



Mobility Working Group Agenda

Thursday, December 12, 2024

9:30 a.m.

Welcome to SANDAG. The Mobility Working Group (MOBWG) meeting scheduled for Thursday, December 12, 2024, will be held in person in the SANDAG Board Room. While Working Group members will attend in person, members of the public will have the option of participating either in person or virtually.

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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.

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



Mobility Working Group

Thursday, December 12, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

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

Consent

+2. Approval of Meeting Minutes

Cecily Taylor, SANDAG

Approve

The MOBWG is asked to approve the minutes from its October 10, 2024, meeting.
[Meeting Minutes](#)

Reports

+3. Annual Public Transit Report

Brian Lane, SANDAG

Discussion

The Board of Directors approved the report for submission to the state legislature and would like the Mobility Working Group to review the item and provide input and guidance for the FY 2025 item due next year.

[Annual Public Transit Report](#)

[Att. 1 - Annual Report on Public Transit SD FY 2024](#)

+4. Vision Zero Action Plan Updates and Performance Measure 1 Safety Targets

Tuere Fa'aola, Samuel Sanford, SANDAG

Discussion

Staff will present the final regional Vision Zero Action Plan and supporting safety tools, regional safety statistics, and federal performance safety target setting.

[Vision Zero Action Plan Updates and Performance Measure 1 Safety Targets Presentation](#)

+5. San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Project Update

Zach Hernandez, Lizzy Havey, SANDAG

Information

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

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

+6. Planning and Design for Six Next Gen Rapid Routes

Information

Brian Lane, Mimi Morisaki, SANDAG

Staff will present an update on the initial planning for six new Rapid routes.

[Planning and Design for Six Next Gen Rapid Routes
Presentation](#)

Adjournment

7. Adjournment

The next MOBWG meeting is scheduled for Thursday, January 9, 2025, at 9:30 a.m.

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

December 12, 2024

November 14, 2024, Meeting Minutes

[View Meeting Video](#)

Chair Jose Rodriguez (National City) called the meeting of the Mobility Working Group (MOBWG) to order at 9:38 a.m.

1. Non-Agenda Public Comments/Member Comments

Public Comments: Alex Wong.

Member Comments: Nathan Schmidt (Carlsbad).

Consent

2. Approval of Meeting Minutes

The MOBWG was asked to approve the minutes from its October 10, 2024, meeting.

3. 2025 Mobility Working Group Meeting Calendar

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

Public Comments: None.

Action: Upon a motion by Carol Seabury (Imperial Beach), and a second by Mario Sanchez (El Cajon), the MOBWG voted to approve the Consent Agenda.

The motion passed.

Yes: Nathan Schmidt, Mario Sanchez, Carol Seabury, Luca Zappiello (National City), Teala Cotter (Oceanside), Tracy Beach (Poway), Hiedi Vonblum (City of San Diego), Stephanie Kellar (San Marcos), Minjie Mei (Santee), Darra Woods (Vista), Michael Kenney (County of San Diego), Katie Persons (North County Transit District), Anna Buzaitis (Port of San Diego), and Ted Anasis (Airport Authority).

No: None.

Abstain: Jonathan Schauble (Escondido) and Mo Sammak (Solana Beach).

Absent: Chula Vista, Coronado, Del Mar, Encinitas, La Mesa, Lemon Grove, and Metropolitan Transit System.

Reports

4. Regional Digital Infrastructure Network Master Plan

Regional Planner Michael Terlep and Senior Regional Planner Kate McCauley presented an update on the Regional Digital Infrastructure Network Master Plan and requested feedback on how to best utilize the plan and supporting tools.

Public Comments: None.

Action: Discussion.

5. Airport Transit Connection Update

Deputy Director of Planning Jennifer Williamson and Associate Regional Planner Emily Doss presented an update on the advanced planning and outreach for the Airport Transit Connection project.

Public Comments: Alex Wong.

Action: Information.

6. Purple Line Planning Update

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

Public Comments: Alex Wong.

Action: Discussion.

7. Adjournment

Associate Financial Analyst Richard Radcliffe presented a brief update regarding the upcoming local streets and roads annual report.

The next MOBWG meeting is scheduled for Thursday, December 12, 2024, at 9:30 a.m.

Chair Rodriguez adjourned the meeting at 10:56 a.m.

Confirmed Attendance at Mobility Working Group Meeting

Jurisdiction	Name	Attended
City of Carlsbad	Tom Frank	No
	Nathan Schmidt	Yes
City of Chula Vista	William Valle	No
	Eddie Flores	No
	Patrick Moneda	No
City of Coronado	Tricia Olsen	No
	Richard Gunrow	No
	Jasmine Bridges	No
City of Del Mar	Joe Bride	No
	Karen Brindley	No
City of El Cajon	Yazmin Arrellano	No
	Mario Sanchez	Yes
	Olga Reyes	No
City of Encinitas	Abe Bandegan	No
	Evan Jedynak	No
City of Escondido	Jonathan Schauble	Yes
	Owen Tunnell	No
City of Imperial Beach	Eric Minicilli	No
	Reyna Ayala	No
	Carol Seabury	Yes
City of La Mesa	Michael Thorne	No
	Vacant	n/a
City of Lemon Grove	Vacant	n/a
	Vacant	n/a
City of National City	Steve Manganiello	No
	Luca Zappiello	Yes
	Ricardo Rodriguez	No
City of Oceanside	Teala Cotter	Yes
	Tam Tran	No
City of Poway	Tracy Beach	Yes
	Andrea Thomas	No
	Alex Ubaldo	No
City of San Diego	Bethany Bezak	No
	Heather Werner	No
	Tait Galloway	No
	Heidi Vonblum	Yes
City of San Marcos	Stephanie Kellar	Yes
	Kryenne Chua	No
	Isaac Etchamendy	No
	Damian Schoencke	No
	Ed Alberto	No
City of Santee	Minjie Mei	Yes
	Carl Schmitz	No
City of Solana Beach	Mo Sammak	Yes
	Dan Goldberg	No
	Jim Greenstein	No

City of Vista	Greg Mayer	No
	Husam Hasenin	No
	Darra Woods	Yes
County of San Diego	William Morgan	No
	Tara Lieberman	No
	Michael Kenny	Yes
North County Transit District	Katie Persons	Yes
	Lilian Doherty	No
	Mary Dover	No
Metropolitan Transit System	Larry Renteria-Luna	No
	Beverly Neff	No
Port of San Diego	Lisa Madsen	No
	Anna Buzaitis	Yes
Airport Authority	Ted Anasis	Yes
	Sjohnna Knack	No
Advisory Members		
	Name	Attended
Caltrans	Ann Fox	No
	Karen Jewel	No
	Roy Abboud	Yes
DOD	Muska Laiq	Yes
	Lorena Cordova	No
SoCal Tribal	Vacant	n/a
	Vacant	n/a
FACT	Arun Prem	No
	Sofia Hughes	No
	Ali Poorman	No
	Christian Hernandez	No
Non-Voting Member		
Chair	Jose Rodriguez	Yes

December 12, 2024

Annual Public Transit Report

Overview

California Assembly Bill 805 (Gonzalez, 2017) requires the Board of Directors to provide a report, developed through the Transportation Committee, to the State Legislature on or before December 31 of each year that outlines the region's public transit needs, transit funding criteria, recommended transit funding levels, additional work on public transit, and funds spent explicitly on public transportation.

Key Considerations

This report reflects the status of the San Diego region's public transportation system in place during FY 2024 (July 1, 2023, through June 30, 2024). During FY 2024, SANDAG continued implementing transit projects from the 2021 Regional Plan and continued popular services and programs countywide.

In FY 2024, SANDAG celebrated the second anniversary of the Mid-Coast Trolley Extension. The Blue Line continues to host the highest ridership of any transit line in the region and remains a top performer compared to other light rail lines nationally. Additionally, SANDAG started construction on the Del Mar Bluffs V project to stabilize the LOSSAN Corridor.

In partnership with Metropolitan Transit System (MTS), North County Transit District (NCTD), and local community-based organizations, SANDAG extended the Youth Opportunity Pass pilot program, providing two additional years of free public transit service to anyone in the region 18 and under. This investment in our region's youth is improving mobility regionwide, with over 10 million rides provided in FY 2024 and a culture of transit continuing to take shape.

SANDAG finalized construction of the Pershing Bikeway, providing an important connection between Downtown San Diego to North Park. SANDAG broke ground on the Imperial Avenue Bikeway, which will connect Imperial Ave. with the [Regional Bike Network](#). Finally, SANDAG continued construction of the Border to Bayshore Bikeway, which will connect the San Ysidro Port of Entry with the Imperial Beach segment of the Bayshore Bikeway. When completed, these bikeways will provide over 10 new miles of safe connections for people using bicycles and other active transportation options.

This report also contains information regarding regional needs for public transit, active transportation, and regionwide annual expenditures. These figures are compiled from SANDAG's 2021 Regional Plan, the Regional Transportation Improvement Program, and SANDAG, MTS, and NCTD reports.

Next Steps

The Board of Directors approved the report for submission to the state legislature by the deadline of December 31, 2024. Input from the Mobility Working Group will inform the FY 2025 item due next year.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. Annual Report on Public Transit in the San Diego Region, FY 2024 (with appendices)

Action: **Discussion**

The Board of Directors approved the report for submission to the state legislature and would like the Mobility Working Group to review the item and provide input and guidance for the FY 2025 item due next year.

Fiscal Impact:

Staff effort on this report is funded through existing funding in Overall Work Program 3320100.

Schedule/Scope Impact:

The report must be submitted to the state legislature by December 31, 2024.

Fiscal Year 2024 Annual Report to the Legislature on Public Transit in the San Diego Region

Assembly Bill 805 (Gonzalez, 2017) requires the SANDAG Board of Directors to provide an annual report, developed through the Transportation Committee, to the State Legislature that outlines the region's efforts to support public transportation. The legislation, its criteria, and all required data are detailed in this report's appendices.

Implementing the 2021 Regional Plan

Throughout Fiscal Year 2024, SANDAG has taken steps to implement the Regional Plan's vision for providing convenient and timely transit options. In FY 2024, SANDAG continued initial concept planning for three new Next Generation *Rapid* routes identified in the Regional Plan. *Rapid* routes provide fast and frequent connections to regional destinations, transit connections, education opportunities, and healthcare. SANDAG finalized this study at the end of Fiscal Year 2024.

The 2021 Regional Plan identified the concept of "Flexible Fleets," offering new options for getting to and from transit and for short trips within the community via shared mobility services. New flexible fleet services launched in the summer of 2023 and continued providing service throughout 2024, improving transit access to our popular beach communities. SANDAG continues to work with local jurisdictions and community organizations to increase the availability of flexible fleet services across the region.

SANDAG's Youth Opportunity Pass completed its second full year, providing free public transit access to all youth 18 and under throughout the San Diego region. This partnership with our local transit operators, MTS and NCTD, has been extremely successful. In Fiscal Year 2024, the Youth Opportunity Pass provided over 10 million rides to San Diego youth, taking them to school, to internships, to the beach, and to visit friends and family. SANDAG has approved funding to continue the Youth Opportunity Pass program for at least one more year and will continue working with our local and state partners to provide this program permanently for the youth of San Diego.

Other highlights of planning and construction for FY 2024 were:

Planning highlights from FY2024:

2025 Regional Plan: Developed initial concept based on public input and guidance from the SANDAG Board of Directors

Airport Transit Connection: Progressed on concept development with input from the Board and in coordination with regional stakeholders and identified additional features in preparation for future environmental review

San Ysidro Transit Center/Mobility Hub: Secured \$927,778 in federal funding to advance planning and engineering efforts, collected more than 600 survey responses about potential upgrades, and drafted a final study report

Blue Line Express: Started the existing conditions analysis and prepared the project work plan

LOSSAN rail realignment: Completed 30% of preliminary engineering and environmental work, released the Notice of Preparation of the draft environmental impact report, and held a public scoping meeting

Purple Line: Identified station and maintenance facility locations along potential routes

Reconnecting Communities: SANDAG received \$3.3 million in federal funding to study the feasibility of a freeway lid at the two locations sited in the Barrio Logan Community Plan to prepare for future implementation of one or both lids.

Central Avenue Bikeway: Completed the final environmental document

Eastern Hillcrest, University, Washington Street/Mission Valley Bikeways, and Howard Bikeway projects: Entered the final design phase and prepared to begin construction. These bikeways are slated to open in the coming years and will improve safety and connectivity throughout the region. ¹

Vision Zero: Kicked off the development of the first Regional Vision Zero Action Plan to work toward eliminating all traffic fatalities and severe injuries in our region

Construction highlights from FY2024:

Del Mar bluffs stabilization: Began construction and installed bluff toe protection walls

North Coast Corridor: Began construction on bike and pedestrian improvements, auxiliary lane, sound walls, and shoulder and slope repairs new Palomar Airport Road

Imperial Avenue Bikeway: Broke ground

Inland Rail Trail Phase 3: Began construction

Otay Mesa East Port of Entry: Completed construction on the Siempre Viva Interchange, obtained approval to execute three binational agreements, completed the 30% design milestone, and secured permission to proceed to final design.

Looking Forward

In October 2023 the SANDAG Board approved funding to advance planning and design for six *Rapid* routes, new Flexible Fleet pilots, and ongoing construction of regional bikeways.

The Blue Line trolley and the transit center in San Ysidro are also slated for improvements. The future San Ysidro Mobility Hub will be able to host an enhanced Blue Line Trolley, the new Purple Line, and improved local and *Rapid* bus service. These improvements are designed to enhance the experience of people traveling throughout our binational region.

Additionally, SANDAG continued planning for the Airport Transit Connection in FY 2024, launching the environmental review process to determine regional transportation connections and direct transit options to the airport. The Airport Transit Connection will create a direct link between the San Diego International Airport and our regional transit system, making it easier for residents and visitors to navigate the region.

¹ [SANDAG TransNet Regional Bike Projects](#)

Fiscal Cliff

Like other transit agencies statewide, MTS and NCTD are still recovering from the impact of the pandemic and rely on funding from federal and state sources. Sustainable sources of funding are needed to both provide high-quality service and continue to deliver planned improvements. SANDAG and our operating partners in the region are actively working with partner agencies around the state to advocate for funding for transit operations, including participating in statewide listening sessions, coordinating on funding allocation discussions, and maintaining a strong presence in Sacramento.

Transit operators in San Diego estimate that their federal funding will dry up by 2027, just over two years from now.² With local revenue still reduced from recovering ridership and costs increasing due to inflation, MTS and NCTD have started to make contingency plans for their operations should that deadline arrive without a viable replacement in place. Options include reducing existing transit service, delaying planned capital projects and increasing fares.

In 2023, new state transit assistance was approved through SB 125, providing relief to transit agencies across the state and signaling a willingness from the state government to ensure that transit service remains active throughout California. The funds have since been released, and MTS plans to use SB 125 funding to shore up operations for several more years while also delivering long-awaited capital improvements on the Orange Line trolley and enhancements to frequencies and spans of service systemwide. However, San Diego will need assistance to continue providing the transit service that our residents and visitors rely on.

² [MTS Board of Directors](#), March 16, 2023, Item 14

Appendix A

Reporting Requirements

Consistent with Section 9795 of the California State Government Code:

(a)(1) Any report required or requested by law to be submitted by a state or local agency to the Members of either house of the Legislature generally, shall instead be submitted as a printed copy to the Secretary of the Senate, as an electronic copy to the Chief Clerk of the Assembly, and as an electronic or printed copy to the Legislative Counsel. Each report shall include a summary of its contents, not to exceed one page in length. If the report is submitted by a state agency, that agency shall also provide an electronic copy of the summary directly to each member of the appropriate house or houses of the Legislature. Notice of receipt of the report shall also be recorded in the journal of the appropriate house or houses of the Legislature by the secretary or clerk of that house.

(2) In addition to and as part of the information made available to the public in electronic form pursuant to [Section 10248](#), the Legislative Counsel shall make available a list of the reports submitted by state and local agencies, as specified in paragraph (1). If the Legislative Counsel receives a request from a member of the public for a report contained in the list, the Legislative Counsel is not required to provide a copy of the report and may refer the requester to the state or local agency that authored the report, or to the California State Library as the final repository of public information.

(b) No report shall be distributed to a Member of the Legislature unless specifically requested by that Member.

(c) Compliance with subdivision (a) shall be deemed to be full compliance with [subdivision \(c\) of Section 10242.5](#).

(d) A state agency report and summary subject to this section shall include an Internet website where the report can be downloaded and telephone number to call to order a hard copy of the report.

A report submitted by a state agency subject to this section shall also be posted at the agency's Internet website.

(e) For purposes of this section, "report" includes any study or audit.

Regional Identified Public Transit Needs

A comprehensive list of transit projects identified by SANDAG and the region's transit operators that would meet the transit needs of the San Diego region is included in the 2021 Regional Plan. The 2021 Regional Plan presents the overall vision for how the San Diego region will grow through 2050, including all the transportation-related investments that will be needed to support that vision.

Each year, the Metropolitan Transit System (MTS) and North County Transit District (NCTD) are required to submit a Service Implementation Plan (SIP) to SANDAG in advance of the budget approval process. The SIPs list the operational changes each transit operator implemented or plans to implement to balance proposed fiscal year budgets.

Regional Public Transit Needs

The 2021 Regional Plan identifies 56 public transit projects across a variety of modes and jurisdictions. These projects include Next Generation Rapid bus, new light rail, new regional rail, streetcar, ferry, mobility hubs, and an airport transit connection. The full list of identified projects is available in [Appendix A of SANDAG's 2021 Regional Plan](#).

The 2021 Regional Plan also identifies 124 active transportation projects that support the regional transit network. These projects include on-street and off-street facilities for bicycles, scooters, pedestrians, and more. The full list of identified projects is available in [Appendix A of SANDAG's 2021 Regional Plan](#).

Operator-Identified Service Area Needs

MTS identified 42 projects for transit service improvements in its latest Service Implementation Plan, an element of its annual budgeting process. These improvements include frequency enhancements on bus and rail services, adjustments of certain bus route schedules, and realigned rail service patterns. The full list of identified projects is available in [MTS's 2024 Adopted Fiscal Year Budget](#).

NCTD identified 9 projects for transit service improvements in its latest Service Implementation Plan, an element of its annual budgeting process. These improvements include frequency enhancements on bus and rail services, implemented capital investment plans, bus service modifications, and new paratransit and microtransit service. The full list of identified projects is available in [NCTD's FY 2024 Service Implementation Plan](#).

Transit Project Evaluation Criteria

SANDAG prioritizes projects and their phasing through the development of project evaluation criteria and network-based performance measures as part of the 2021 Regional Plan, among other factors. Input for the criteria is received through public workshops, as well as from the region's planning directors, the transit operators, SANDAG policy committees, and the Board of Directors.

The project evaluation criteria for the 2021 Regional Plan are organized within the three goals established by the Board of Directors: (1) Environment & Quality of Life; (2) Mobility & Safety; and (3) Economy. Each individual criterion is nested into one of the three goals. The full list of criteria is available in [Appendix T of SANDAG's 2021 Regional Plan](#).

Additional Work on Public Transit

In addition to the regular work that SANDAG undertakes as part of its core mission to develop transportation programs and projects, there are a variety of additional efforts that are undertaken at the direction of the SANDAG Board of Directors which are transit supportive. The transit supportive

studies and work that SANDAG implemented in FY 2024 total over \$21 million. The full list of expenditures is available in Chapters 2 and 5 of [SANDAG's Fiscal Year 2025 Budget](#).

Recommended Transit Funding Levels

SANDAG, as the Metropolitan Planning Organization and the Regional Transportation Planning Agency, is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multi-billion-dollar, multi-year program of proposed projects for major transportation improvements in the San Diego Region. All public transit funding that is recommended for expenditure in the five-year period covered by the RTIP is SANDAG Board approved as part of the FY 2024 Transit CIP. The RTIP includes committed funds of \$4.3 million by the region through as far as FY 2033. The full list of expenditures and funding levels is available in [the latest update to the Regional Transportation Improvement Program](#).

Funds Spent Specifically on Public Transit

Each year, SANDAG expends funding on transit-specific projects. Examples of transit-specific projects include the Mid-Coast Trolley, South Bay *Rapid*, and double tracking of the COASTER corridor. MTS and NCTD also expend transit-specific funding, including for operation of transit services, vehicles, and facility replacements. SANDAG's Expenditures total \$130.6 million³. MTS expenditures total \$631.4 million. NCTD's expenditures total \$158.3 million. The full list of expenditures is available in [SANDAG's Fiscal Year 2024 Budget](#), as well as the Annual Comprehensive Financial Reports for [MTS](#) and [NCTD](#).

³ Based on estimates of FY24 actuals and subject to change

December 12, 2024

Vision Zero Action Plan Updates and Performance Measure 1 Safety Targets

Overview

On June 22, 2022, the SANDAG Board of Directors adopted Resolution 2023-02 directing staff to seek funding and develop a Regional Vision Zero Action Plan (VZAP) to advance traffic safety goals for the San Diego region. This planning effort is included in the 2021 Regional Plan as a near-term implementation action and safety is a goal area for the 2025 Regional Plan.

In addition, SANDAG is required to include federal performance targets in each Regional Transportation Plan. These requirements are components of performance-based planning and programming and include target setting, performance monitoring, and target achievement support.

Staff will provide an overview of both regional safety planning efforts and seek working group members feedback on trends that inform the target setting process.

Key Considerations

Final Regional Vision Zero Action Plan

Developed in collaboration with local agency staff, the VZAP Technical Advisory Group¹, community-based organizations and the public, the Vision Zero Action Plan identifies local traffic safety challenges and solutions to support Vision Zero. The plan identifies where the most fatal and serious injury crashes occur and provides resources to improve safety in those areas. The plan also details SANDAG's role with implementing safety solutions and how progress toward Vision Zero will be evaluated. With the completion of the VZAP local agencies are eligible for Safe Streets and Roads for All implementation grants. The [final VZAP](#) and its [technical appendices](#) are available on SANDAG's [Vision Zero webpage](#).

VZAP Implementation Steps

The Regional VZAP includes implementation steps that are organized under seven focus areas: Coordinate, Advocate, Plan, Fund, Educate, Evaluate, and Implement. Multiple implementation efforts are currently in progress and SANDAG has recently launched three: including AB 43 technical support², local agency countermeasure tool development³, and grant criteria updates⁴.

Action: Discussion

Staff will present the final regional Vision Zero Action Plan and supporting safety tools, regional safety statistics, and federal performance safety target setting.

Fiscal Impact:

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

There are no penalties for SANDAG if the region does not attain its federal safety targets. FHWA evaluates target setting during regular planning reviews.

Schedule/Scope Impact:

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

Federal safety targets for calendar year 2025 must be established by February 27, 2025.

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

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

³ An online platform for local agencies is being developed to share safety data, resources, support safety project development, and countermeasure selection.

⁴ Regional Active Transportation Program and Smart Growth Incentive Program evaluation criteria are being updated to further safety goals and leverage the regional VZAP analyses.

Federal Performance Safety Targets

Federal Highway Administration requires Metropolitan Planning Organizations (MPO) to establish safety targets for five performance measures annually. The Federal Safety Performance Measures include: Total Fatalities, Fatality Rate by 100 million vehicle miles traveled (VMT), Total Serious Injuries, Serious Injury Rate by 100 million VMT, and Total Non-Motorized Fatalities and Serious Injuries. MPOs have the option of supporting statewide targets established by Caltrans or developing and supporting regional targets. SANDAG is evaluating supporting the statewide targets or setting regional targets for calendar year 2025 and will seek input from working group members.

Next Steps

SANDAG will advance implementation steps identified in the Vision Zero Action Plan in coordination with partner agencies. Staff will seek feedback on safety target setting from working groups and policy advisory committees to inform the target submittal in February 2025.

Antoinette Meier, Senior Director of Regional Planning



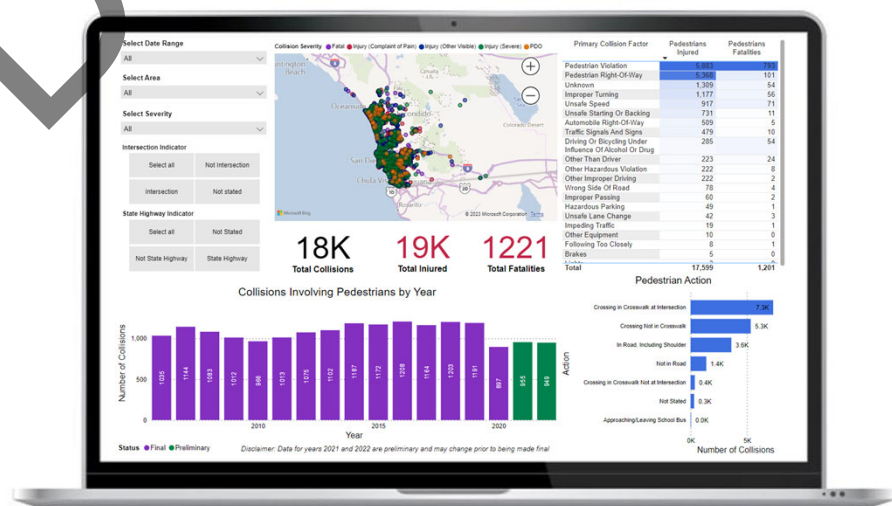
Regional Safety Planning Updates

Mobility Working Group | Item Number 4
Sam Sanford, Senior Regional Planner
Jacqueline Sisk, Associate Regional Planner
Thursday, December 12, 2024

1

Traffic Safety Dashboard

SANDAG.org/trafficsafety



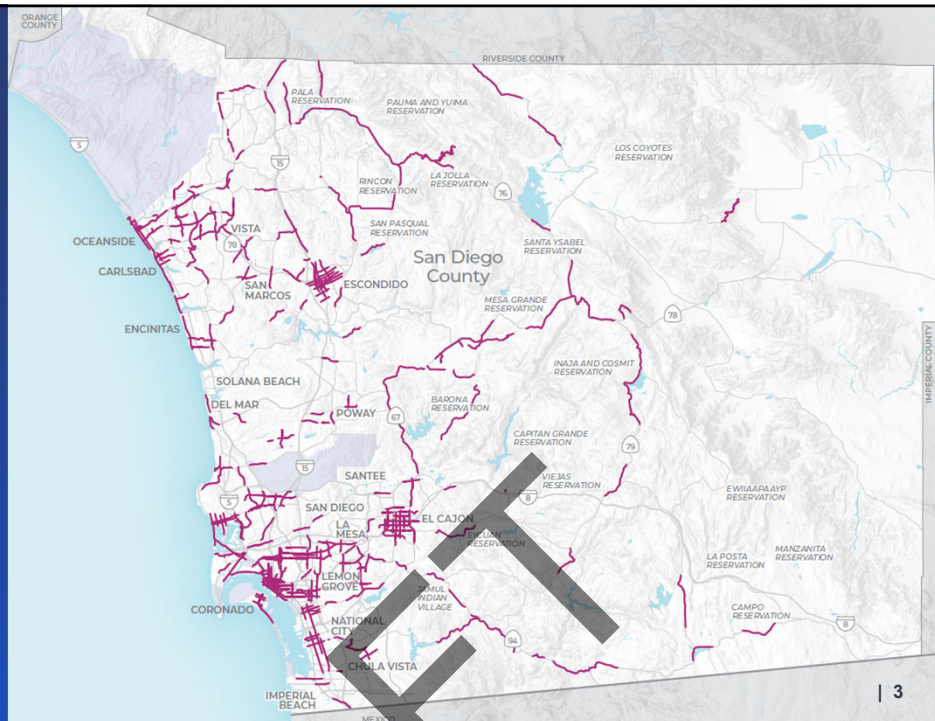
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2

Safety Focus Network

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

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



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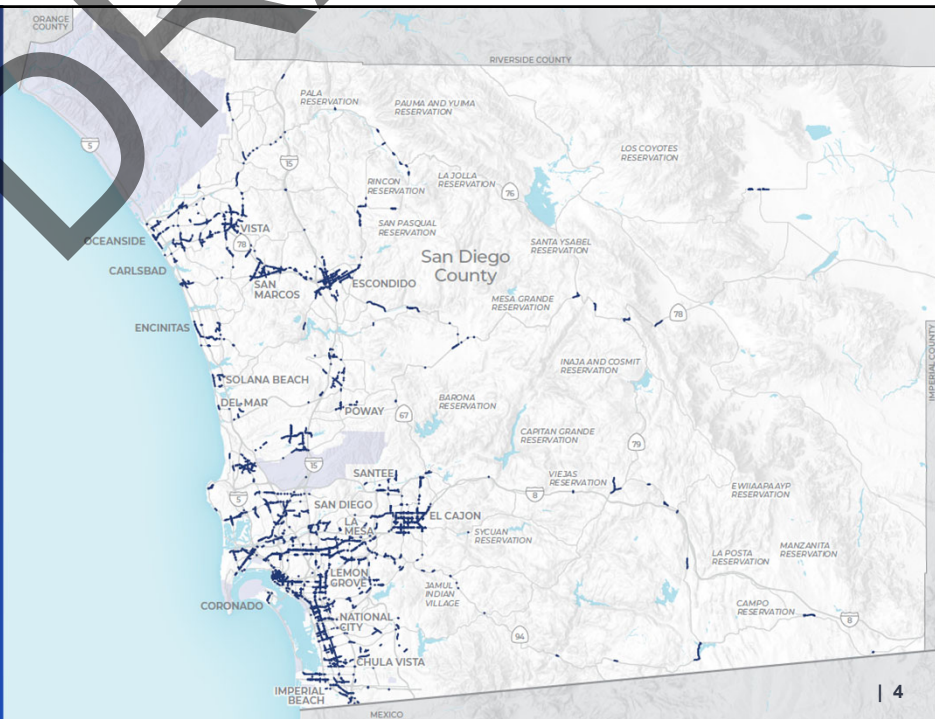
Systemic Safety Network

Road classification: Major roads and freeway ramps

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

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

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



| 4

4

Public Engagement

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



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5

Vision Zero Action Plan - Why This Matters to the Region

4,433 PEOPLE

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

THIS IS WHY SANDAG DEVELOPED THE VISION ZERO ACTION PLAN

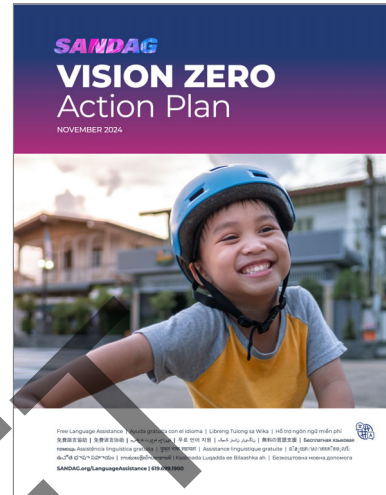
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Vision Zero Action Plan - Final Plan Highlights

- **Plan Organization**

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



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Vision Zero Action Plan Implementation Actions



COORDINATE

Align efforts and ensure a unified approach



ADVOCATE

Advocate for policies, projects, funding, and legislative actions



PLAN

Integrate safety into regional planning efforts and provide resources



FUND

Allocate and prioritize funding



EDUCATE

Raise awareness through diverse methods of information sharing



EVALUATE

Evaluate successes and effectiveness of implemented strategies



IMPLEMENT

Develop projects to deliver on safety goals

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Near-term Action Examples



FUND

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

ATP and SGIP Safety Criteria



PLAN

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

AB 43 Implementation Support



IMPLEMENT

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

Local Agency Vision Zero Resource Hub

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Vision Zero Action Plan - Next Steps



- AB 43 Implementation Support
- 2025 Regional Plan
- Support agency applications for Safe Streets and Roads for All funding
- Performance Measure 1 Target Setting

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Federal Performance Safety Targets

- Annual federally required process
- Three-year targets for decision making
- Performance Measures
 1. Total fatalities
 2. Fatality Rate by 100 million vehicle miles traveled (VMT)
 3. Total Serious Injuries
 4. Serious Injury Rate by 100 million VMT
 5. Total Non-Motorized Fatalities and Serious Injuries

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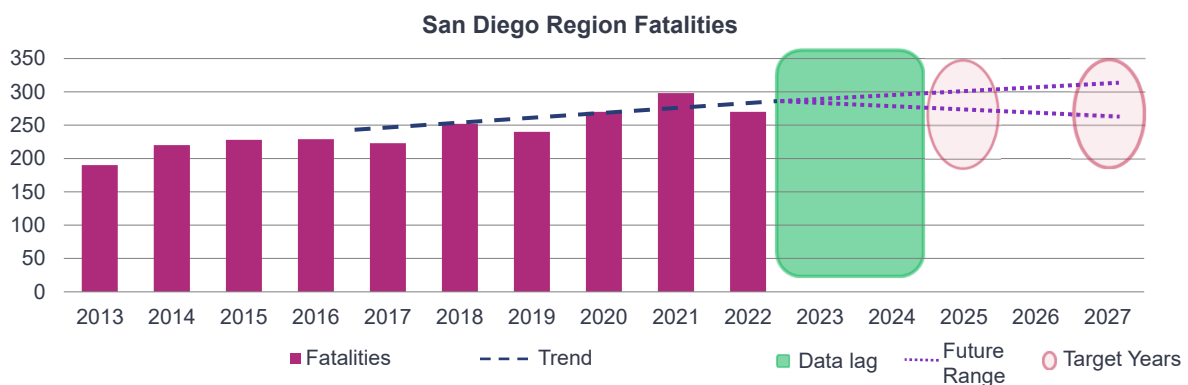
Target Setting - Safety Targets Proposed Methodology

- Process for calendar year 2025 safety targets

— Current trends
— Influencing factors

➔

Missing years
Expected future



12

Target Setting - What Influences Traffic Safety?

Supporting influences

- Speed management (AB43)
- Intersection visibility (AB413)
- Complete streets (SB960)
- Completed projects and programs

Other influences

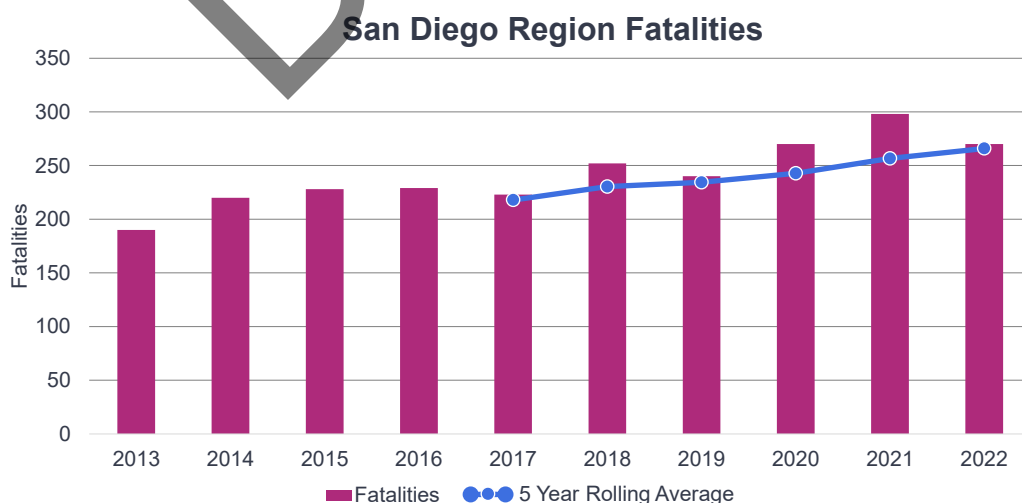
- Demographics
- Mode share
- Vehicle fleet (age, EV, AV)
- Economy



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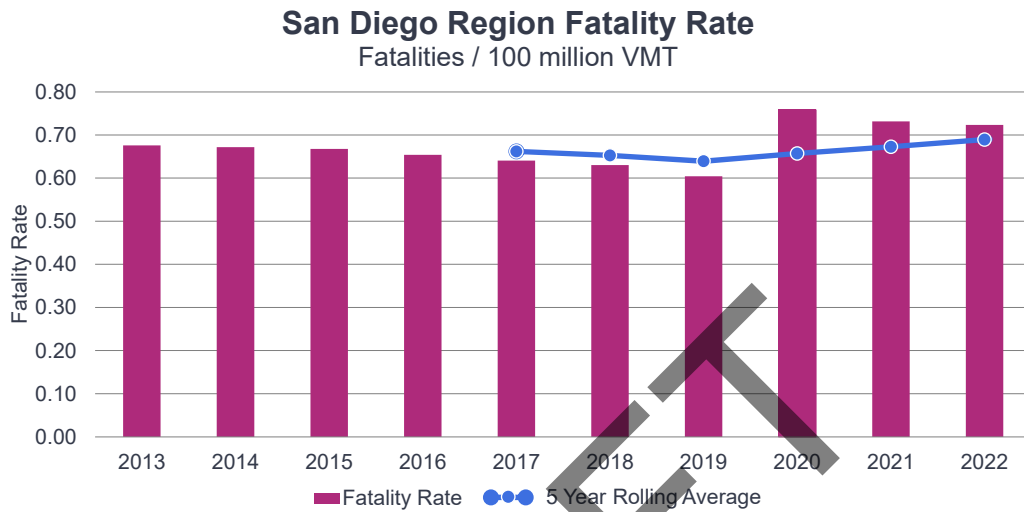
Target Setting - Regional Fatalities



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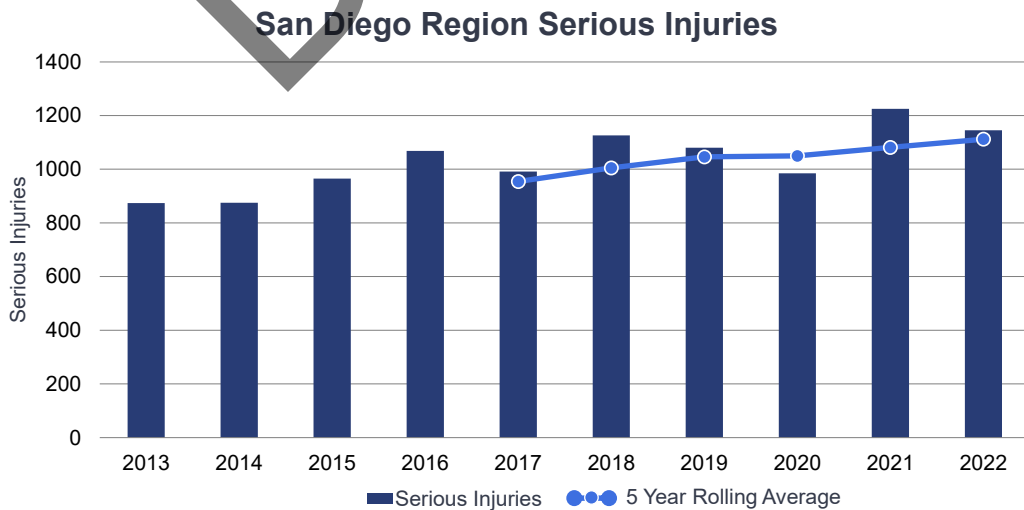
14

Target Setting - Regional Fatality Rate



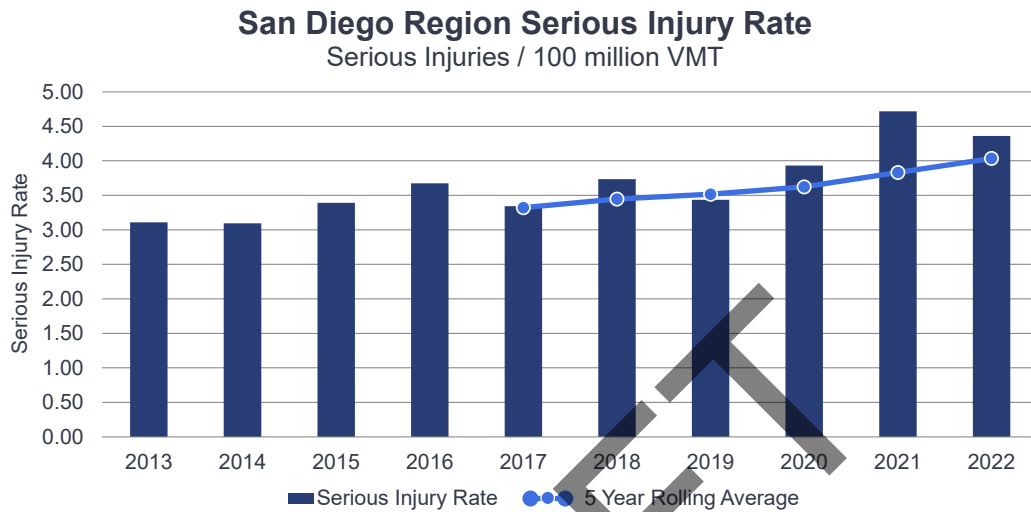
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Target Setting - Regional Serious Injuries



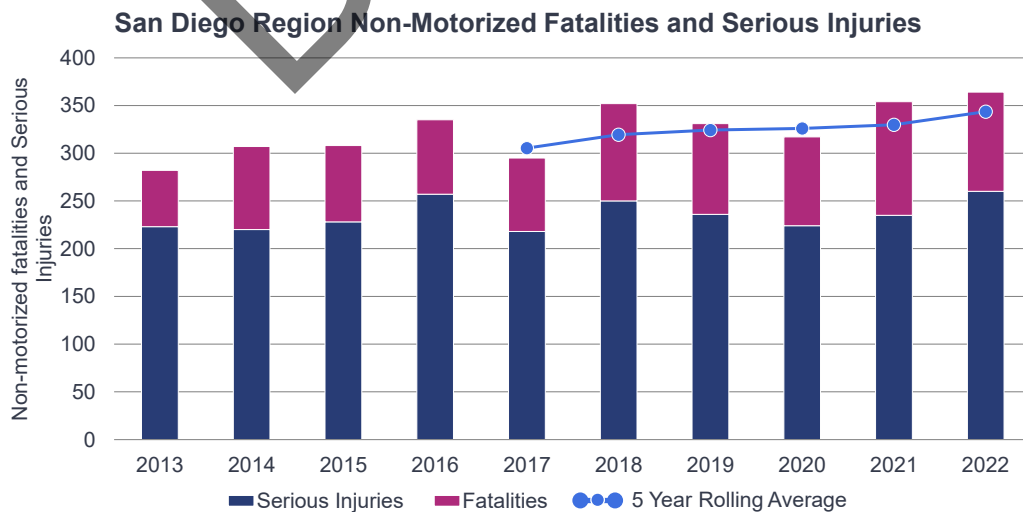
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Target Setting - Regional Serious Injury Rate



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Target Setting - Regional Non-Motorized Fatalities and Serious Injuries



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Email: samual.sanford@sandag.org
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DRAFT

December 12, 2024

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

Overview

The San Ysidro Port of Entry is the primary gateway between the U.S. and Mexico, and one of the busiest border crossings in the world with over 90,000 people crossing northbound each day. For decades, the adjacent San Ysidro Transit Center (SYTC) has connected the San Ysidro community and crossborder travelers to the rest of the region. Despite the station's importance, it faces numerous challenges impacting connectivity, efficiency, and capacity for the various modes and thousands of users who connect here each day. Staff will provide an update on several planning efforts underway to improve the San Ysidro Transit Center and other stations along the Blue Line corridor.

Key Considerations

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

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

Next Steps

Staff will initiate preliminary engineering to refine station improvement concepts, conduct technical studies in preparation for environmental analysis, and seek additional funding for subsequent phases. Preliminary engineering activities will begin in 2025, with environmental analysis anticipated to begin by early 2026. Planning and community visioning activities for the long-term San Ysidro Mobility Hub concept will begin in Spring 2025 and are anticipated to conclude in Fall 2026.

SANDAG and partner agencies will continue advancing all these efforts in parallel and seek guidance through updates to the Borders Committee.

Action: Information

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

Fiscal Impact:

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

Schedule/Scope Impact:

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

Antoinette Meier, Senior Director of Regional Planning



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

Mobility Working Group| Item 5
Lizzy Havey, Associate Regional Planner
Zach Hernandez, Associate Regional Planner
Thursday, December 12, 2024

1

Conditions Today



SANDAG 2

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Conditions Today



SANDAG 3

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San Ysidro Transit Center Improvements

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

4

San Ysidro Transit Center Improvements

Project Goals:

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

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

Existing Conditions



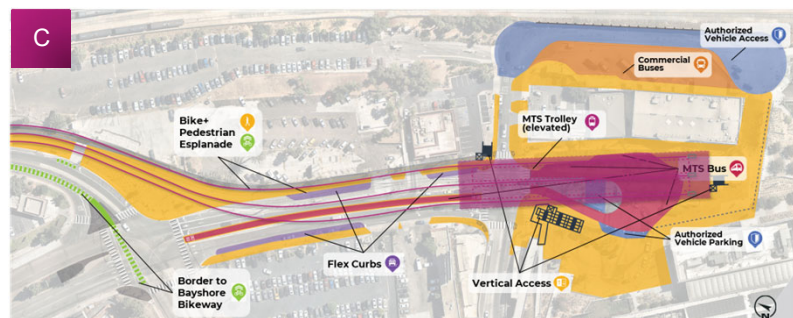
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Near-term Station Redesign Concepts

What each concept achieves:

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



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San Ysidro Transit Center Improvements



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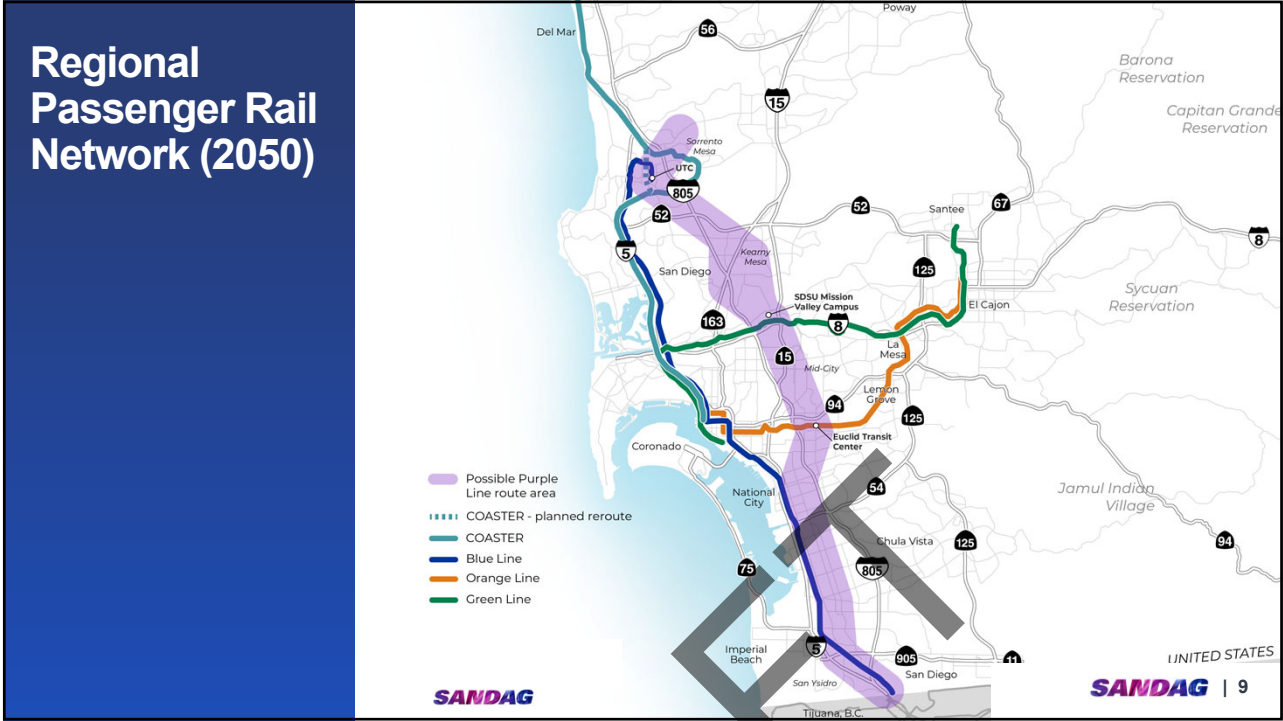
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San Ysidro Mobility Hub

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

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Next Steps

Near-term Station Improvements:

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



Long-term Vision for Future Hub:

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



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Blue Line Transit-Oriented Development

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

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Overview

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

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

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



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Existing Conditions & Development Capacity



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Measuring Opportunity

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



Transit Connectivity & Service

- Transit Connectivity
- Rail Service Frequency
- Bus Service Frequency



Walkability

- Walking Distance
- Pedestrian Safety



Bikeability

- Biking Distance
- Bicycle Infrastructure
- Bicyclist Safety



Development Feasibility

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



Community Health & Wellbeing

- Open Space
- Community Amenities

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Implementation Strategies and Market Constraints

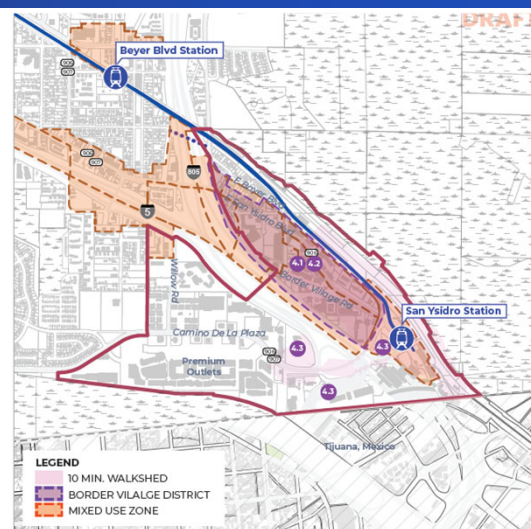
Increase Housing & Mixed-Use Potential

Improvements

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

Targeted Outcome

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



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Next Steps

Maximizing benefits of transportation investments

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



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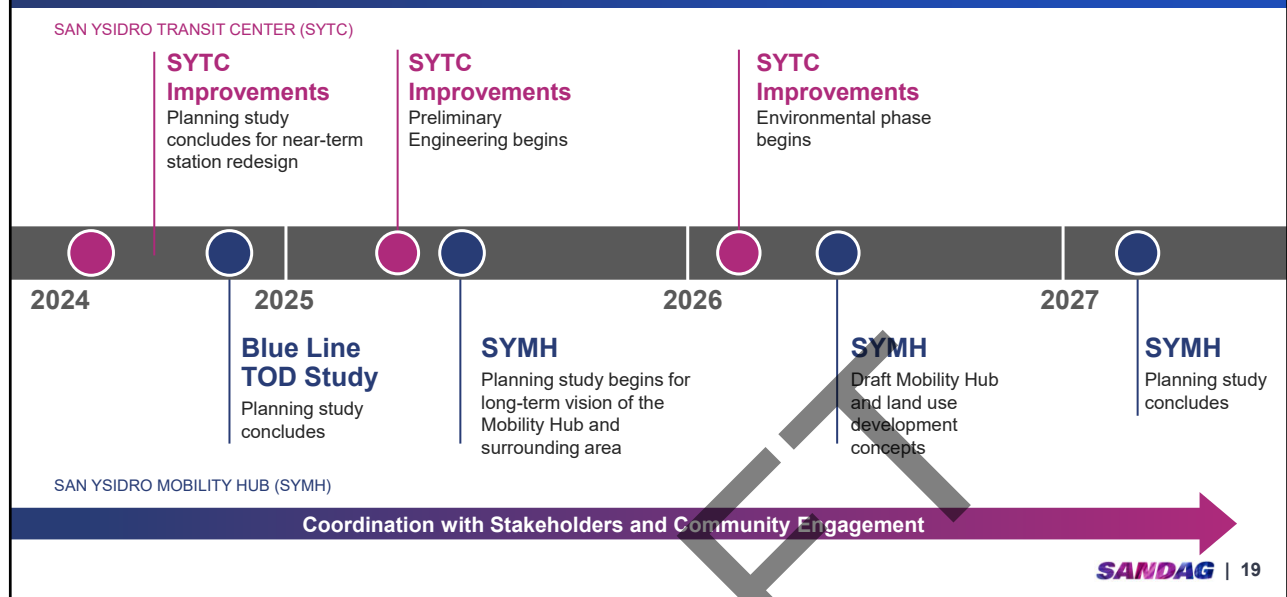
Timeline

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Timeline



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- 🔍 Follow us on social media: @SANDAGregion @SANDAG
- ✉ Email: sanysidromobilityhub@sandag.org

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December 12, 2024

Planning and Design for Six Next Gen Rapid Routes

Overview

In October 2023, the SANDAG Board of Directors approved \$26.6 million for the planning and design of six new Rapid routes. Staff will provide an update on the planning and design work to be completed over the next two years.

Key Considerations

The Regional Plan includes a comprehensive network of Rapid buses that connect people to job centers, education, and other destinations via transit that is competitive with automobile travel. Six of these Rapid routes are currently being advanced:

- Rapid 277 connects the community of Ramona to the Sabre Springs Transit Center.
- Rapid 483 is being planned as part of the I-15/SR 78 Managed Lane Connector Project and will connect Temecula in Riverside County to CSU San Marcos and Palomar College.
- Rapid 640 is a precursor to the proposed Blue Line rail corridor improvements and will connect San Ysidro Transit Center to downtown San Diego.
- Rapid 688 is a precursor to the planned Purple Line rail corridor and will connect San Ysidro Transit Center to Kearny Mesa and University City.
- Rapid 880 route is being planned as part of the SR 52 Improvements Project and connects east county to Kearny Mesa, University City, and UC San Diego.
- Rapid 625 connects Chula Vista, National City, and Southeast San Diego to San Diego State University.

The current funding will take Rapid 625 through 30% design and environmental clearance so it will be eligible to compete for federal funding for final design and construction. The other five routes will get to 15% design.

Next Steps

The project team will document feedback received from the Mobility Working Group and begin collaboration with partner agencies and stakeholders. A stakeholder coordination group is being formed to provide technical expertise and input on project development. Over the next two years, work on Alternative Routes Analysis, Design and Engineering (up to 15%), and Costing and Phasing will be conducted. Updates will be provided to the Social Equity Working Group, Mobility Working Group, Transportation Committee, and the Board of Directors.

Action: Information

Staff will present an update on the initial planning for six new Rapid routes.

Fiscal Impact:

The SANDAG Board of Directors approved \$26.6 million for the planning and design of these Rapid routes.

Schedule/Scope Impact:

Initial planning and design work will take place between November 2024 and January 2027.

Antoinette Meier, Senior Director of Regional Planning



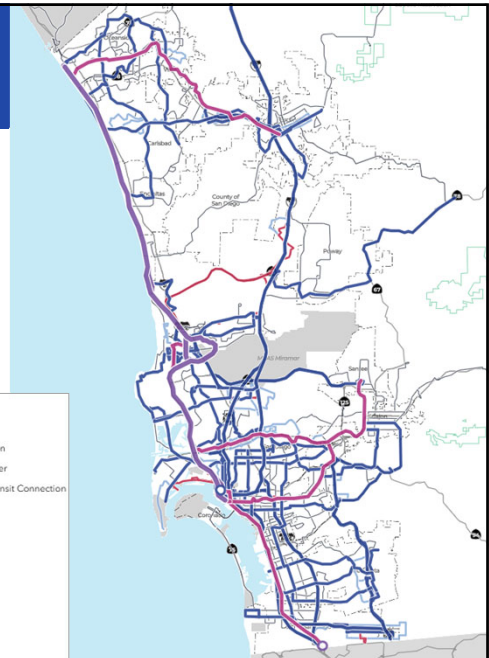
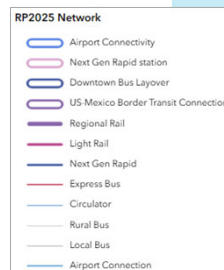
Planning and Design for Six Next Gen Rapid Routes

Mobility Working Group | Item 6
Brian Lane, Senior Regional Planner
Mimi Morisaki, Senior Regional Planner
Thursday, December 12, 2024

1

Project Overview

- Draft 2025 Regional Plan Transportation Network includes **35 new Rapid Routes** by 2035
- \$26.6 million budgeted in October 2023 for planning and design for six Rapid routes



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Intro to Next Gen *Rapid*

- Faster service
 - Fewer stops than local bus service
 - Operate in priority travel lanes and/or separated guideways, where needed
 - Traffic signal priority
 - Level and/or all-door boarding
- More frequent service - Every 10 minutes all day
- Increased reliability and convenience
- Modern shelters
 - Digital display with “next bus” arrival times

SANDAG | **Caltrans**

CONCEPTUAL PLANNING FOR NEXT GEN RAPID ROUTES
41, 471, AND 625
STUDY REPORT

**FINAL
OCTOBER
2023**



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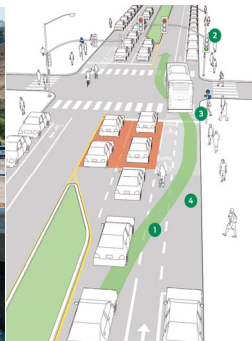
What can transit priority measures look like?



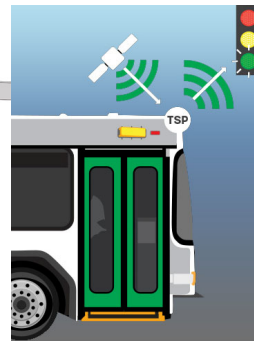
Shared
Bus/Bike Lane



Managed Lane



Queue-Jump Lane



Transit Signal Priority



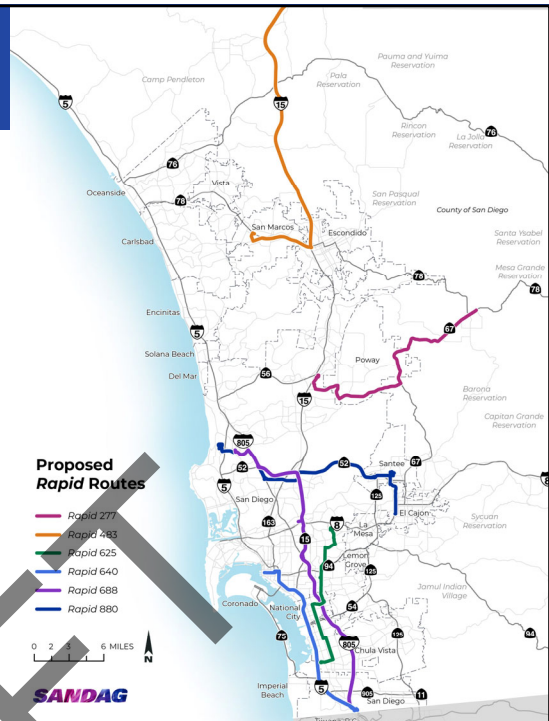
Level and/or
All-door Boarding

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Project Overview

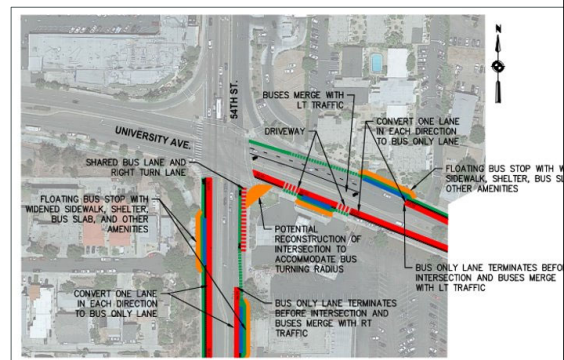
- Rapid Design/Engineering
 - Goals, Objectives, Performance Measures
 - Alternatives analysis
 - 15% design and engineering
 - Environmental identification, technical reports
- Rapid Technology
- Public Outreach
 - CBO support
 - Key stakeholder meetings
 - Pop-up events
 - Surveys
- Apply for Federal Capital Investment Grants



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Overall Timeline

- 2025 – 2026
 - Alternatives analysis
 - 15% design/engineering
- 2027 – 2028 (pending funding*)
 - 30% design/engineering
 - environmental clearance
- 2029 and beyond (pending funding)
 - 60/90% design
 - Construction
 - Open for operations



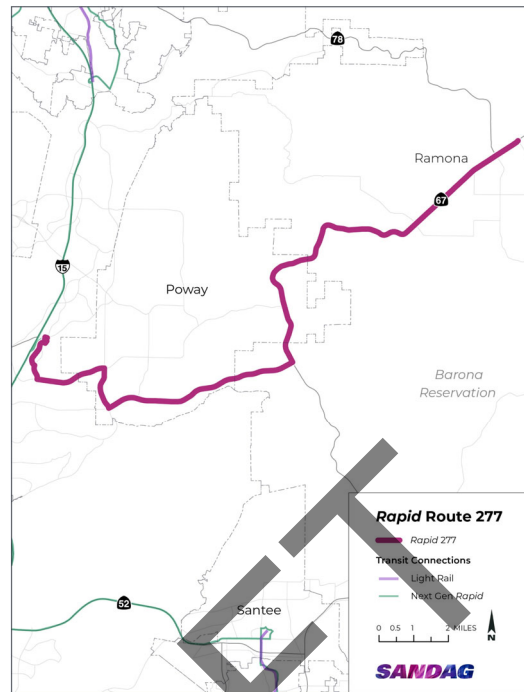
* Rapid 625 has funding for this phase

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Rapid 277

Connects the community of Ramona to the Sabre Springs Transit Center

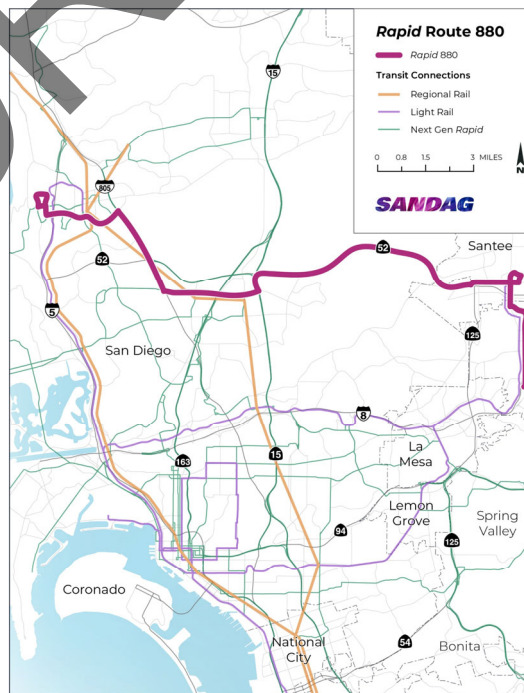


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Rapid 880

Connects east county to the UCSD area
part of the SR 52 Improvements Project



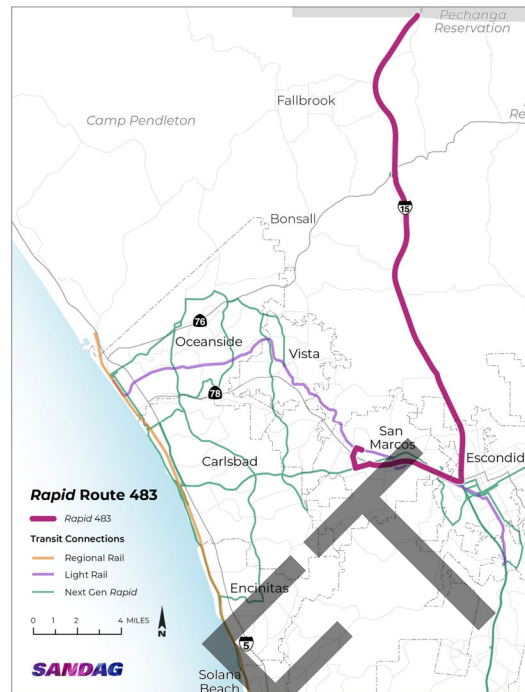
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Rapid 483

Connects Temecula in Riverside County to CSU San Marcos and Palomar College

part of the I-15/SR 78 Managed Lane Connector Project



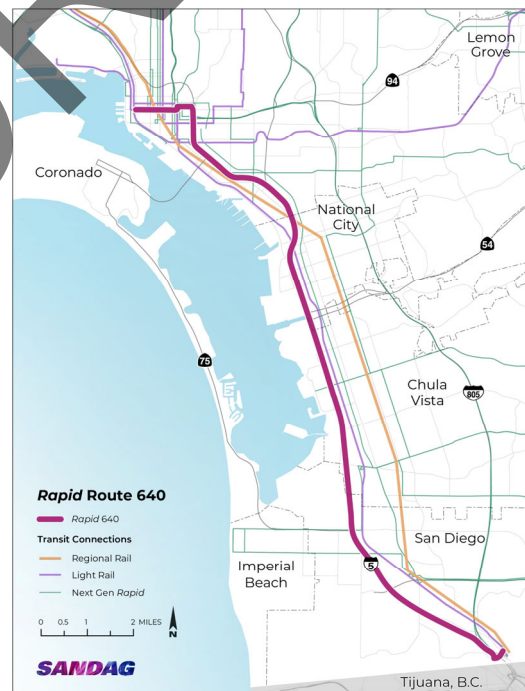
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Rapid 640

Connects San Ysidro Transit Center to downtown San Diego

Precursor to the proposed Blue Line rail corridor improvements



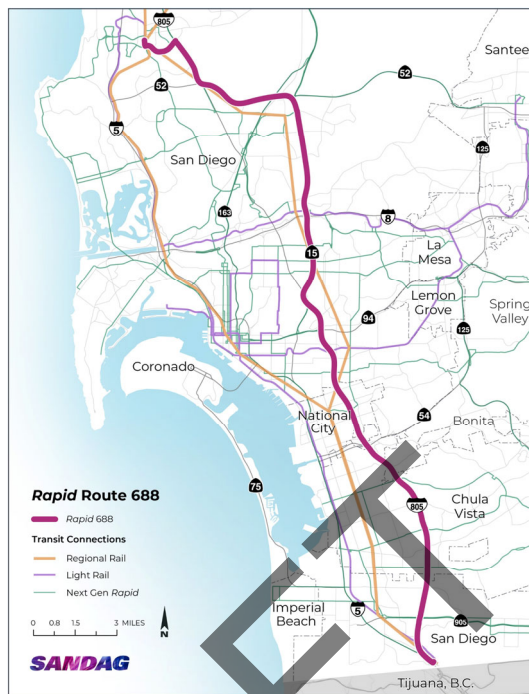
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Rapid 688

Connects San
Ysidro Transit
Center to Kearny
Mesa

Pprecursor to the
planned Purple
Line rail corridor

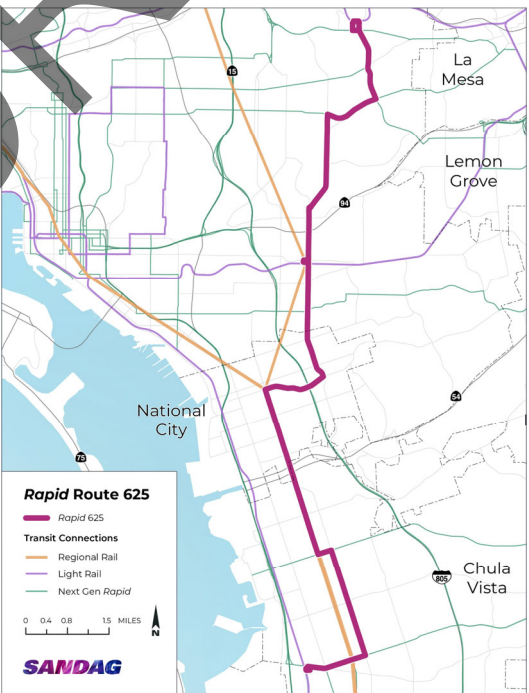


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Rapid 625

Connects Chula
Vista and National
City to San Diego
State University



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Immediate Next Steps

- Existing Conditions work (in-house)
- Finalize Goals, Objectives, and Performance Measures
- Consultant team on-boarding

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