



Social Equity Working Group Agenda

Thursday, March 27, 2025

9:30 a.m.

Welcome to SANDAG. The Social Equity Working Group (SEWG) meeting scheduled for Thursday, March 27, 2025, will be held in person in the SANDAG Board Room. While SEWG members will attend in person, members of the public will have the option of participating either in person or virtually.

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

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Should you wish to display media in conjunction with your comments, please inform the Clerk when called upon. The Clerk will be prepared to have you promoted to a position where you will be able to share your media yourself during your allotted comment time. In-person media sharing must be conducted by joining the Zoom meeting on the personal device where the content resides. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

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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.



Regional Plan Social Equity Working Group

MEMBERSHIP

The purpose of the Regional Plan Social Equity Working Group (Working Group) is to provide ongoing public input from disadvantaged or underrepresented communities in the region into key activities associated with implementing the 2021 Regional Plan, developing the 2025 Regional Plan, and related planning activities with a focus on the social equity perspective.

The Working Group will meet monthly. Meetings will typically be held on the first Thursday of each month from 9:30 to 11:30 a.m. at SANDAG offices.

Staff contact: Paula Zamudio, (619) 515-1189, paula.zamudio@sandag.org

MEMBERS

Hon. Alysson Snow, Chair
Mayor, City of Lemon Grove
SANDAG Board Member

Rose Ceballos
Director of Social Services
Bayside Community Center

Lisa Cuestas
Community Development Director
Casa Familiar

Joshua Kohler
Director
Chula Vista Community Collaborative

Jesse Ramirez
Senior Program Manager
City Heights Community Development Corporation

Carol Lewis
Program and Property Manager
El Cajon Collaborative

Mirjana Rodriguez
Program Director
Escondido Education COMPACT

ALTERNATES

Kim Heinle
Executive Director
Bayside Community Center

Georgette Gomez
Community Development Officer
Casa Familiar

Goyo Ortiz
Community Development Choreographer
Casa Familiar

Jovita Arellano
Service Coordinator
Chula Vista Community Collaborative

Veronica Aguilar
Service Coordinator
Chula Vista Community Collaborative

Rosa Olascoaga
Vice President of Community Development & Policy
City Heights Community Development Corporation

Vacant
El Cajon Collaborative

Vacant
Escondido Education COMPACT

MEMBERS

Belen Hernandez

Policy Advocate
Mid-City CAN

Claire Groebner

Director of Development
Olivewood Gardens

Kathleen Verances

Outreach and Enrollment Coordinator
OPSam Health

Kathryn Lembo

Chief Executive Officer
SBCS Corporation

Alix Aceituno

Project Coordinator
Urban Collaborative Project

Jennifer Gill

Program Manager
Vista Community Clinic

ALTERNATES

Parke Troutman

Policy Advocate
Mid-City CAN

Jen Nation

Executive Director
Olivewood Gardens

Leslie Manjarrez

Outreach and Enrollment Coordinator
OPSam Health

Jose Mireles

Program Manager
SBCS Corporation

Mauricio Torre

Vice President of Program Operations
SBCS Corporation

Carmina Paz

Program Coordinator
Urban Collaborative Project

Brian Pollard

Chief Executive Officer
Urban Collaborative Project

Nannette Stamm

Chief Community Health Officer
Vista Community Clinic

Social Equity Working Group

Thursday, March 27, 2025

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

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

Consent

+2. Approval of Meeting Minutes

Michael Garcia, SANDAG

Approve

The SEWG is asked to approve the minutes from its February 27, 2025, meeting.

[Meeting Minutes](#)

Reports

+3. Coordinated Plan Update

Tim Garrett, Rubi Morales, SANDAG

Discussion

Staff will present initial findings from outreach conducted to support the update of the region's Coordinated Public Transit-Human Services Transportation Plan.

[Coordinated Plan Update Presentation](#)

+4. Draft FY 2026 Program Budget

Tyler Woods, SANDAG

Information

Staff will present an overview of the Draft FY 2026 Program Budget.

[Draft FY 2026 Annual Program Budget](#)

[Att. 1 - Budget In Brief](#)

[Att. 2 - Draft FY 2026 SANDAG Program Budget](#)

[Att. 3 - Overall Authority, Responsibilities, and Mandates](#)

[Att. 4 - Strategic Planning Framework](#)

[Att. 5 - Current Funding Environment](#)

[Presentation](#)

Adjournment

5. Adjournment

The next SEWG meeting is scheduled for Thursday, April 24, 2025, at 9:30 a.m.

+ next to an agenda item indicates an attachment

March 27, 2025

February 27, 2025, Meeting Minutes

[View Meeting Video](#)

Senior Regional Planner Paula Zamudio called the meeting to order at 9:33 a.m.

1. Non-Agenda Public Comments/Member Comments

Public Comments: None.

Member Comments: Mario Orso, SANDAG, and Paula Zamudio, SANDAG

Consent

2. Approval of Meeting Minutes

The SEWG was asked to approve the minutes from its January 23, 2025, meeting as well as the minutes from the February 13, 2025, joint working group meeting.

Public Comments: None.

Action: Upon a motion by Carol Lewis (El Cajon Collaborative), and a second by Barry Pollard (Urban Collaborative Project), the SEWG voted to approve the meeting minutes from its January 23, 2025, and February 13, 2025, joint working group meeting.

The motion passed. Yes: Rose Ceballos (Bayside Community Center), Goyo Ortiz (Casa Familiar), Jesse Ramirez (City Heights Community Development Corporation), Carol Lewis, Mirjana Rodriguez (Escondido Education COMPACT), Belen Hernandez (Mid-City CAN), Claire Groebner (Olivewood Gardens) Kathie Lembo (SBCS Corporation), Barry Pollard, and Jennifer Gill (Vista Community Clinic).

No: None.

Abstain: None.

Absent: Chula Vista Community Collaborative, Operation Samahan.

Reports

3. On the Move

Regional Planner Michael Terlep presented an update on the Caltrans Planning Grant funded study "On the Move" for feedback from Social Equity Working Group members.

Public Comments: None.

Action: Discussion.

4. Flexible Fleets Pilot Grant Program Call for Projects

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

Public Comments: None.

Action: Discussion.

5. Adjournment

The next scheduled Social Equity Working Group meeting is Thursday, March 27, 2025, at 9:30 a.m.
Paula Zamudio adjourned the meeting at 10:27 a.m.

DRAFT

Confirmed Attendance at Social Equity Working Group Meeting

Jurisdiction	Name	Attended
Chair (Non-Voting)	Vacant	No
Bayside Community Center	Rose Ceballos	Yes
	Kim Heinle, Alternate	No
Casa Familiar	Lisa Cuestas	No
	Georgette Gomez, Alternate	No
	Goyo Ortiz, Alternate	Yes
City Heights CDC	Jesse Ramirez	Yes
	Rosa Olascoaga, Alternate	No
Chula Vista Community Collaborative	Josh Kohler	No
	Jovita Arellano, Alternate	No
	Veronica Aguilar, Alternate	No
El Cajon Collaborative	Rosa Alcaraz	No
	Carol Lewis, Alternate	Yes
Escondido Education COMPACT	Mirjana Rodriguez	Yes
	Patty Huerta, Alternate	No
	Rebecca Perez, Alternate	No
	Carolina Plancarte, Alternate	No
MidCity-CAN	Belen Hernandez	Yes
	Ariana Federico, Alternate	No
SBCS Corporation	Kathie Lembo	Yes
	Mauricio Torre, Alternate	No
	Jose Mirelas, Alternate	No
Olivewood Gardens	Jen Nation	No
	Claire Groebner, Alternate	Yes
	Rocina Lizarraga, Alternate	No
Operation Samahan	Rene Ramirez	No
	Kathleen Verances, Alternate	No
	Paul Ecado, Alternate	No

	Alix Aceituno	No
Urban Collaborative Project	Barry Pollard , Alternate	Yes
	Camina Paz, Alternate	No
	Jennifer Gill	Yes
Vista Community Clinic	Nanette Stam, Alternate	No
	Carmela Muñoz, Alternate	No
	Alla Valdespino, Alternate	No

DRAFT

March 27, 2025

Coordinated Plan Update

Overview

SANDAG is in the process of updating the region's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). Coordinated Plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes; provide strategies for meeting these needs; and prioritize transportation services for funding and implementation. Federal transit law requires that Coordinated Plans are developed with participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public utilizing transportation services. Staff recently completed outreach to inform the Coordinated Plan and will present key takeaways from focus groups and a regional survey.

Action: Discussion

Staff will present initial findings from outreach conducted to support the update of the region's Coordinated Public Transit-Human Services Transportation Plan.

Fiscal Impact:

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

Schedule/Scope Impact:

The updated Coordinated Plan will be developed by summer 2025.

Key Considerations

The Coordinated Plan combines the federal requirement in 49 U.S.C. 5310 for a Coordinated Public Transit-Human Services Transportation Plan, the state requirement for transit operations performance monitoring through the Transportation Development Act, and the regional requirement in [SANDAG Board Policy No. 018](#) for a Regional Short-Range Transit Plan into one document. The Coordinated Plan facilitates the distribution of local funding for our region's Specialized Transportation Grant Program, including the federal Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), which can fund services in the region's urbanized areas, and the TransNet Senior Mini Grant Program, which can fund services in both urban and rural areas across the entire region. Developing a plan consistent with applicable federal, state, and local requirements ensures the availability of funding for specialized transportation providers in the San Diego Region.

A critical element of the Coordinated Plan is to identify transportation needs and gaps for older adults, people with disabilities, and people with low incomes. Understanding these gaps allows SANDAG to prioritize Specialized Transportation Grant Program funding for projects best suited to address the specific travel needs of each identified population. This cycle, SANDAG conducted a scientific survey of older adults and people with disabilities from across the region to assess their transportation needs. The survey was conducted online over a one-month period from December 2, 2024, to January 2, 2025. Participants were recruited via a randomized selection of postcards, email invitations, and an open survey link on the SANDAG Coordinated Plan project website. The survey administration effort yielded 1,544 valid responses, with statistically significant results that reliably reflect the population's behaviors. In addition to a survey, SANDAG conducted three focus groups for more detailed feedback: one group composed of transportation providers (eight participants) and the other two of riders (13 total participants).

This update focuses primarily on the analysis of the initial findings from the draft survey and focus groups. The final survey report will be shared once it is finalized in spring 2025. Key takeaways are summarized below:

- Driving, walking/using a wheelchair, getting rides from friends and family members, and fixed route transit are the most common means of transportation among the survey population;
- Respondents expressed a desire for more transit coverage and higher-frequency service;
- Specialized transportation can help but many residents lack awareness of these services; and
- People are comfortable using technology for trip planning but need access to better information.

Next Steps

The next step in the development process of the Coordinated Plan is to obtain feedback from stakeholders and community members through additional working group presentations and an upcoming public hearing. SANDAG will also analyze transit operations data to assess the availability and quality of transit and specialized transportation services. Recommendations from outreach and data analysis will be presented at a future Transportation Committee presentation. More information on the Coordinated Plan is available on the [SANDAG website](#).

Antoinette Meier, Senior Director of Regional Planning



Coordinated Plan Update

Social Equity Working Group | Item 3
Tim Garrett, Associate Regional Planner
Rubi Morales, Associate Regional Planner
Tuesday, March 27, 2025

1

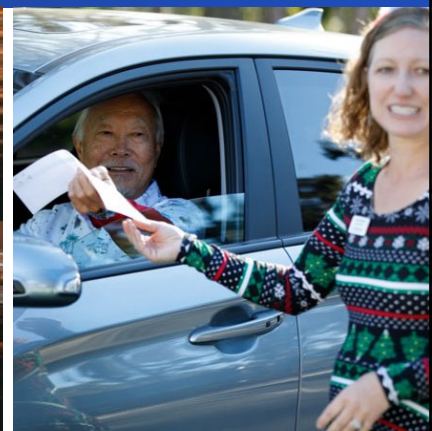
Coordinated Plan Overview



Transit and Specialized Transportation



Identify Needs of Disadvantaged Populations



Fulfill Requirements
Ensure Access to Funding

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Plan Requirements Review

	Federal	State	Local
Source	Federal Transit Law	Transportation Development Act (TDA)	SANDAG Board Policy 018
Components	Transportation needs of: <ul style="list-style-type: none"> • Individuals with disabilities • Older adults • People with low incomes Strategies to meet needs Priorities for funding	Potential public transit productivity improvements, including those recommended in the triennial TDA performance audit	Public transit service gaps and deficiencies Evaluation of existing services and programs Methodology for near-term future service adjustments
Outcomes	Distribute funding through Specialized Transportation Grant Program	Ongoing Performance Monitoring	Regional Short Range Transit Plan, Service Changes

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Outreach Strategy



Focus Groups



Survey



Presentations and Public Hearing

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DRAFT Survey Results

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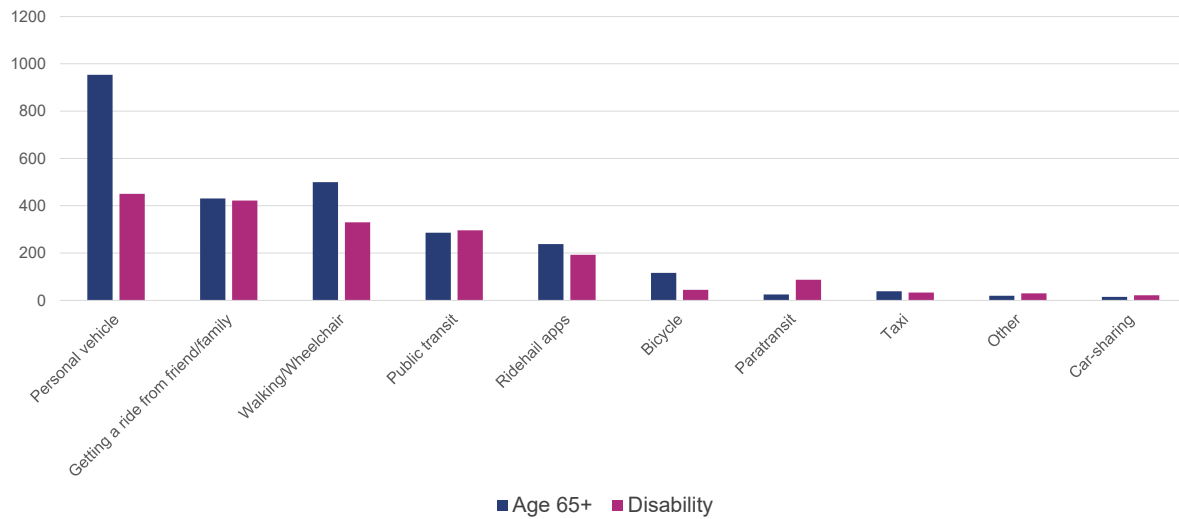
Survey Update

- Survey conducted in December 2024
- 1,544 responses from across San Diego region
- Self-reported age and disability status

Disability Status	Age Under 65	Age 65+	Total
Disability	228	492	720
No Disability	0	824	824
Total	228	1,316	1,544

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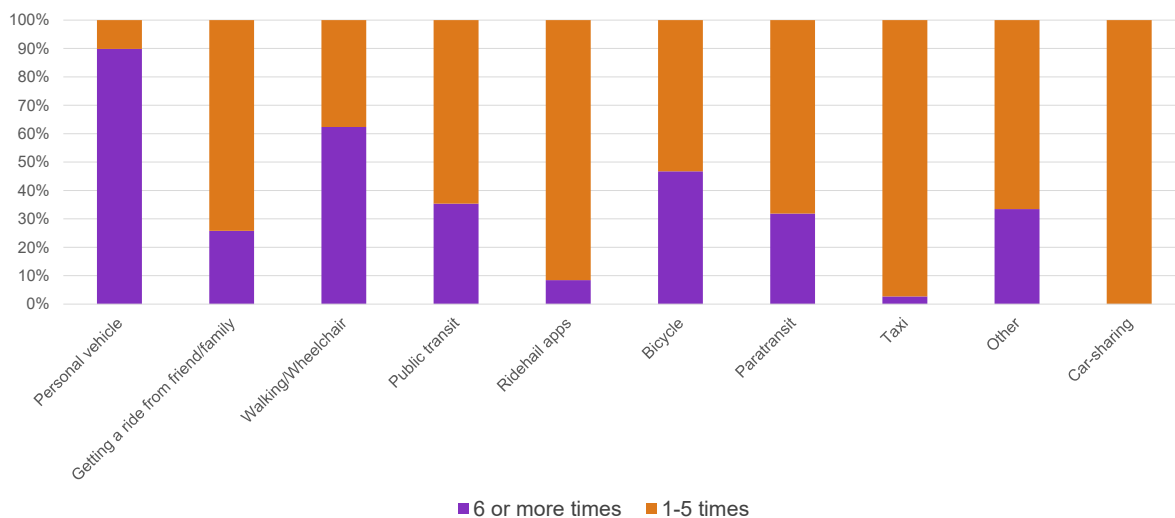
Modes Used in the Past Month (DRAFT) Age 65+ and Disability



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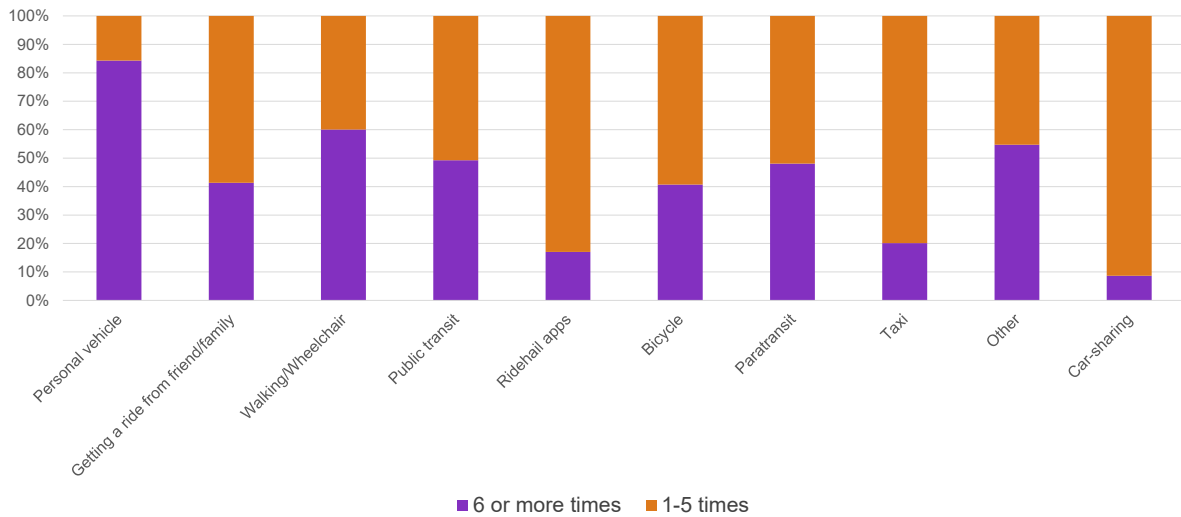
Frequency of Modes Used in the Past Month (DRAFT) Age 65+ Only



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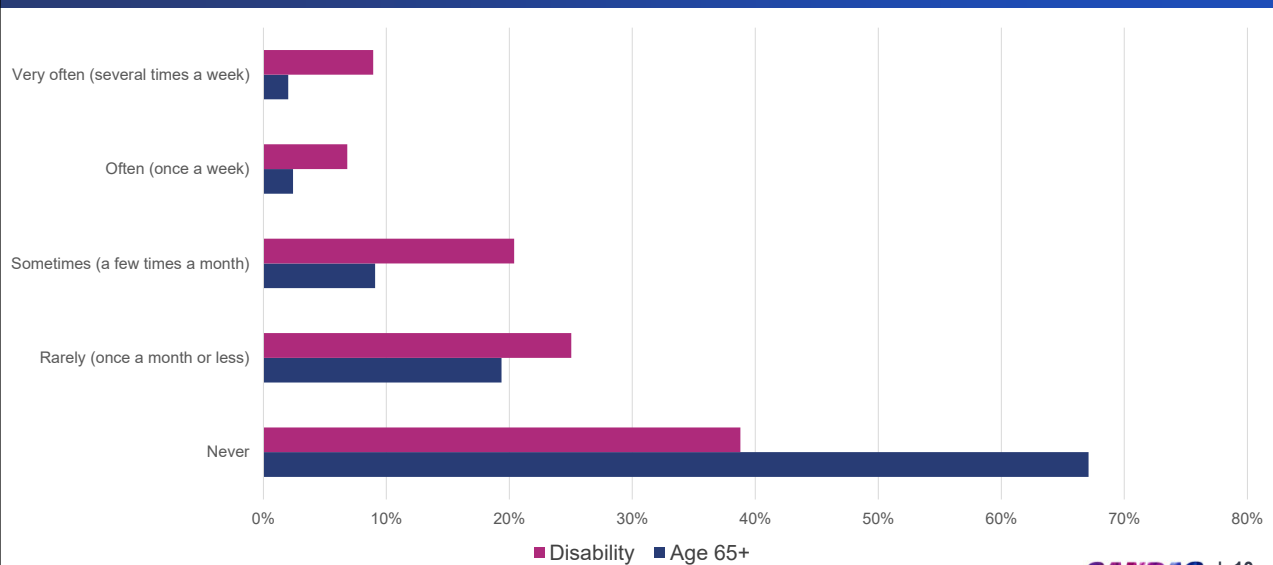
Frequency of Modes Used in the Past Month (DRAFT) Disability Only



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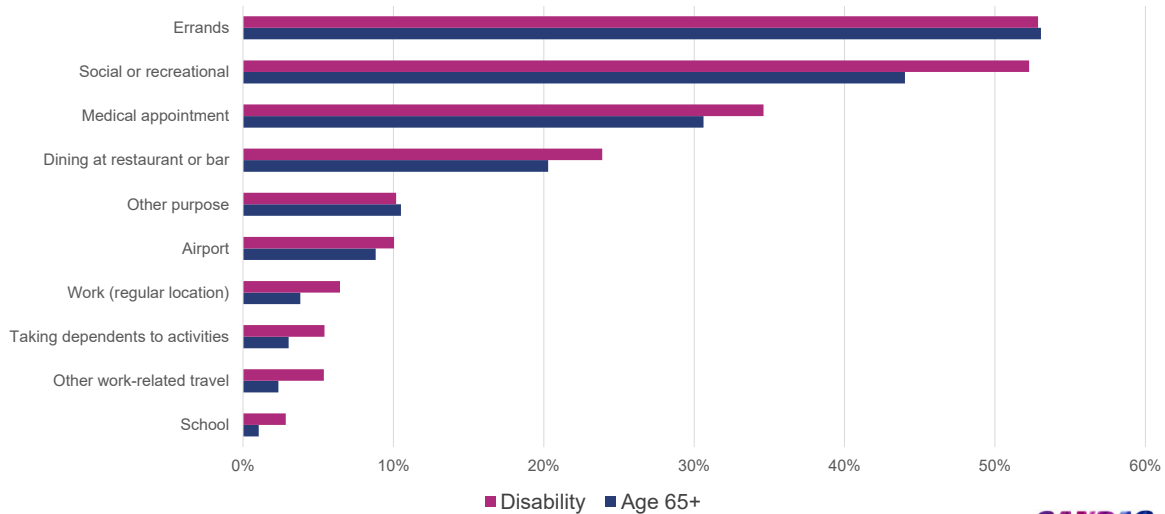
Frequency of Missed Trips (DRAFT) Age 65+ and Disability



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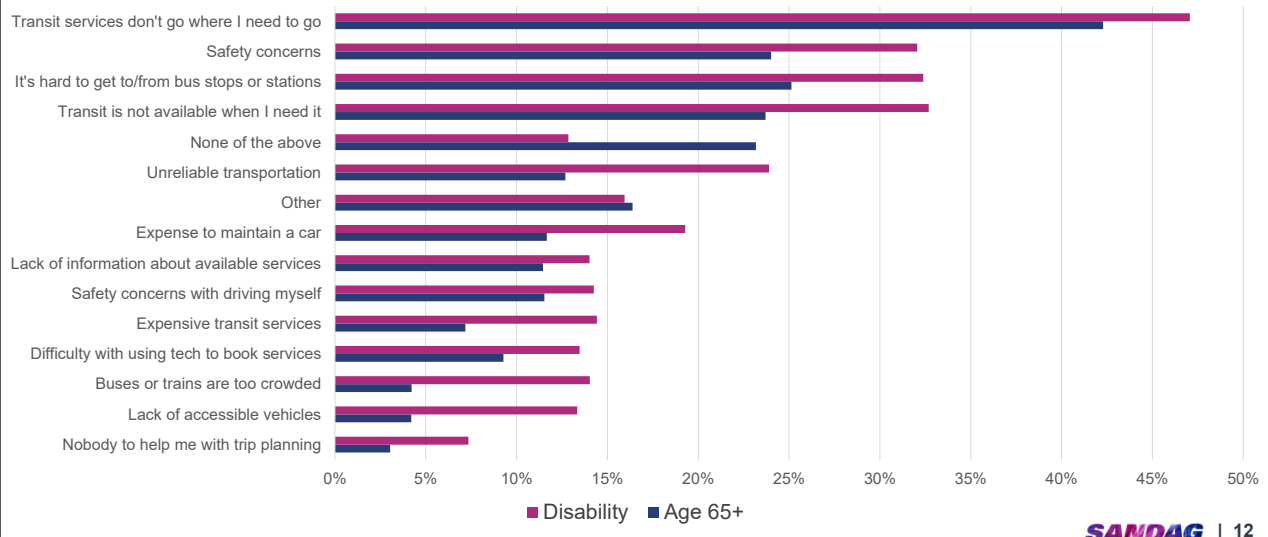
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Purpose of Missed Trips (DRAFT) Age 65+ and Disability



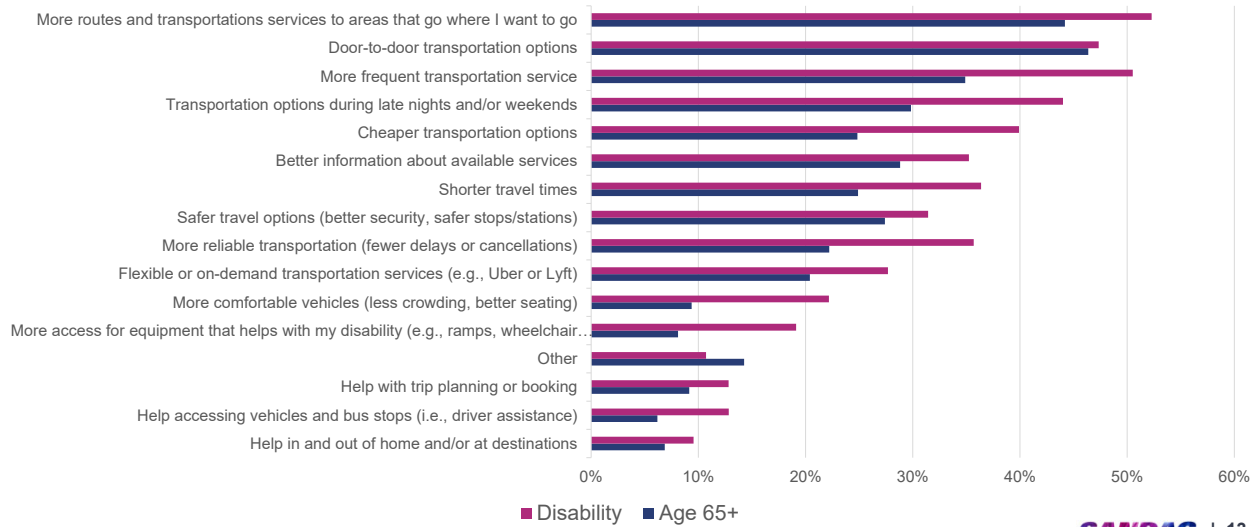
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Transportation Challenges (DRAFT) Age 65+ and Disability



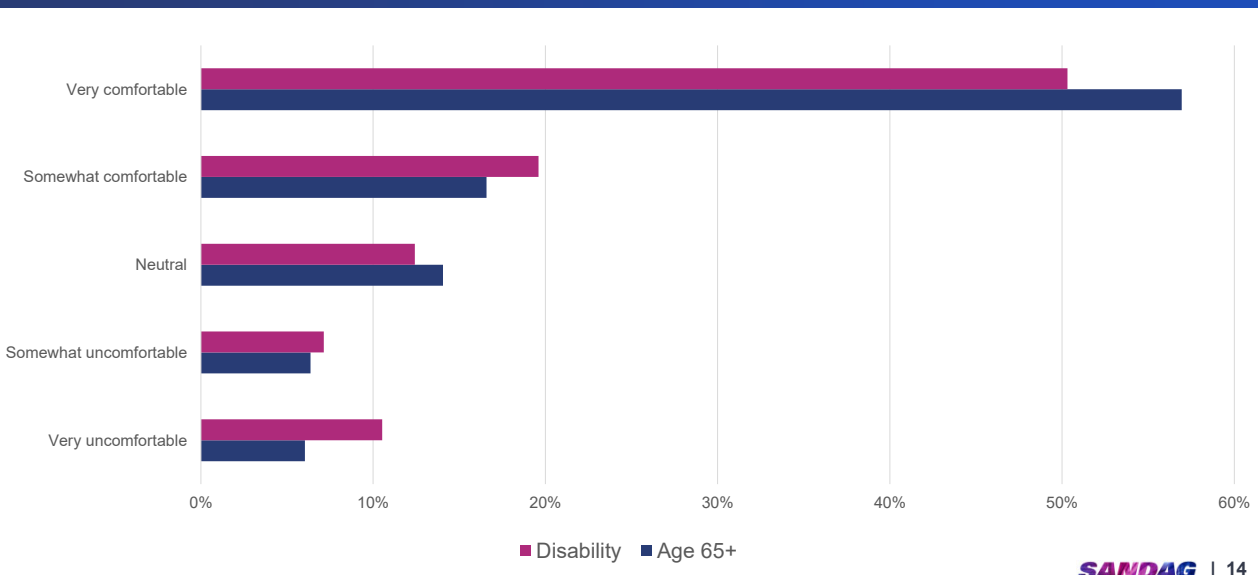
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Transportation Solutions (DRAFT) Age 65+ and Disability



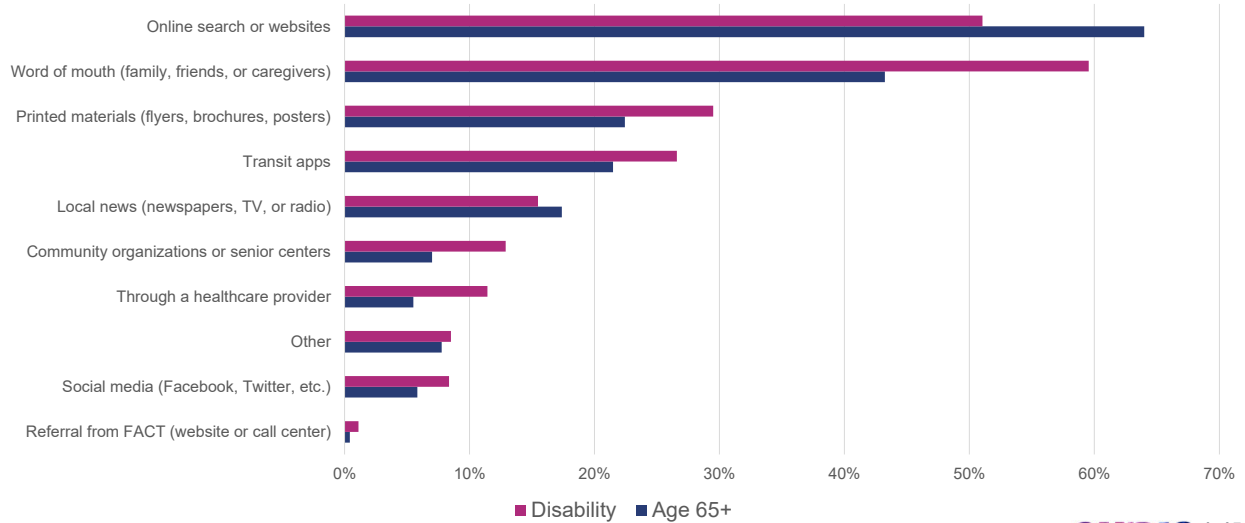
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Use of Technology to Plan Trips (DRAFT) Age 65+ and Disability



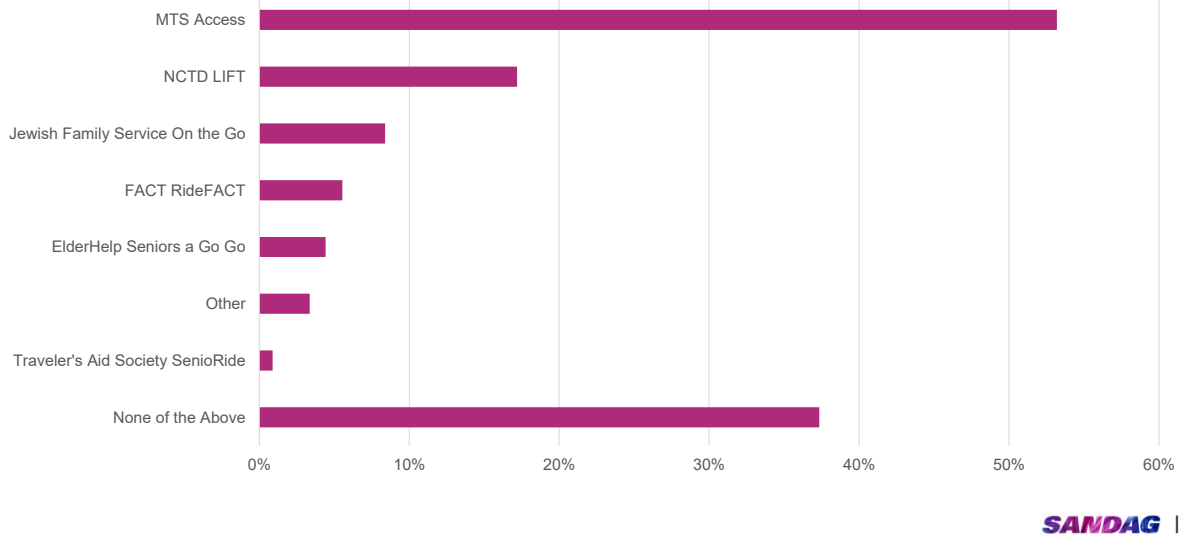
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Information Source (DRAFT) Age 65+ and Disability



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Awareness of Specialized Transportation (DRAFT) Disability Only



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Key Takeaways

- Driving, walking/using a wheelchair, getting rides from friends and family members, and fixed route transit are the most common means of transportation among the survey population
- Respondents expressed a desire for more transit coverage and higher-frequency service
- Specialized transportation can help but respondents lack awareness
- People are comfortable using technology for trip planning but need better information

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Coordinated Plan Document Update

- Survey and focus group results
- Performance measurement
 - Transit, paratransit, neighborhood electric vehicles, and microtransit
 - Consolidated Transportation Services Agency
 - Specialized Transportation Grant Program
- Unmet transportation needs and cost
- Goals and objectives
- Funding priority recommendations
- Draft plan release anticipated April 2025

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Questions/Discussion

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rubi.morales@sandag.org

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March 27, 2025

Draft FY 2026 SANDAG Program Budget

Overview

The annual budget is the document that authorizes and provides funds for the work that SANDAG does. Development of the [FY 2026 Program Budget](#) is under way. As part of the budgeting process, staff considers work elements related to meeting federal, state, and local mandates (Attachment 3); the strategic direction of the agency (Attachment 4); and the funding environment and economic outlook for the region, state, and nation (Attachment 5): as well as recent legislative developments related to transportation funding.

The Draft FY 2026 SANDAG Program Budget, totaling \$1.3 billion, reflects comments received from the Board of Directors during the last year, and is summarized in Attachment 1.

Key Considerations

The [FY 2026 Program Budget](#) allocates funding for the programs, projects, services, and activities that SANDAG intends to carry out in the upcoming year to support implementation of the agency's Strategic Planning Framework and the approved 2021 Regional Plan.

There are three primary components of the Program Budget: Overall Work Program (OWP), Regional Operations, and the Capital Budget.

Action: Information

Staff will present an overview of the Draft FY 2026 Program Budget.

Fiscal Impact:

The [Draft FY 2026 Program Budget](#) includes \$1.3 billion in local, state, and federal funding for SANDAG activities, including \$685 million of capital project delivery and \$233 million of TransNet revenue which is passed through as Local System Improvement (\$133 million) and transit operation (\$100 million) allocations.

Schedule/Scope Impact:

SANDAG Bylaws require Board of Directors to consider a draft budget no later than April 1 of each year, and again during the month of May, with the final budget adopted no later than June 30.

Budget Comparison	Draft FY 2026 (in \$millions)	FY 2025 (in \$millions)
Overall Work Program (Chapter 2)	\$105.3	\$80.9
Regional Operations and Services (Chapter 3)	\$86.0	\$79.9
Capital Budget (Chapter 5)*	\$685	\$683.2

*The FY 2026 multi-year capital budget is \$9.2 billion.

Comparing year over year budgets, the \$24.4 million net increase in the OWP budget is primarily attributable to a \$21 million increase in state grant awards to local jurisdictions for planning and capital projects from the Regional Housing Acceleration Program (3321901 and 3321902). Additionally, \$4.5 million is budgeted for awarding and executing Flexible Fleet grants (3501000) to local jurisdictions through a competitive process in the next grant program cycle. Similarly, \$3.2 million is allocated in the FY 2026 budget for the Cycle 13 Specialized Transportation Grant Program (3321400), which provides

funding to enhance mobility for seniors and individuals with disabilities. Updates will be made in the proposed Final FY 2026 Budget as more information becomes available.

The annual spending for the Capital Program remained relatively flat; however, the multiyear capital budget net increased by \$255 million due to new state and federal funding allocations:

1. Otay Mesa East Port of Entry (1201101) – \$119 million
 - State and federal grants for the construction early work package.
2. I-805 South: HOV Conversion to Express Lanes (1280521) – \$80 million
 - Federal funding to partially support future construction.
3. Eastbrook to Shell Double Track (1239809) – \$27 million
 - State Transit and Intercity Rail Capital Program (TIRCP) grant funding for the future construction phase.
4. Del Mar Bluffs V Stabilization (1147100) – \$13 million
 - State TIRCP grant funding for ongoing construction costs.
5. Bike Program – \$9 million
 - Additional funding to cover inflation-related cost increases for projects entering the construction phase.
6. SR 52 Improvements/Transit Priority (1205204) – \$7 million
 - Federal earmark funding to complete the environmental phase.

This additional funding supports critical regional infrastructure improvements, leveraging state and federal resources to advance key projects.

Next Steps

Upon action by the Executive Committee, the Board will be asked to approve the [Draft FY 2026 Program Budget](#) on March 28, 2025. The proposed Final FY 2026 SANDAG Program Budget is scheduled for review and adoption by the Executive Committee and Board in May 2025.

Susan Huntington, Director of Financial Planning, Budgets, and Grants

- Attachments:
1. Budget in Brief
 2. [Draft FY 2026 SANDAG Program Budget](#)
 3. Overall Authority, Responsibilities, and Mandates
 4. Strategic Planning Framework
 5. Current Funding Environment

FISCAL YEAR

2026

PROGRAM BUDGET

SANDAG has several federal, state, and local designations that form the framework for what we do. Our annual Program Budget reflects the investments SANDAG is making in the San Diego region in FY 2026, and it includes three primary components: the Overall Work Program, Regional Operations and Services, and the Capital Program. Our projects and programs help to improve transportation, air quality, equity, the economy, public health, public safety, housing, and more. For more than three decades, TransNet has been the driving force for improving transportation infrastructure in the San Diego region. This revenue is crucial when competing for state and federal grant programs when a funding match is required.

Overall Work Program

An inventory of regional planning projects and programs



Regional Plan



Grants



Transit Planning

Regional Operations and Services

Management of ongoing operational programs and customer services



Data Services



Toll Operations



Transportation Services

Capital Program

Near-term and long-term infrastructure building, improvement, and maintenance projects



Regional Bikeways



Major Corridors



Environmental Mitigation

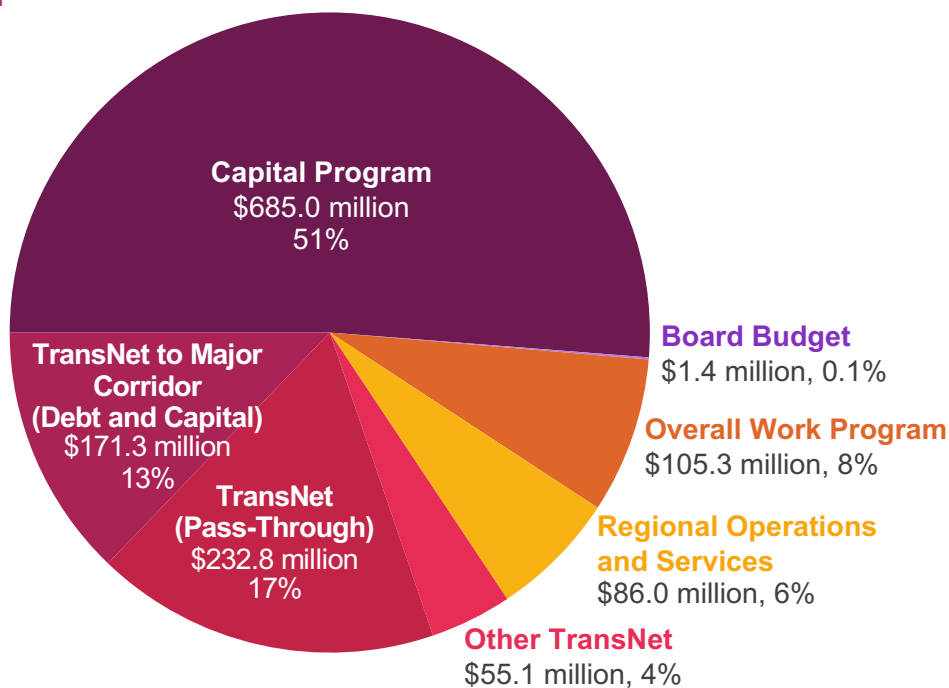


Rail Projects

Budget Overview

Total Budget Breakdown

SANDAG adopts the annual Program Budget, which is a comprehensive financial summary of the agency's activities and includes three primary components: the Overall Work Program, Regional Operations and Services, and the Capital Program. The budget sets out our planned activities, illustrates how our work aligns with the priorities of our member agencies, and positions us to serve the region through the delivery of major infrastructure projects, policy initiatives, and regional services. The administration budget is included in the totals for each budget component above. The Board budget stands alone.



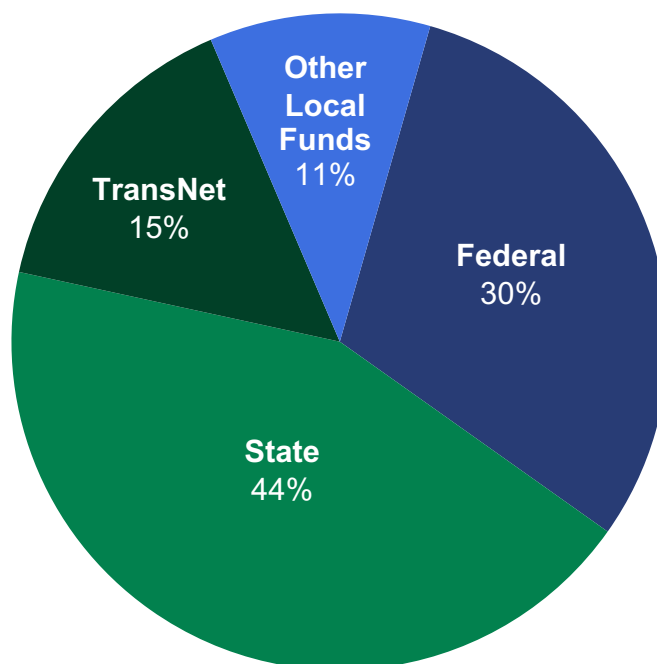
* Pass-through funds go to local jurisdictions and transit operators.

NOTE: Totals include administration budget which is allocated to the above programs/projects.

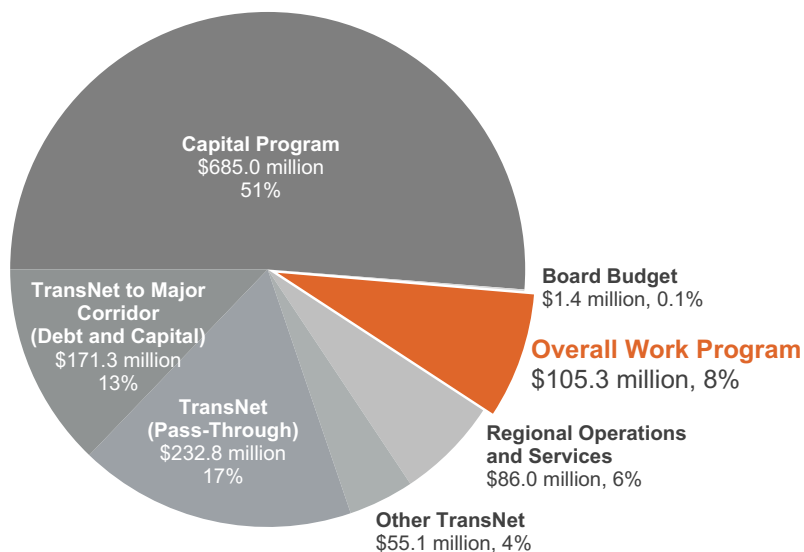
Budget Revenue

for Overall Work Program, Regional Operations and Services, and Capital Program

State, federal, and local revenues represent the majority of the budget for the three primary budget components, with TransNet sales tax accounting for 15%. Most annual TransNet revenue flows directly through SANDAG to transit operators and local jurisdictions. Additionally, the 19 SANDAG member jurisdictions are assessed a fee according to population. Member agency assessments will account for \$1.7 million in FY 2026.



Overall Work Program Projects

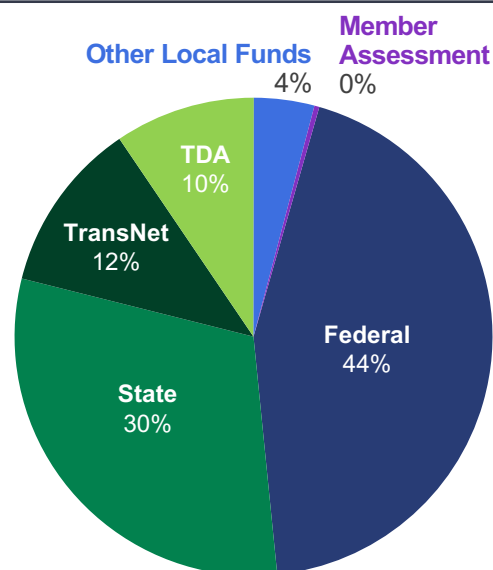


The Overall Work Program (OWP) is an inventory of the regional planning projects and programs that will be undertaken during the fiscal year. Planning, our core responsibility, is where everything begins. It encompasses budgeting, data and research, community engagement, and more. Examples of this work include the Regional Plan, transit planning, and grants. All of the OWP projects aim to improve quality of life for residents and visitors. TransNet is an important funding source for many grants, projects, and programs in the OWP.

55 Total OWP Projects

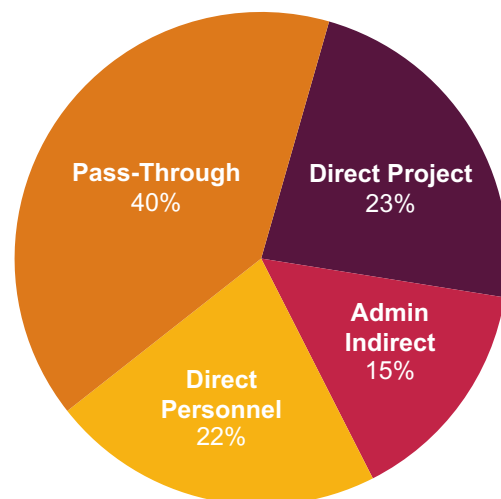
Revenue

Federal	\$46,296,404
State	\$32,114,346
TransNet	\$12,218,483
TDA	\$10,008,021
Other Local Funds	\$4,302,362
Member Assessment	\$352,958
TOTAL OWP Revenue	\$105,292,574

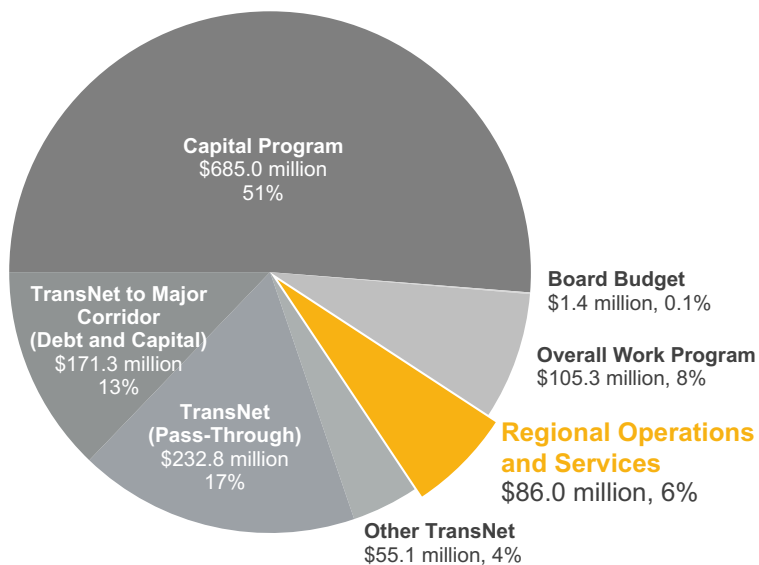


Expenses

Direct Project	\$24,297,951
Admin Indirect	\$15,791,514
Direct Personnel	\$23,035,755
Pass-Through	\$42,167,354
TOTAL OWP Expenses	\$105,292,574



Regional Operations and Services

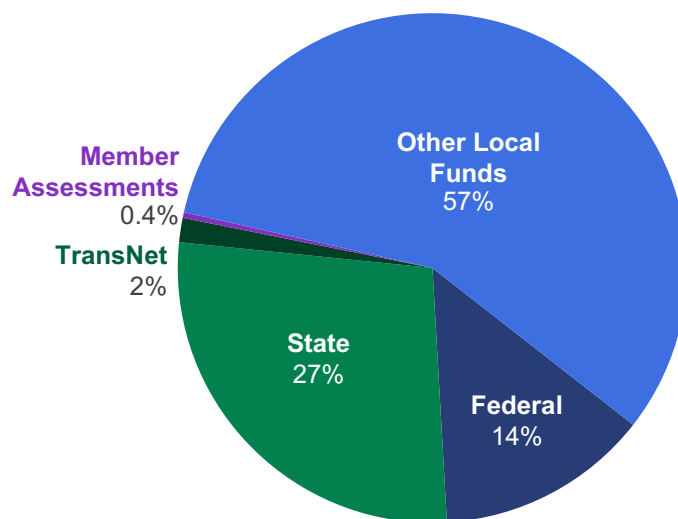


This component of the budget covers management of ongoing operational programs and customer services that deliver enhanced mobility and public safety services. It provides for maintenance and support of intelligent transportation and regional law enforcement data systems that support travelers and public safety agencies in the San Diego region.

32 Total Regional Operations and Services Projects

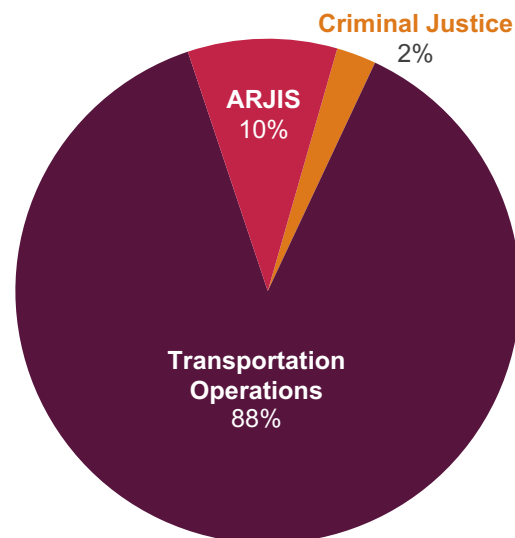
Revenue

Federal	\$11,643,027
State	\$23,665,393
TransNet	\$1,323,887
Member Assessments	\$308,380
Other Local Funds	\$49,054,523
TOTAL Operations Revenue	\$85,995,210

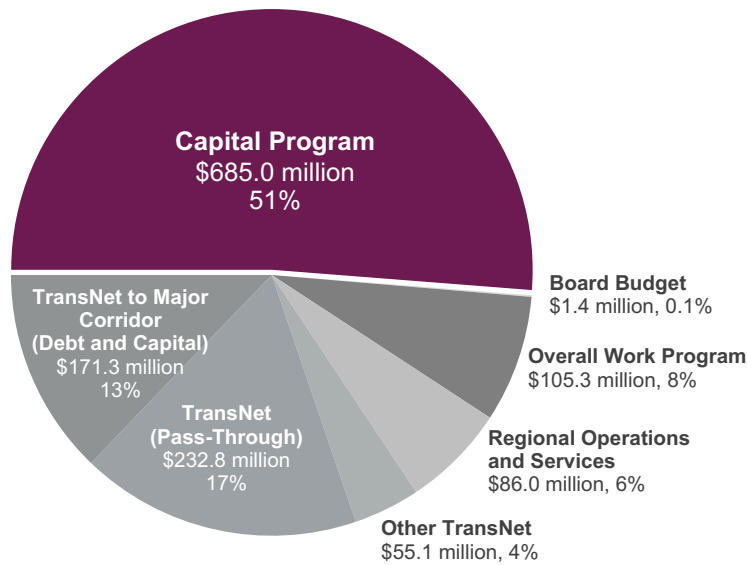


Expenses

Criminal Justice	\$2,190,481
Transportation Operations	\$75,569,273
ARJIS	\$8,235,456
TOTAL Operations Expenses	\$85,995,210



Capital Program

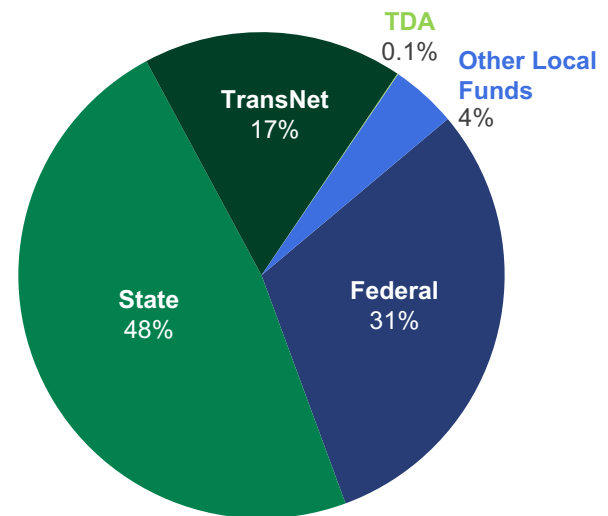


The Capital Program budget is the largest component of the SANDAG Program Budget. It includes the multiyear TransNet Major Corridors and Regional Bikeway Program and other transit and capital improvements. Capital projects include near-term and long-term infrastructure projects and encompass activities such as environmental clearance efforts, design, outreach, engineering, and construction. In addition to major corridor and bikeway projects, this component of the budget includes rail projects, mobility improvements at the border, environmental mitigation, and more.

112 Total Capital Projects

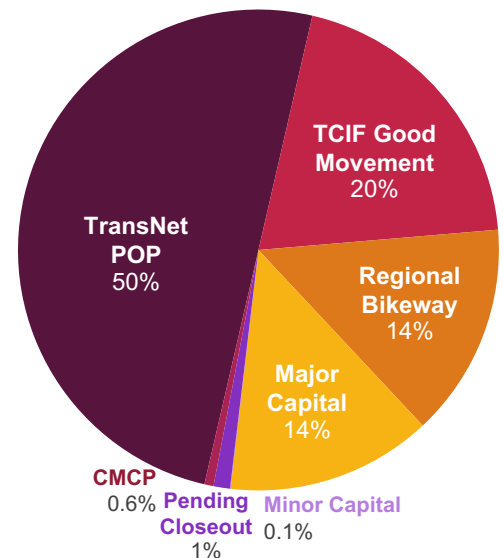
Revenue

Federal	\$208,888,000
State	\$327,195,000
TransNet	\$118,508,000
TDA	\$396,000
Other Local Funds	\$30,038,000
TOTAL Capital Revenue	\$685,025,000



Expenses

TransNet Program of Projects (POP)	\$342,471,000
TCIF Good Movement	\$137,321,000
Regional Bikeway	\$98,467,000
Major Capital	\$94,719,000
Minor Capital	\$277,000
Pending Closeout	\$7,565,000
CMCP	\$4,205,000
TOTAL Capital Expenses	\$685,025,000



SANDAG

Overall Authority, Responsibilities, and Mandates

SANDAG has several federal, state, and local designations that form the framework for what we do. Below are some of SANDAG's most important designations and critical responsibilities. You can find SANDAG's governing legislation and a complete list of our mandates and designations on our website at SANDAG.org/bylaws.

Federal Designations

Metropolitan Planning Organization (MPO): Every major region throughout the country is required to have an MPO. As the San Diego region's MPO, SANDAG is one of 18 in California. In this role, we are required to have a long-range, comprehensive Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). This role also allows us to receive formula federal funds.

Some of SANDAG's other federal designations include:

- Co-Lead Agency for Air Quality Planning (federal and state)
- Area-Wide Clearinghouse (federal and state)

The Federal Land Management Agencies (FLMAs) in our region include the Bureau of Indian Affairs, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, Bureau of Reclamation, and the Department of Defense (including the U.S. Army Corps of Engineers and Military Surface Deployment and Distribution Command). SANDAG and its member agencies coordinate with all applicable FLMAs in the San Diego region affected by the various transportation projects included in this budget. We anticipate that the Department of Defense and U.S. Fish and Wildlife will be contacted most frequently.

State Designations

Regional Transportation Planning and Fund Allocation Agency: As the regional transportation planning agency, SANDAG adopts the RTP and RTIP, the five-year programming of state and federal transportation funds. The agency also allocates Transportation Development Act funds (local quarter-percent sales tax collected statewide and returned to the county based on the amount collected).

San Diego Regional Consolidated Agency: This designation consolidated regionally significant transit planning, programming, project development, and construction into SANDAG. Day-to-day operations responsibilities remain with the existing transit operators. SANDAG is also authorized by statute to place a ballot measure before the voters and use revenues from the sales tax to provide infrastructure that maintains and improves the region's quality of life. Examples include habitat conservation, shoreline preservation, water quality enhancement, and public transit.

Some of SANDAG's other state designations include:

- Co-Lead Agency for Air Quality Planning (federal and state)

- Area-Wide Clearinghouse (federal and state)
- Housing
- Otay Mesa East Toll Facility Act
- Congestion Management Agency (state and local)

Local Designations

Council of Governments: This designation makes SANDAG the public forum for regional decision-making among the area's 18 cities and county government relating to a broad range of topics pertinent to the region's quality of life. Some of the regional topics include strategic planning, allocation of resources, and the creation of accurate, timely, and useful demographic, economic, transportation, planning, borders, environmental, and public safety information.

San Diego County Regional Transportation Commission (Local and Voter Approval): In this role, SANDAG administers the local half-cent sales tax, TransNet, for transportation purposes including oversight and funding.

Regional Toll Authority (Congestion Management and Infrastructure Financing): In this role, SANDAG is responsible for the delivery and operation of pricing programs such as the Interstate 15 Express Lanes and future managed lanes. Fees support the operation and maintenance of the program and provide additional funding for Rapid transit and vanpool services in the corridor.

Automated Regional Justice Information System (ARJIS): The purpose of the ARJIS Joint Powers Agency is to develop and maintain state-of-the-art criminal justice information technology that provides its members with seamless, cross-jurisdictional access to essential, accurate, real-time data via a secure criminal justice enterprise network. As the convening agency for regional justice technology, ARJIS enhances officer and public safety.

Freeway Service Patrol Administration: In this capacity, SANDAG provides rapid assistance to stranded motorists during peak traffic periods on various highways. This service reduces congestion and increases safety.

Some of SANDAG's other local designations include:

- Congestion Management Agency (state and local)
- Regional Census Data Center
- Regional Criminal Justice Clearinghouse

Other designations:

- North County Multiple Habitat Conservation Program
- Successor Agency for the San Diego Service Authority for Freeway Emergencies
- Regional Transportation Demand Management Program Administration
- State Route 125 Toll Facility
- Intergovernmental Review
- Regional Information System
- SANDAG Service Bureau
- Fee-for-Services
- Master Agreement with Caltrans
- Memoranda of Understanding with Member Agency(ies)
- Memoranda of Understanding with Metropolitan Transit System and North County Transit District
- Local, State, or Federal Grant Conditions
- Regional Beach Sand Replenishment Program

Strategic Planning Framework

Vision

Pursuing a brighter future for all

Mission

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

Strategic Initiatives

The following strategic initiatives establish a strong foundation to ensure our success as an organization, and build the capacity needed to effectively deliver projects.

Earning and maintaining the confidence of our residents and partners is the key to successfully bringing projects to life. Underlying this collaboration, three pillars serve as the foundation for our work:

- Oversight and Transparency: We are committed to strengthening public trust by being good stewards of taxpayer dollars and communicating clearly.
- Leadership and Structure: We are committed to making sure the organization of the agency sets us up to be efficient, agile, and aligned with our mandates.
- Focus on Fundamentals: We are committed to planning and delivering meaningful results through quality projects and programs.

SANDAG

Funding Sources

SANDAG's Program Budget has many revenue sources including those detailed below. Revenue estimates used in the Draft FY 2026 Program Budget are developed and updated between November 2024 and the end of January 2025.

About three-quarters of the revenue used to support the projects and programs in the budget comes from state and federal sources. Most of this money is in the form of dedicated grants for specific work efforts. Local TransNet revenue and other local sources, including member assessments, make up the remaining revenue which supports the agency's primary budget components: planning, delivery, operations and administration.

Local Sales Tax Revenue

SANDAG has two revenue streams that are based on general sales tax – the Transportation Development Act (TDA) and TransNet. Each year, SANDAG updates its forecasts of these two revenue sources to reflect the latest data and economic conditions. The data reveal weakness in sales tax revenue growth despite a healthy economy. As a result, we downgraded our projections for both TDA and TransNet revenue. The update impacts expectations for the current year (FY 2025), as well as our short-term outlook (FY 2026 to FY 2030).

After experiencing extraordinary growth in the three years following the onset of the COVID-19 public health emergency (FY 2021–FY 2023), sales tax revenue recorded negative growth in FY 2024. TransNet collections were \$426.7 million (\$3 million—or 0.7%—lower than FY 2023). SANDAG initially anticipated the dip in FY 2024 to be a one-time occurrence. However, sales tax data in the first half of FY 2025 point to another year of negative growth. TransNet revenue in FY 2025 is predicted to be \$420.1 million (nearly \$14 million less than initially projected in the previous budget), so we have lowered our FY 2026 revenue projection to \$421 million. After FY 2026, TransNet revenue is forecast to gain momentum and converge on a long-term growth average that is slightly above 3% by FY 2029. TDA revenue generally follows a similar trajectory to TransNet. Its growth is more modest, with smaller up and down changes. As a result, TDA revenue is projected to be flat from FY2025 to FY2027, before returning to slow but positive year-over-year growth.

Federal and State Revenue

SANDAG's revenue is subject to both the state and federal governments approving their annual budgets. Actual appropriation of metropolitan planning organization (MPO) planning funds will be announced in subsequent notices appearing in the Federal Register.

These funds flow to SANDAG through federal formulas that have historically been based on a combination of factors, such as population and air quality designation. Federal formula funds for capital projects increased in FY 2024 and FY 2025, because of the Infrastructure Innovation and Jobs Act (IIJA). The IIJA bill expires in 2026. SANDAG is currently expecting revenues to remain flat.

SANDAG and the transit agencies are also eligible for formula funds under several state programs that include planning, operations, and capital funding. Additional funds may become available through formula appropriation in FY 2026 depending on how the State of California decides to distribute them.

Other Revenue and Grants

Dedicated grants, enterprise revenue, and ongoing multiyear state and federal grant programs provide funding for projects and programs in the OWP, Capital Program, and Regional Operations and Services budget components. In particular, SANDAG and local transit agencies are eligible for discretionary funds under many federal and state programs with awards continuing into FY 2026. We continuously compete for discretionary grants for our planning and capital projects. These revenues are added to the Program Budget as they are awarded.

The revenue generated on the SR 125 Toll Road and the I-15 Express Lanes has continued to show positive growth. Traffic and revenue on both roads increased during FY 2024 and the first half of FY 2025. Toll and Express Lane revenues will be updated for the Draft 2026 Program Budget along with the rest of the revenues discussed above.



Draft Program Budget

FY 2026

Social Equity Working Group | Item 4
Tyler Woods, Budget Manager
Thursday, March 27, 2025

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SANDAG Mandates

FEDERAL

Metropolitan Planning Organization

- Regional Plan

STATE

Regional Transportation Planning Agency

- Regional Plan

Council of Governments

- Regional Housing Needs Assessment (RHNA)

Consolidated Agency

- Plan and build transportation projects

TRANSNET

Regional Transportation Commission

- TransNet program, oversight, and funding



LOCAL

Automated Regional Justice Information System (ARJIS)

- Cross-jurisdictional criminal justice data



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Planning and Budgeting Efforts

Regional Plan

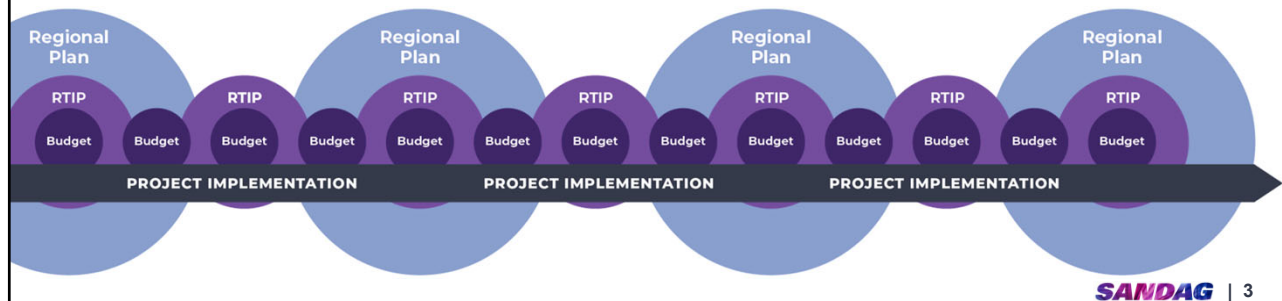
- Conceptual long-term vision (30 years); Updated every 4 years

Budget

- Financial plan for projects with identified funding (planning projects: 1 year, capital projects: 10 years); Updated annually (fiscal year spans July 1 to June 30)

Regional Transportation Improvement Program (RTIP)

- Near-term investment plan (5 years); Projects and programs that were identified through Regional Plan and Budget process with committed funding; Updated every 2 years



3

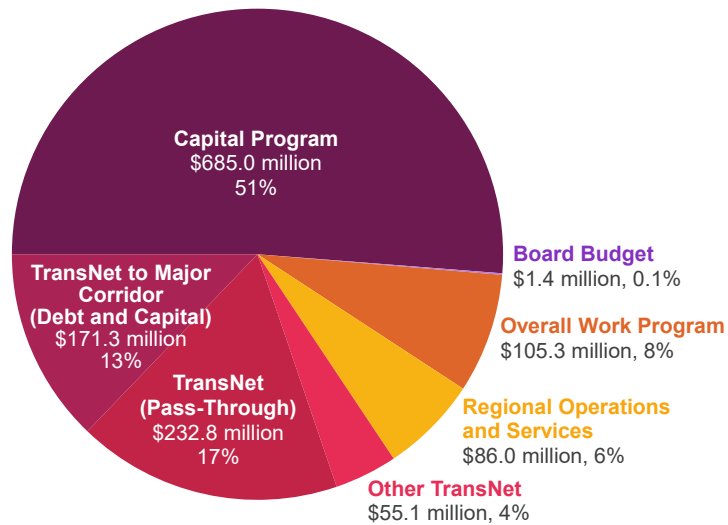
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CHAPTER 1

Budget Overview

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FY 2026 Draft Program Budget – \$1.3 Billion



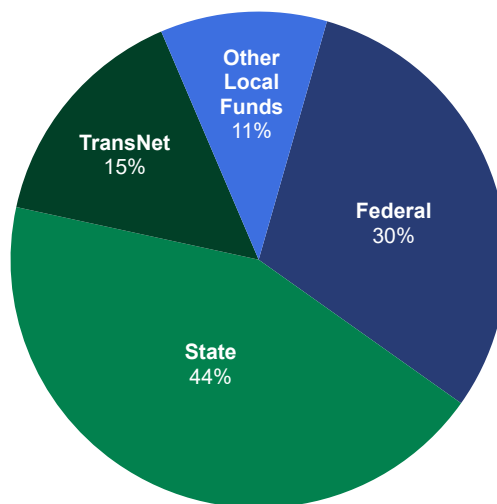
*Pass-through funds go to local jurisdictions and transit operators

NOTE: Administration, Information Technology and Office of Independent Performance Auditor's budget of \$35 million is allocated to all major programs

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FY 2026 Major Program Revenue (OWP, Capital, Operations)



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CHAPTER 2

Overall Work Program

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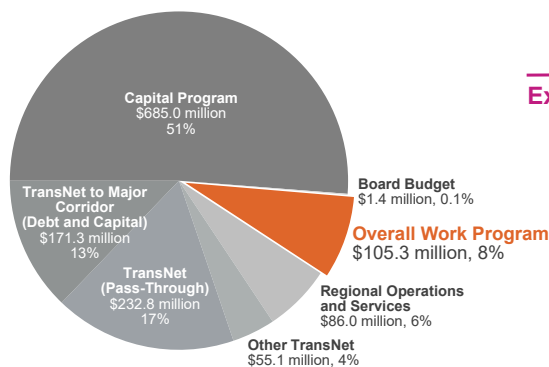
Overall Work Program

- Regional planning
- Project implementation
- Data and analytics
- Community engagement
- Financial management and grant programs

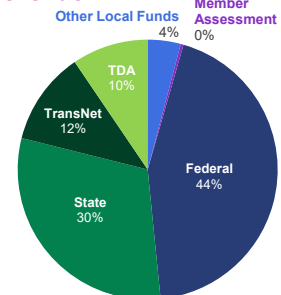
55 Total OWP Projects

OWP Budget Comparison

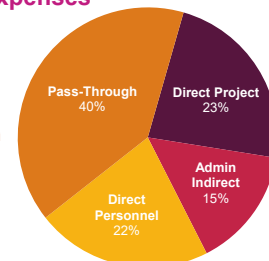
Draft FY 2026 (in \$millions)	\$105.3
FY 2025 (in \$millions)	\$80.9
Dollar Change	\$24.4
% Change	30%



Revenue



Expenses



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CHAPTER 3

Regional Operations and Services

9

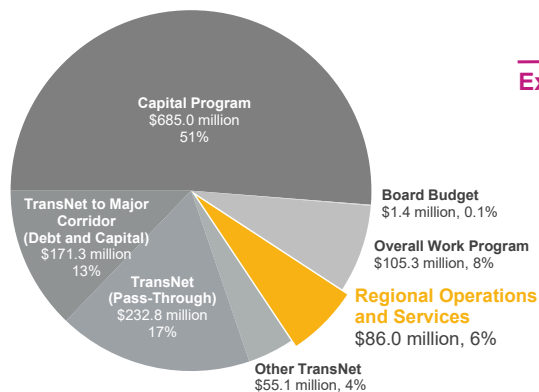
Regional Operations and Services

- SR 125 FasTrak toll facilities
- I-15 FasTrak Managed Lanes
- Freeway Service Patrol
- ARJIS
- Criminal Justice

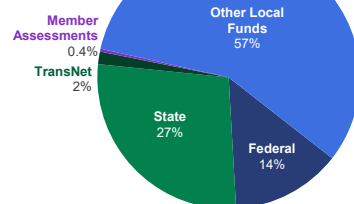
32 Total Operations Projects

Operations Budget Comparison

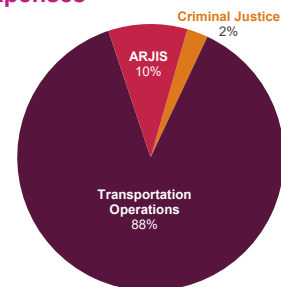
Draft FY 2026 (in \$millions)	\$86.0
FY 2025 (in \$millions)	\$79.9
Dollar Change	\$6.1
% Change	8%



Revenue



Expenses



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CHAPTER 5

Capital Program

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Capital Program

Capital projects encompass activities like environmental clearance, design, outreach, engineering, and construction.

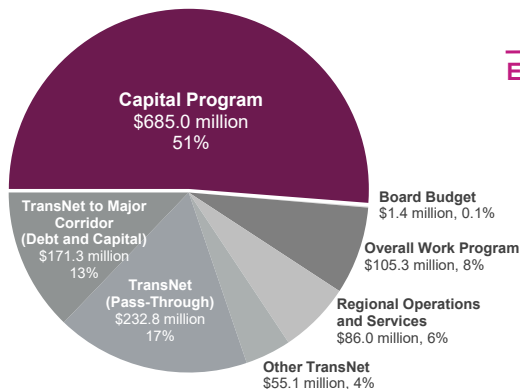
Projects include:

- TransNet Major Corridors
- Regional Bikeway Program
- Transit improvements
- Rail projects
- Mobility improvements at the border
- Environmental mitigation

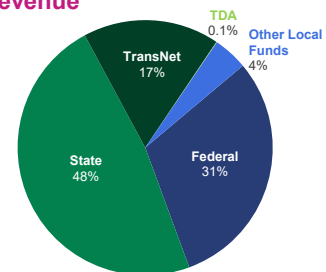
112 Total Capital Projects

Capital Budget Comparison

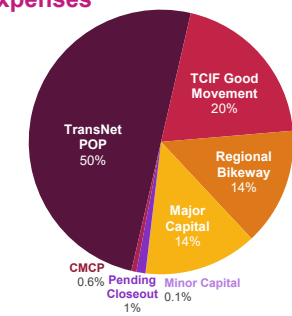
Draft FY 2026 (in \$millions)	\$684.2
FY 2025	\$683.2
Dollar Change	\$1
% Change	0%



Revenue



Expenses



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Budget Meeting Schedule



Board of Directors

Preliminary Budget Discussion
February 14, 2025



ITOC

Draft FY 2026 Budget
March 12, 2025



Executive Committee

Draft FY 2026 Budget
March 14, 2025



Social Equity Working Group

Draft FY 2026 Budget
March 27, 2025



Board of Directors

Draft FY 2026 Budget
March 28, 2025



Mobility Working Group

Draft FY 2026 Budget
April 10, 2025



Board of Directors

Proposed Final FY 2025 Budget
May 2025

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Email: tyler.woods@sandag.org

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