



2025 Legislative Program

2025 Legislative and Policy Focus Areas

The following focus areas encompass broad, policy-oriented objectives that will help to advance the SANDAG priority projects and initiatives by securing the necessary legislative authority, program funding, political support, and/or regulatory actions at the state and federal levels in 2025¹.

Equity

SANDAG firmly upholds equity and inclusion for every person in the San Diego region. The agency's end goal is to create a San Diego region where every person who lives, works, or visits can thrive. SANDAG is committed to being a part of the solution and we will continue to promote projects, policies, and programs, like broadband internet access, that reflect principles of equity and inclusion, and will work with stakeholders to identify areas of improvement.

Safety

SANDAG is committed to advancing a transportation system that is safe for all users, including those who walk, ride transit, drive a car, or ride a bike. SANDAG will continue to work with our federal, state, local, and tribal partners to achieve VisionZero throughout the region, where all people can share our roads and sidewalks safely. To achieve these goals SANDAG will continue to seek state and federal funding and advocate for legislation and policies that supports safer design standards for roads and vehicles.

Funding, Innovative Financing, Pilots, and Partnerships

SANDAG will continue to seek state and federal formula and discretionary awards to advance the delivery of major regional projects, as well as support efforts that expand access to technical tools and resources. In response to the COVID-19 pandemic, SANDAG supports increased, ongoing transit operations funding, and opposes efforts to redirect transportation funding to other purposes. SANDAG is also supportive of opportunities to pilot meaningful technologies, programs, and processes and leverage new and existing public and private partner relationships

Project Delivery and Resiliency

SANDAG supports California Environmental Quality Act (CEQA) reform, National Environmental Policy Act (NEPA) reform, and streamlining for transportation-related projects where reasonable. Additionally, SANDAG aims to be a leading agency that incorporates resiliency planning into all aspects of our work, in addition to ongoing mitigation and adaptation planning. SANDAG also encourages innovative project delivery methods, such as Construction Management General Contractor (CMGC) and public-private partnerships (P3s) and supports other strategies that may help expedite projects, minimize costs, and provide the highest quality of service.

Climate, Energy, and Environment

SANDAG has a long history of working closely with local jurisdictions and stakeholders to reduce greenhouse gas emissions and achieve other environmental goals through sustainable transportation projects, programs, and services. SANDAG will partner with stakeholders to maximize clean transportation investments (electrification, hydrogen fuel cell, other zero- and near-zero transportation technologies) to help advance the region's mobility, resiliency, and sustainability goals.

¹Listed in no particular order.

Binational Border, Tribal, Military, and Interregional Collaboration

Transportation infrastructure in the border region is critical to both Mexico and the United States. San Diego and the rest of Southern California are home to major U.S.-Mexico trade corridors where goods stay in the region or pass through the region to markets throughout the country and the world. SANDAG will continue to coordinate comprehensive planning efforts to improve border transportation and infrastructure along the U.S.-Mexico border. It is important that the region's 18 federally recognized tribal governments with jurisdiction over 19 reservations have a voice in planning for the transportation needs of today and tomorrow. The region has many designated STRAHNET and STRACNET military corridors critical to national security. Binational, tribal, military, and interregional coordination include transportation infrastructure, energy and conservation planning, forecasting, interoperability, and/or data collection.

Housing / Affordable Housing

For decades, housing production has not kept pace with the growing population of the San Diego region, resulting in continuously rising housing prices for both renters and homeowners, increased instances of displacement, overcrowding, and homelessness. With funding from the state's Regional Early Action Planning (REAP) programs, SANDAG established the Housing Acceleration Program (HAP) to help address the housing crisis and advance the region's housing goals. SANDAG will partner with its member agencies and other stakeholders to support legislative efforts that help incentivize, streamline and accelerate housing development that prioritizes affordability, equity, mobility, and sustainability.

Technology and Data

The future of mobility is changing rapidly. In order to effectively plan for these changes, SANDAG has revolutionized our long-term planning process based on data science and analytics, providing a model for how the state and other regions can employ Big Data for transportation planning efforts. The San Diego region is a leader in piloting and deploying innovative transportation solutions and infrastructure that leverage both technology and data to improve the transportation system. SANDAG will seek policies, infrastructure investments, and new opportunities to employ data analytics research to further the agency's work, including new ways of conducting business in partnership with the private sector.

2025 Legislative and Policy Programs

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

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

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

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

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