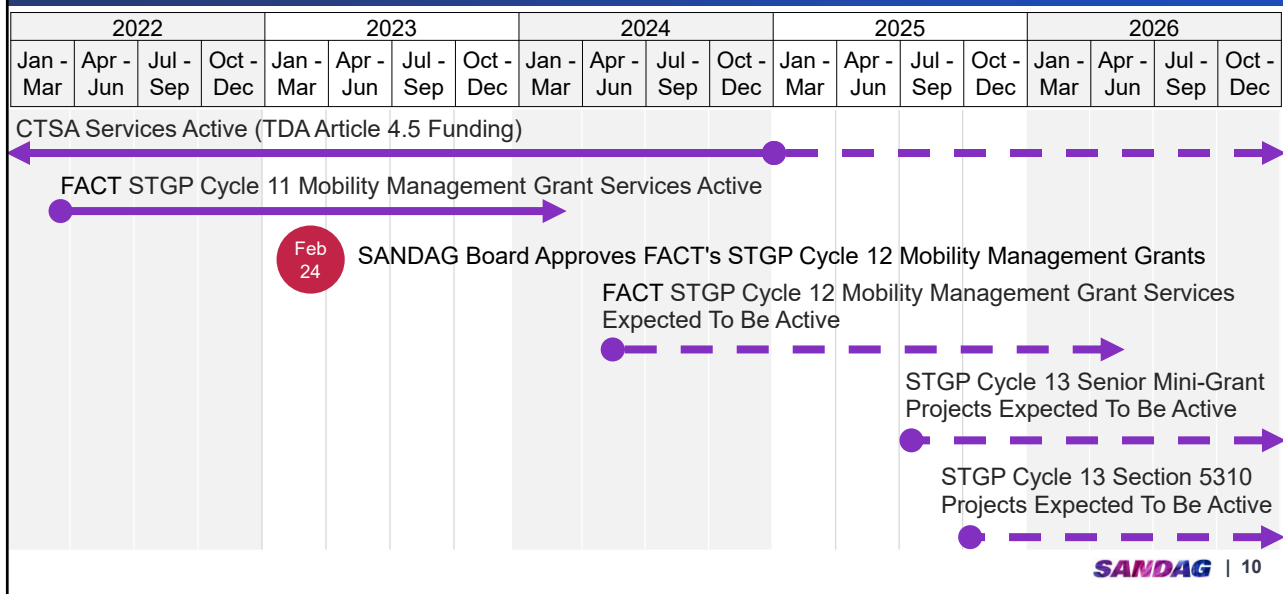


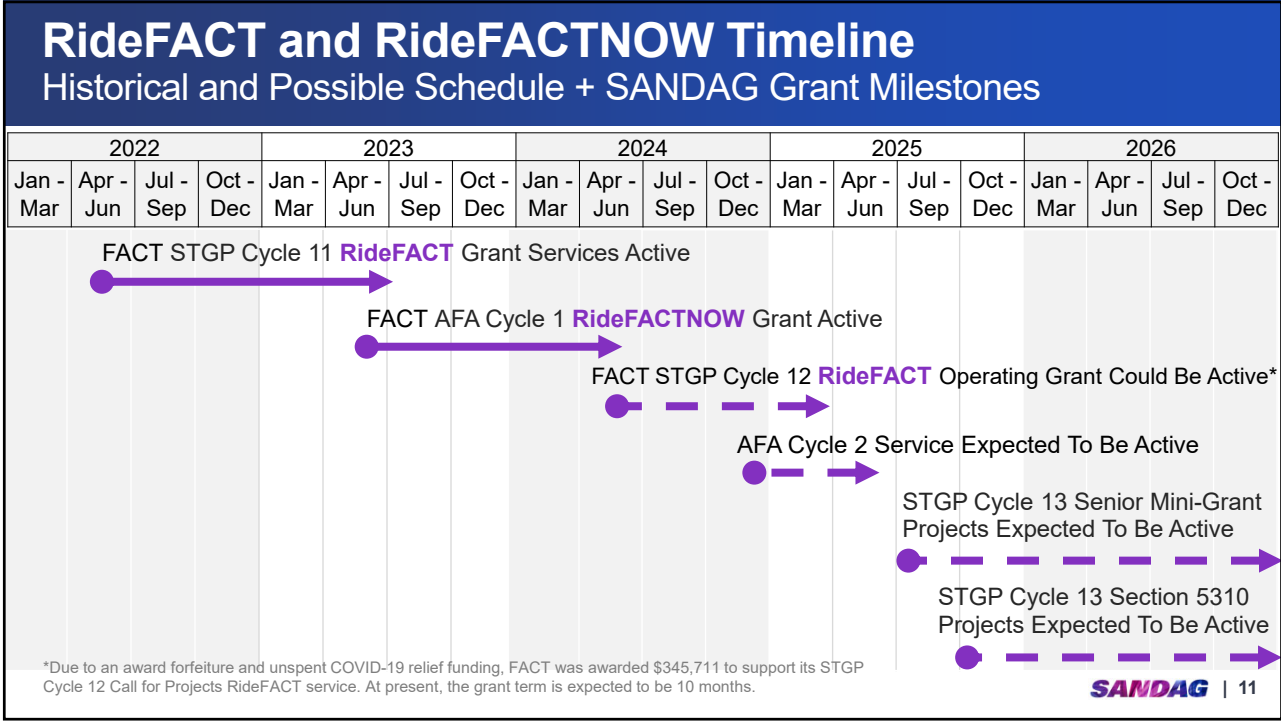
8


Specialized Transportation Funding Timelines

CTSA and STGP Mobility Management Timeline

Historical and Projected Schedule + STGP Milestones



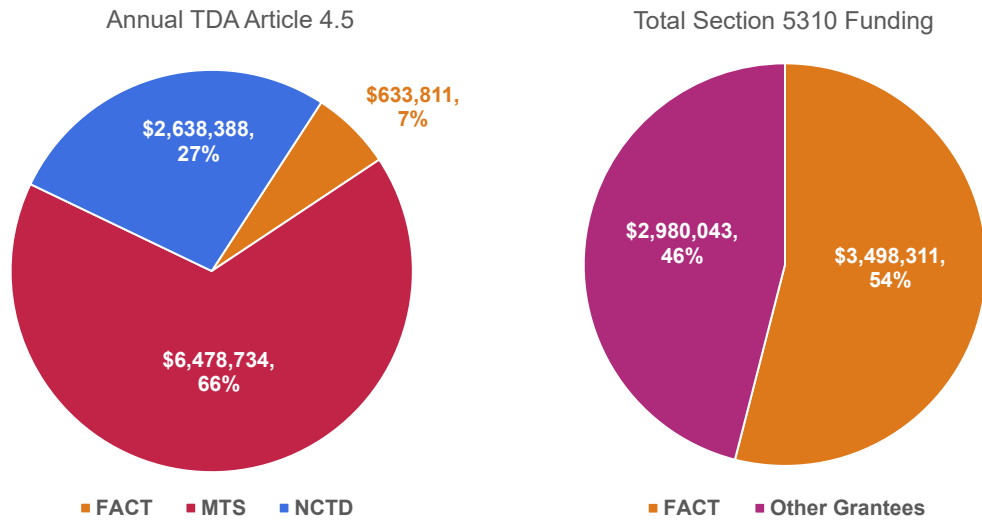




Funding Options for FACT

12

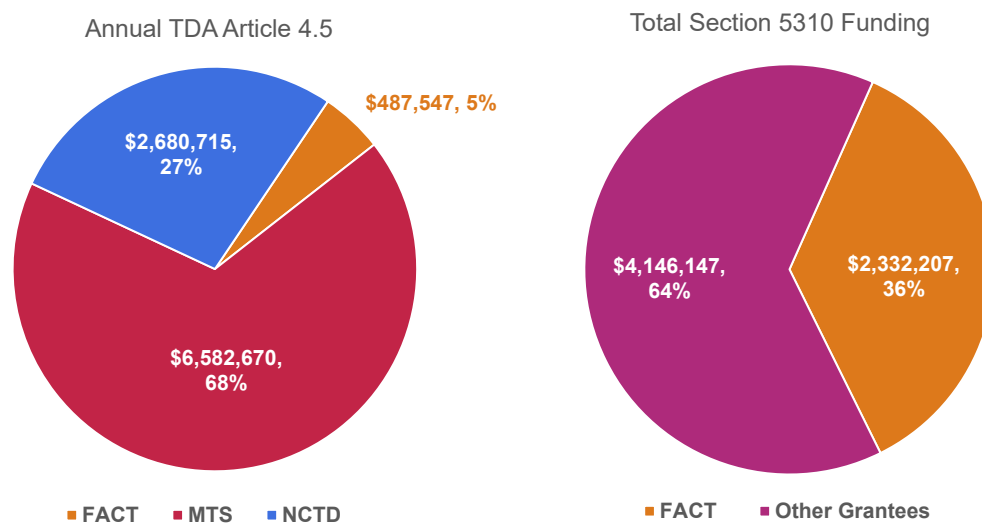
Option 1: Fully Fund the FACT Request



SANDAG | 13

13

Option 2: Partially Fund the FACT Request

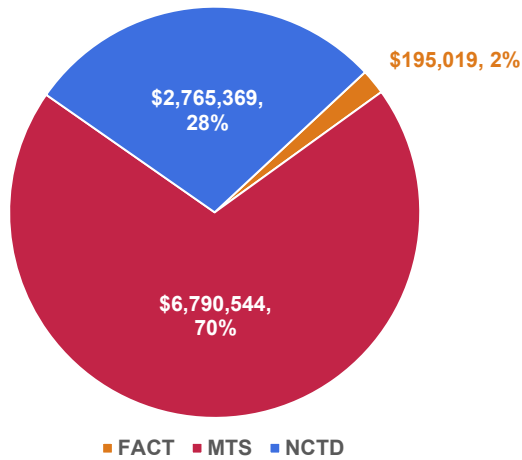


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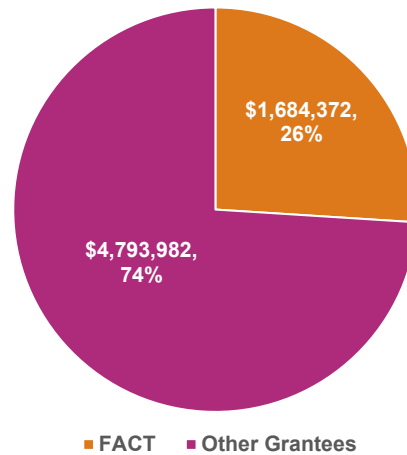
14

Option 3: Fully Fund the 5310 RideFACT Request Only

Annual TDA Article 4.5 (No Change)



Total Section 5310 Funding

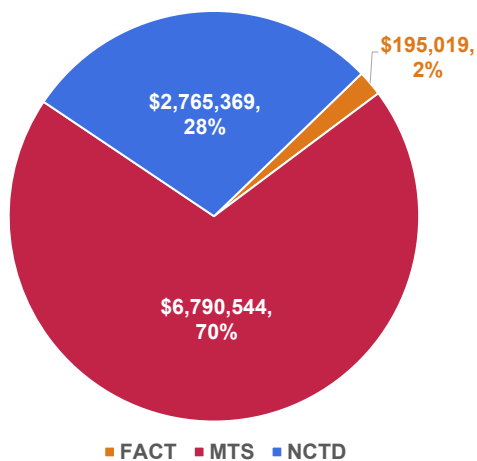


SANDAG | 15

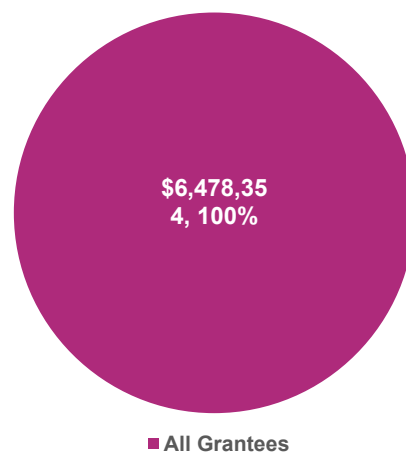
15

Option 4: No Direct Allocation for FACT

Annual TDA Article 4.5 (No Change)



Total Section 5310 Funding (No Change)




SANDAG | 16

16

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 Email: jenny.russo@sandag.org
brian.lane@sandag.org

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17