

SANDAG



FISCAL YEAR

2025

Annual Report



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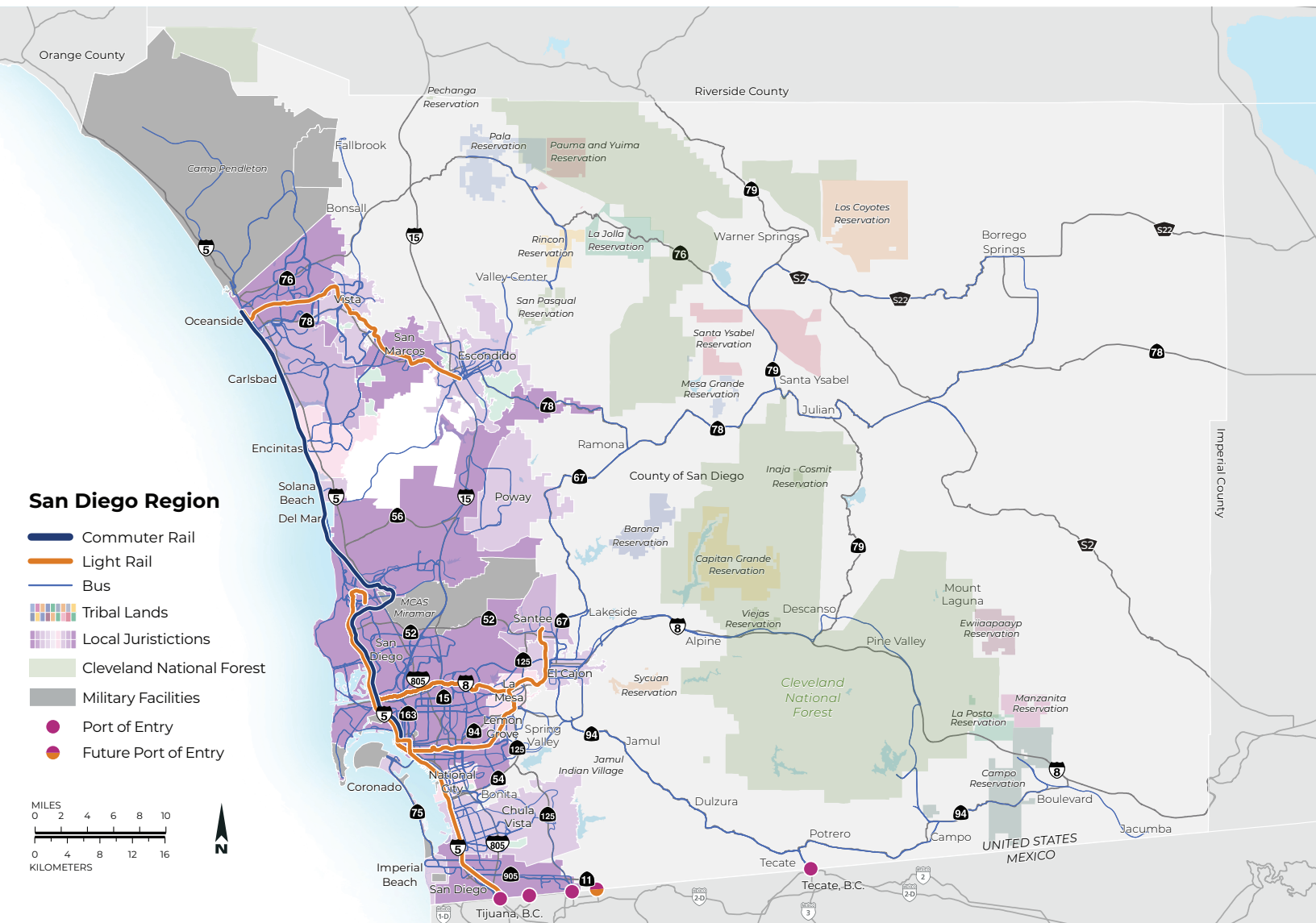
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Introduction



About the San Diego Region

More than 3.3 million people live in the San Diego region, spread among 18 cities, the County of San Diego, and 17 federally recognized tribes. We share our southern border with Mexico, the largest trading partner to both the United States and the State of California. For many people, frequent travel across the international border is essential for visiting family, going to work, shopping, and accessing medical care.

Our natural environment is marked by exceptional diversity, including coastlines, canyons, mesas, grasslands, forests, agricultural lands, and deserts. The region hosts strategically located sea and land ports of entry, the U.S. Navy's prestigious Pacific Fleet, and several renowned higher education institutions. Our multifaceted economy is rooted in technology, research, national defense, and tourism.

- **More than 3.3 million people**
- **18 cities and the county of San Diego**
- **17 tribal governments**
- **Shared borders with 3 other Southern California counties and Mexico**
- **Several major military installations**

About SANDAG

SANDAG.org/about

At SANDAG, we shape the future of the San Diego region by planning and building infrastructure, preserving the environment, providing resources, and delivering the TransNet program.

SANDAG serves the region through several designations. In our primary roles as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA), we are responsible for developing plans for how people and goods will move around the region.

Beyond planning, we are unique among MPOs in that we also design and build many of our projects. We offset our environmental impact and ensure that sustainability is at the heart of our efforts by preserving land and investing in cleaner transportation options. SANDAG's work also includes providing vital resources such as data, transportation programs, and management of roadway operations.

TransNet, the half-cent sales tax administered by SANDAG, helps fund everything from major highway, rail, and bikeway projects to specialized transportation and local street improvements.

Our work is informed by data and our partnership with the public.

SANDAG is governed by a Board of Directors made up of elected officials from each of our local city councils and County Board of Supervisors. We collaborate with local governments, transit operators, community partners, neighboring counties and Mexico, and state and federal agencies to deliver long-lasting solutions to the region's challenges.

Earning and maintaining the confidence of our residents and partners is the key to successfully bringing projects to life. By prioritizing strong agency operations, effective processes, and fiscal responsibility, we ensure that we have the right structure in place to deliver meaningful projects and programs. By expanding collaboration across all levels and taking our commitment to public service seriously, we demonstrate stewardship of our resources and the future we are shaping together. By continuing to focus on transparency, accountability, and community-driven solutions, we work to create a sustainable, connected, and thriving region.



Vision

Pursuing a brighter future for all

Mission

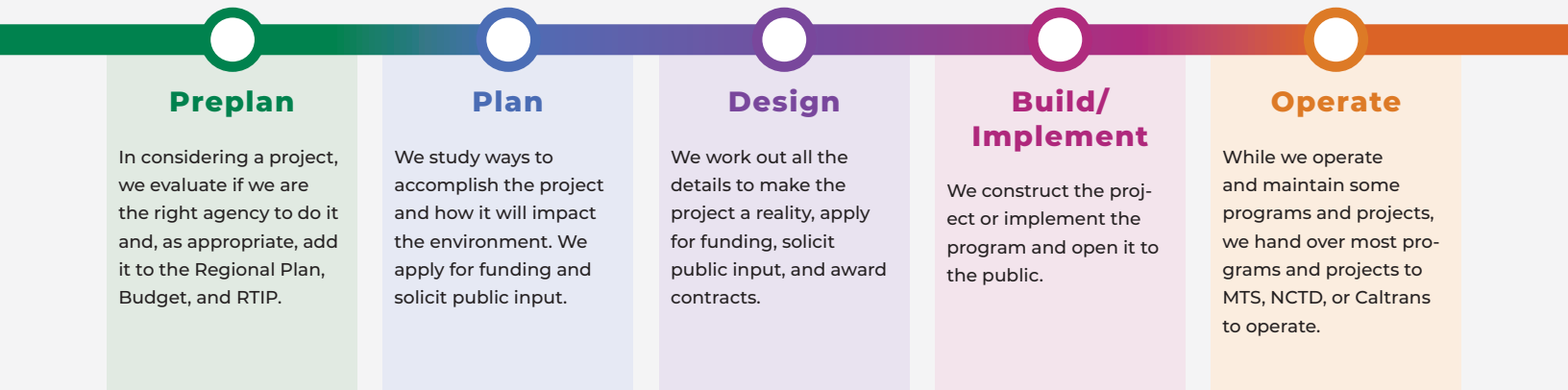
We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

Commitment to Equity

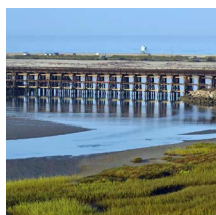
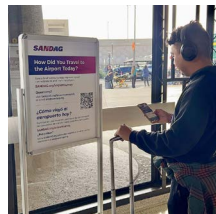
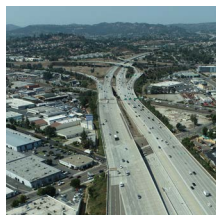
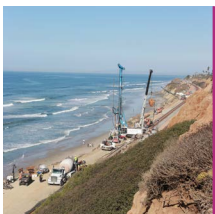
We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change, and we firmly uphold equity and inclusion for every person in the San Diego region.

Project Lifecycle

The graphic below shows the lifecycle of a typical project. Once the Board decides to invest in a project, it can take years to complete. Throughout the process, we solicit and incorporate public feedback.



FY 2025 Highlights



PLAN

- **Regional Plan:** Released the draft plan for a 55-day public comment period and continued our robust public engagement process
- **San Ysidro Mobility Hub:** Completed planning and outreach activities to identify potential near-term improvements to enhance operations, capacity, and transit-supportive development in the area
- **Purple Line:** Completed a conceptual planning study to analyze the feasibility of implementing the project as heavy rail and collected public feedback regarding destinations to prioritize within the study area
- **SR 52:** Started work on the environmental phase for operational improvements which will, among other things, support the proposed Rapid 880 bus route
- **SR 67:** Worked with Caltrans on a draft environmental document and started initial planning efforts for a new bus route (Rapid 277)
- **SR 78:** In partnership with Caltrans, advanced environmental work and traffic studies for direct connectors between I-15 and SR 78 plus new managed lanes on SR 78, released the draft environmental document for the I-15/SR 78 Managed Lanes Connector and Woodland Interchange project, and began initial planning for the proposed Rapid 483 route
- **SR 94/SR 125:** Reached the 90% design milestone for auxiliary lanes
- **LOSSAN Rail Realignment:** Finalized and published the value analysis study, collected feedback from the public and the Board, released an updated Notice of Preparation of a Draft Environmental Impact Report, and facilitated a public scoping period
- **Del Mar Access Improvements:** Started the preliminary engineering and environmental clearance phase and reached the 30% design milestone
- **San Dieguito Double Track and Special Events Platform:** Worked toward final design and permitting
- **Palomar Street Rail Grade Separation:** Achieved 70% of the environmental clearance process
- **SR 11/Otay Mesa East Port of Entry:** Finalized the Federal Project Agreement with Customs and Border Protection and General Services Administration and reached the 60% design threshold
- **Airport Transit Connection:** Completed a large-scale travel survey of nearly 5,000 airport passengers and employees and convened partner agencies and community groups to review concepts

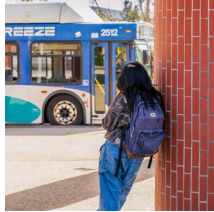
BUILD

- **Pershing Drive Bikeway:** Completed and opened this award-winning bikeway
- **Phase 3 of the Inland Rail Trail:** Awarded contracts and started construction
- **Imperial Avenue Bikeway:** Awarded contracts and started construction
- **Eastern Hillcrest Bikeways:** Awarded contracts and started construction
- **I-5:** Completed work on sound and retaining walls, ramps, and other bike and pedestrian improvements and began initial planning for Rapid 640
- **Del Mar Bluffs Stabilization:** Installed drainage improvements, steel supporting beams, and retaining walls
- **Batiquitos Lagoon Double Track:** Started construction on a second set of tracks across the lagoon and the replacement of an 80-year-old wooden trestle bridge



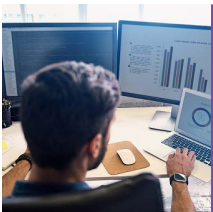
PRESERVE

- **San Diego Collaboration for Conservation Report:** Partnered with the San Diego Natural History Museum to identify gaps in regional biodiversity conservation
- **California-Baja California Border Resiliency Plan:** Kicked off the plan, funded by a \$3 million Caltrans Sustainable Transportation Planning Grant, to address environmental challenges in the border region
- **Environmental Mitigation Program Land Management Grant Program:** Grantees completed nine projects



PROVIDE

- **Youth Opportunity Pass:** Set the record for the highest YOP monthly ridership with 1.26 million rides in October 2024, providing a total of more than 32 million rides since its launch in 2022
- **Smart Growth Incentive Program:** Developed and prepared to release the Cycle 6 call for projects while grantees completed four projects
- **Specialized Transportation Grant Program:** Oversaw Cycle 12 grants and vehicle grants from previous cycles and awarded approximately \$9.5 million to local agencies to provide specialized transportation services across the region
- **Access for All:** Selected a provider from the Cycle 2 call for projects
- **Flexible Fleets Pilot Grant Program:** Developed new pilot grant program to provide \$4.5 million to public agencies, tribes, transit operators, and military institutions for development and piloting of services
- **Southeastern Connect:** Received Board approval for the final piece of funding to support operations of this new Flexible Fleets pilot program
- **Criminal Justice Clearinghouse:** Transitioned to using the California Incident-Based Reporting System and the National Incident-Based Reporting System methodologies in our annual crime bulletin, enhancing the quality and granularity of the data
- **Substance Use Monitoring:** Integrated data into SANDAG's Open Data Portal, enhancing public access to comprehensive information on substance use patterns in the region
- **Automated Regional Justice Information System (ARJIS):** Enhanced regional information sharing and coordinated implementation of Live911 at two city police departments
- **Open Data Portal:** Built new dashboards for crime data and criminal justice research, redesigned the Census, Estimates, and Forecasts dashboards, expanded the Flexible Fleets dashboard, and published the 2024 State of the Commute
- **Toll Operations:** Transitioned from planning to implementation of a new regional tolling back-office system as we began analyzing data migration needs, costs, and delivery option to determine the best way to bring this project to fruition
- **Sustainable Transportation Services:** Helped thousands of residents and commuters find safe and reliable alternatives to driving alone.
- **Guaranteed Ride Home:** Registered 905 transit and bike commuters to assure them a quick and safe ride home in case of emergency
- **Bike Education:** Helped 9,458 people learn to ride safely through 94 bike education activities
- **Bike Parking:** Logged a total of 13,727 rentals for 424 active users
- **Try Transit:** Distributed 714 passes, more than tripling last year's impact
- **SANDAG Vanpool Program:** Helped 2,280 passengers find a reliable alternative to driving alone
- **Employer Commuter Program:** Recognized 136 employers at the Diamond Awards, our annual recognition event for employers promoting sustainable commuting
- **Motorist Aid:** Received and responded to more than 67,000 calls from motorists in need of help



About This Report

State law requires SANDAG Board members make a report to their member agencies at a public meeting each year that includes a summary of activities by the agency. This Annual Report provides an overview of SANDAG's progress and accomplishments during FY 2025 (July 1, 2024, to June 30, 2025).

In FY 2025, SANDAG continued to **plan** and **build** projects to improve transportation throughout the region. We released the draft of the 2025 Regional Plan, moved several highway improvement projects forward, and published a value analysis study and started the environmental review for the LOSSAN Rail Realignment project. We also advanced construction on six bikeway projects, continued installing improvements to support the Del Mar bluffs, and started building the second set of tracks across the Batiquitos Lagoon.

We worked to **preserve** our environment and **provide** services, information, and funding to the people of our region. We kicked off the California-Baja California Border Resiliency Plan while grantees completed nine Environmental Mitigation Program Land Management Grant Program projects across the county. We set the record for the highest Youth Opportunity Pass monthly ridership with 1.26 million rides in October 2024, made our data services more accessible, and helped provide a new Flexible Fleets pilot program to people in Southeastern San Diego. Thousands of residents and commuters found safe and reliable alternatives to driving alone through our Sustainable Transportation Services programs, including 2,280 passengers who used the SANDAG Vanpool Program.

This is just a sampling of our FY 2025 activity. Read more about these and other accomplishments in the following pages.

In addition to our projects and programs, we continued to improve the way we function as an agency. In FY 2025, we focused on three agency goals:

- **Focus on Fundamentals:** We enhanced our ability to plan and implement high-quality projects and programs by developing and documenting improved internal processes and working toward onboarding new tools and techniques.
- **Oversight and Transparency:** We worked toward strengthening public trust by fulfilling several audit corrective action plans and providing clear, timely, and accessible information through public outreach events and updated website content. The Board also hired independent legal counsel to help provide oversight of the agency's work.
- **Leadership and Structure:** We set up the agency to be efficient, agile, and aligned with our mandates by changing the organizational structure to redefine and refine roles. We are also assessing the Policy Advisory Committee and working group structure to ensure they are organized in a way that will best suit the region's needs, today and in the future.

All of this is possible because of the leadership from our Board of Directors, expertise of our staff, and critical input from the public. We also rely on our partnerships with local, state, federal, international, and tribal governments, as well as regional transit agencies, the military, and community organizations.





Financial Overview

Funding

[SANDAG.org/funding](https://sandag.org/funding)

Funding Sources

The SANDAG budget includes more than 100 different revenue sources representing a mix of state, federal, and local funding. SANDAG receives both formula and competitive funding from state and federal governments. Formula funding is determined by population, transit service areas, or other pre-determined formulas. Competitive funding, including grants, is application-based and determined by how well a project scores compared to other applicants. Collectively, state and federal funding typically make up between 70 to 75% of the annual budget.

Local funds comprise between 25 to 30% of the annual budget, and more than half of our local funds come from the TransNet Program (read more on next page). Other local funding sources include local grants and revenues from express lanes and toll roads. Additionally, the 19 jurisdictions are assessed a fee each year according to population.

FY 2025 Revenue Sources

State and Federal

Federal formula funding in FY 2025 continued to see an increase over FY 2024 due to the Infrastructure Investment and Jobs Act transportation bill. Revenues from the state continue to be a significant funding source for various projects. Dedicated grants, enterprise revenue, and ongoing multiyear state and federal grant programs provide funding for projects and programs. We received seven grant awards in FY 2025 for a total of \$95,316,474. Notable awards included \$38.5 million from the state Transit and Intercity Rail Capital Program (TIRCP) for LOSSAN double tracking and bluff stabilization. We also received \$39.6 million in state Solutions for Congested Corridors Program (SCCP) funding for the I-805 South managed lanes conversion project, which will fully fund this project through the construction phase.

Express Lanes and Toll Road

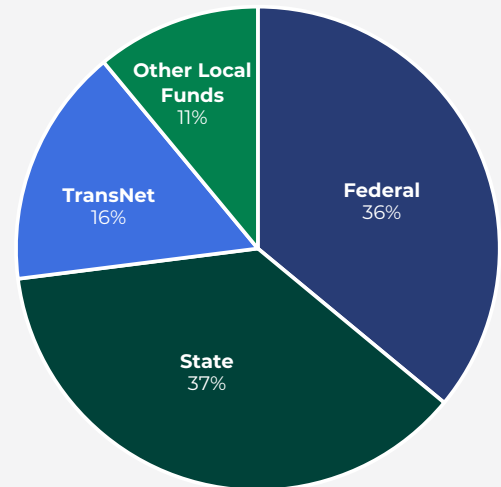
In the years following the COVID-19 pandemic, traffic is still increasing at a normal level and is back up to pre-pandemic levels in FY 2025. This marks a transition from the upsurge observed in FY 2023 and FY 2024 to a steadier trajectory, as traffic levels continue to stabilize.

TransNet

We recorded negative TransNet sales tax growth in FY 2024 (\$426.7 million, or 0.7% lower than FY 2023). Revenue grew slightly in FY 2025. We collected \$426.9 million, about 0.06% over the previous fiscal year. While revenue exceeded projections, this does not signal a return to historic growth levels. Two years of weak TransNet growth reinforces that rising prices in the regional economy have become a drag on sales tax revenue. Additionally, rising costs of labor and construction are outpacing this revenue stream. This slow-growth trend means we'll have to carefully prioritize the important transportation work for our region.

Budget Revenue

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





TransNet Program

SANDAG.org/transnet

Overview

For more than three decades, TransNet has been the driving force for improving transportation infrastructure in the San Diego region. TransNet is the half-cent sales tax administered by SANDAG to fund local transportation projects consistent with the Regional Plan. It accounted for about 16% of the FY 2025 SANDAG Program Budget revenue and is critical when competing for state and federal grant programs that require a funding match. The majority of TransNet funding flows through SANDAG to transit operators and local jurisdictions.

The initial 20-year TransNet program was approved by voters in 1987 and went into effect in 1988. It generated approximately \$3.8 billion between 1988 and 2008. In 2004, TransNet was extended by voters for an additional 40 years. The TransNet extension has generated approximately \$5.6 billion to date and has been vital in helping us secure additional federal, state, and local funds.

The TransNet program helps fund capital projects on our major corridors and bikeways, which impact transit, highways, freight movement, and active transportation (like biking and walking). TransNet also funds a variety of competitive grant programs for smart growth, active transportation, and transportation services for older adults and people with disabilities plus an environmental conservation program. SANDAG's TransNet Environmental Mitigation Program is our key strategy for protecting, preserving, and restoring native habitats that may be disturbed by construction of local and regional transportation projects. SANDAG also distributes TransNet funding to help jurisdictions complete local street and road improvement projects.

Working with our partners at Caltrans, MTS, NCTD, and local jurisdictions, SANDAG has delivered more than 700 TransNet projects for our communities, and we'll continue to deliver more through 2048 when the TransNet measure expires.

SANDAG
TransNet Program

Throughout this report, you'll see this logo indicating projects that are part of the TransNet Program.

Leveraging Power

For every **\$1 of TransNet funding**, SANDAG leverages **close to \$3 in federal, state, and other local funds**—nearly tripling the matching ratio mandated by the TransNet Extension Ordinance.

TransNet

\$1

+

Outside funds

\$1 \$1 \$1

700+

TransNet projects delivered since 1988



TransNet in FY 2025

Major Corridors and Regional Bikeways

TransNet funding contributes to many of our capital projects, including the TransNet Major Corridors and Regional Bikeway Program. In FY 2025, TransNet capital project investments included:

- **I-15/SR 78 HOV Connectors:** Completed draft environmental document for direct connectors and related managed lanes (CIP 1207802)
- **Bayshore Bikeway: Barrio Logan Phase 2:** Completed final environment document for numerous improvements (CIP 1223096)
- **Washington Street and Mission Valley Bikeways:** Began construction (CIP 1223084)
- **SR 11/Otay Mesa East Port of Entry:** Reached the 60% design milestone on the port of entry and commercial vehicle enforcement facilities and worked toward opening the four-lane SR 11 highway connecting SR 125 to the U.S.-Mexico border (CIP 1201101)
- **Batiquitos Lagoon Double Track:** Began construction (CIP 1239816)
- **Eastern Hillcrest Bikeways:** Began construction on the bikeway and Pride Promenade along University Avenue (CIP 1223083)
- **Low-Floor Light Rail Transit Vehicles:** Received delivery of and put into service new low-floor vehicles for the Trolley system (CIP 1210090)
- **Pershing Drive Bikeway:** Opened new bike and pedestrian facilities between North Park and Downtown San Diego (CIP 1223057)

92 Active TransNet Capital Projects in FY 2025





Grants

TransNet funding provides a variety of different competitive grant programs to local jurisdictions, nonprofit organizations, community groups, and transportation partners. In FY 2025, TransNet grant funding helped:

- The City of El Cajon complete the **Transit Center Community Connection Improvements project**, which provides a direct link to transit via pedestrian enhancements, thematic lighting, a roundabout, and Class I bikeway approaches along Johnson Avenue
- The City of Lemon Grove complete **Connect Main Street Phases 1 and 2**, a project that constructs pedestrian and bicycle facilities from Broadway to San Miguel Avenue, enhancing north/south movement of people using active modes of transportation
- The City of San Diego restore two acres of coastal sage and maritime succulent scrub habitat, while removing or treating fifty acres of invasive stinknet plants on its **West Otay Mesa Stinknet Removal project**, which will protect sensitive ecosystems and create a buffer from invasive weed species
- The County of San Diego manage Quino checkerspot butterfly habitat through seeding, planting, signage, and fencing installation for its **Otay Ranch Preserve Enhancement project**, which will improve the habitat of a butterfly species at risk of loss from the Management and Monitoring Strategic Plan area

- Three nonprofit organizations—Traveler's Aid Society, Jewish Family Service, and ElderHelp—outperform their proposed trip counts for older adults, **providing a total of 345,538 trips to help older adults** to meet with friends, retrieve groceries, and make medical appointments

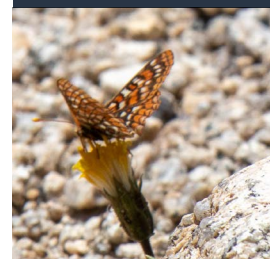
Local Streets and Roads

As the Regional Transportation Commission, SANDAG approves a multiyear program of transportation projects submitted by local jurisdictions. These TransNet-funded projects are included in the Regional Transportation Improvement Program (RTIP) approved by the Board. In FY 2025, TransNet Local Streets and Roads funding was allocated for many projects throughout the region including

- Carlsbad for **pavement overlay** and other roadway repairs
- San Diego for **roadway repair**, resurfacing, and reconstruction
- Chula Vista for **fixing storm drains** and repairs to culverts under bridges to maintain bridge safety
- The County of San Diego for widening a section of Bradley Avenue, including the **replacement and widening of a bridge over SR 67** and improvements to sidewalks and bike lanes
- Escondido for widening Citracado Parkway including raised medians and the construction of a **new bridge** over Escondido Creek
- Poway for **patching of arterial roadways** and reconstruction of residential streets

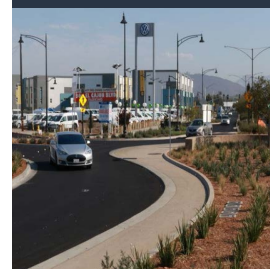
48

Active TransNet Grants Projects in FY 2025



155

Active TransNet Local Streets and Roads Projects in FY 2025





Project and Program Highlights

Regional Planning

[SANDAG.org/regionalplan](https://sandag.org/regionalplan) | [SANDAG.org/transitprojects](https://sandag.org/transitprojects)

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.

The **Regional Plan** is the guiding document for much of SANDAG's work. It considers how we will grow, where we will live, and how we will move around the region, and then lays out a data-driven vision to achieve the near- and long-term goals of the region. The plan is updated every four years with input from the public and direction from the SANDAG Board. Residents, local governments, community organizations, and local transportation operators all help shape the plan. Recommendations from the California Air Resources Board (CARB) also provide critical input. Many of our major projects originated as part of the vision of the Regional Plan.

In FY 2025, we released the **Draft 2025 Regional Plan** for a 55-day public comment period and continued our robust public engagement process. In FY 2026, we continue to reach out to the public and state agencies for feedback on the environmental impact report (EIR) related to the 2025 Regional Plan. Technical studies and analysis for the EIR are underway. In late 2025, the Board of Directors will be asked to consider adoption of the final 2025 Regional Plan and the final EIR.

By planning improvements and increased opportunities to access bus, rail, and ferry systems, SANDAG helps provide options for moving people and goods around the region while reducing environmental impacts.

The current San Ysidro Transit Center serves one of the busiest international border crossings in the world. To meet the growing demand for accessible transportation in this area, we're reimagining the transit center as the future **San Ysidro Mobility Hub**. The planned upgrades aim to enhance safety, comfort, and efficiency. In FY 2025, we completed planning and outreach activities to identify potential near-term improvements to enhance operations, capacity, and transit-supportive development in the area. In FY 2026, we will continue conceptual design and engineering activities and begin the environmental clearance process for the near-term improvements. We will also continue planning for the long-term reimagining of the transit center.

In spring 2022, after more than a decade of advocacy by community organizations, we launched a program to provide safe, healthy, and accessible transit opportunities to young people in the region. The **Youth Opportunity Pass (YOP)** pilot program offers free transit rides for young people ages 18 and under and has provided more than 32 million rides since its launch. October 2024 set the record for the highest YOP monthly ridership with 1.26 million rides.

We have been exploring the possibility of a **Purple Line** transit route from San Ysidro through National City, City Heights, and Kearny Mesa to University Town Center (UTC) or Sorrento Mesa. In FY 2025, we completed a conceptual planning study to analyze the feasibility of implementing the project as heavy rail and collected public feedback regarding destinations to prioritize within the study area. In FY 2026, we are working to identify a near-term Rapid bus route (Rapid 688) connecting these same communities, including transit priority features and station locations. We will continue to gather input from people who make trips between these areas to ensure this route helps them access vital destinations.





Grant Programs

[SANDAG.org/grants](https://sandag.org/grants)

SANDAG provides a variety of competitive grant programs to local jurisdictions, nonprofit organizations, community groups, and transportation partners. Through SANDAG grant programs, we allocate millions of dollars each year in local, state, and federal funds to create safer streets, promote travel choices, increase connectivity, and expand ways for older adults and individuals with disabilities to get around the region. Grant programs cycle through three major stages: program updates tied to Regional Plan efforts or other areas, a competitive call for projects, and implementation.

In FY 2025, grantees completed four **Smart Growth Incentive Program (SGIP)** projects: protected bike lanes in National City, wayfinding signage in Downtown San Diego, transit center community connection improvements in El Cajon, and pedestrian improvements to Main Street in the City of Lemon Grove. We also developed and released the Cycle 6 call for projects, which will result in the awarding of \$45 million to local jurisdictions in FY 2026. To date, SANDAG has awarded approximately \$60 million in SGIP funding to 72 projects and over \$29 million in **Active Transportation Grant Program (ATGP)** funding to 88 projects throughout the San Diego region. In FY 2026, we will work on completing the Cycle 6 SGIP call for projects and begin developing the Cycle 5 ATGP call for projects.

Since 2006, SANDAG has administered 13 competitive cycles of the **Specialized Transportation Grant Program (STGP)**. In FY 2025, SANDAG oversaw Cycle 12 STGP grants and vehicle grants from previous cycles. SANDAG also awarded approximately \$9.5 million in STGP funding to local agencies to provide specialized transportation services across the region. Also in FY 2025, an **Access for All** provider was selected from the Cycle 2 call for projects. Our emphasis in FY 2026 will be on securing resources, monitoring and supporting grantees, and preparing for future grant cycles.

Since finalizing the Flexible Fleets Implementation Strategic Plan in FY 2023, we have been carrying out phased action items and developing long term plans. As part of Phase 2 of the action plan, we developed the new **Flexible Fleets** Pilot Grant Program in FY 2025. This program will provide \$4.5 million in Board-approved funding for public agencies, tribes, transit operators, and military institutions to develop and pilot Flexible Fleet services. Phase 1 work continues, as well, with the Flexible Fleets

Task Force monitoring and supporting existing and new Flexible Fleets programs. In FY 2025, the Board approved the final piece of funding to support operations of a new pilot program in Southeastern San Diego that launched in early FY 2026.



SANDAG
TransNet Program

Capital Program



Bikeways

[SANDAG.org/bikeprojects](https://sandag.org/bikeprojects)

One of our priorities in planning our region's transportation system is providing an extensive network of bikeways and walkways to ensure biking, walking, and rolling are comfortable and convenient forms of everyday travel. FY 2025 was our most active year ever as we advanced construction on six bikeway projects simultaneously. We completed and opened the award-winning **Pershing Drive Bikeway**, awarded several construction contracts, and started construction on **Phase 3 of the Inland Rail Trail**, **Imperial Avenue Bikeway**, and **Eastern Hillcrest Bikeways**. We are approaching completion of the early action projects identified in the TransNet Regional Bikeway program—a huge step toward a connected network and fulfillment of our commitment to the residents of this region. In FY 2026, we expect to break ground on the University Bikeway and Washington Street and Mission Valley Bikeways, as well as complete and open the Border to Bayshore Bikeway and Bayshore Bikeway Barrio Logan segment.

Corridors

[SANDAG.org/highwayprojects](https://sandag.org/highwayprojects)

We plan and construct improvements to the region's highways and freeways and plan new transit routes to help improve traffic flow, save commuters time, enhance safety, and reduce greenhouse gas emissions. Caltrans, MTS, and NCTD are major partners in this work, and TransNet is a key funding source.

In FY 2025, we started work on the environmental phase for operational improvements along **SR 52**. Options being studied include various managed lanes (including a truck climbing lane) and relocation and improvement of existing bike lanes. Improvements will also support the proposed Rapid 880 bus route from El Cajon Transit Center to Santee, Kearny Mesa, UTC, and UC San Diego.

Along **SR 67**, Caltrans is leading the effort to enhance evacuation capacity. In FY 2025, we worked with them on a draft environmental document for this project. We also started initial planning efforts for a new bus route (Rapid 277) from Ramona, through Poway, and ending at the Sabre Springs Transit Center in the City of San Diego.

Also with our partners at Caltrans, improvements along the **SR 78** corridor are taking shape. In FY 2025, we advanced environmental work and traffic studies for direct connectors between I-15 and SR 78 plus new managed lanes on SR 78. We released the draft environmental document for the I-15/SR 78 Managed Lanes Connector and Woodland Interchange project. Additionally, we began initial planning for the proposed Rapid 483 route from Temecula to Escondido and San Marcos.

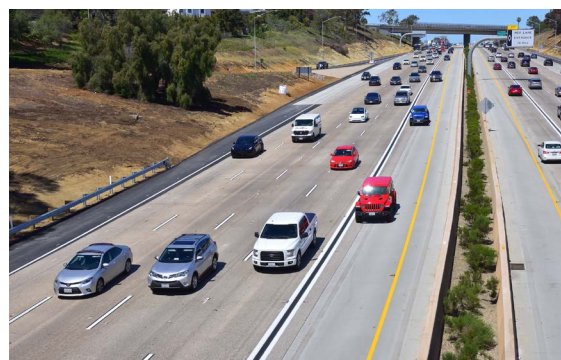
Environmental work will continue on all of these projects in FY 2026.



Design is 90% complete for auxiliary lanes on **SR 94/SR 125**, and we separated the SR 94/SR 125 direct connector into its own project for improved project management. In FY 2026, we expect to begin construction on the auxiliary lanes and continue environmental and design work on a revised connector alternative.

In the **I-5** corridor, we've completed work on sound and retaining walls, ramps, and other bike and pedestrian improvements in Carlsbad and Encinitas. We also began initial planning for Rapid 640 connecting the San Ysidro Transit Center to Downtown San Diego with limited stops in Chula Vista, National City, and Barrio Logan.

In FY 2026, we have started to work on converting some **I-805** HOV lanes to express lanes, allowing solo-driving FasTrak customers to use them. Additionally, we have started planning Rapid 688, which will connect the San Ysidro Transit Center to vital destinations in Chula Vista, Southeastern San Diego, City Heights, Kearny Mesa, and University Towne Center or Sorrento Mesa.



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Rail

[SANDAG.org/lossan](https://sandag.org/lossan)

SANDAG rail projects include improvements to both heavy and light rail infrastructure. Many of our capital rail projects aim to enhance the heavy rail of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor—the only rail connection between San Diego and the rest of the state and nation. Many LOSSAN projects are partially funded by TransNet. We also plan and build light rail systems operated by MTS and NCTD. All of our rail projects aim to improve the movement of people and goods through the region.

In response to landslides, erosion, and seismic activity which have caused collapses along the coastal bluffs in Del Mar and temporary shutdowns of the rail line, we are looking at long-term solutions for making the corridor safe and resilient. In FY 2025, we finalized and published the value analysis study for the **LOSSAN Rail Realignment** project and collected feedback from the public and the Board. With that feedback, we released an updated Notice of Preparation of a Draft Environmental Impact Report and facilitated a public scoping period. Community input from that period





is helping us prepare for the environmental review process required under the California Environmental Quality Act (CEQA). In FY 2026, we are beginning technical environmental studies to support the project.

While we consider the option of realigning the tracks, we continue repair work to stabilize the existing tracks and bluffs. The **Del Mar Bluffs Stabilization** project is improving safety and service reliability and minimizing the chances of track damage due to bluff retreat and seismic events. Thanks to a strong partnership between SANDAG, NCTD, and the City of Del Mar, we made significant progress toward stabilizing the tracks and bluffs by installing drainage improvements, steel supporting beams, and retaining walls in FY 2025. We also received an \$11.6 million TIRCP grant from the state. The project has reached the halfway point, with estimated completion scheduled for 2027.

As a condition of the California Coastal Commission's permission to complete the bluffs stabilization project, we are also working on the **Del Mar Access Improvements** project. This project will make it safer for people to access the beach from Del Mar. In FY 2025, we started the preliminary engineering and environmental clearance phase and reached the 30% design milestone. Work on the draft environmental document and public outreach will continue into FY 2026.

SANDAG and Caltrans are working on a suite of projects to increase the frequency and reliability of train service along the LOSSAN Corridor. In FY 2025, we started construction on the **Batiquitos Lagoon Double Track** project in Carlsbad, which includes a second set of tracks across the lagoon and the replacement of an 80-year-old wooden trestle bridge to improve lagoon tidal flow. The project will include 2.1 miles of double tracking, replacement of the San Dieguito Railway River Bridge above the 100-year floodplain, a special events transit platform at the Del Mar Fairgrounds, and other improvements. In FY 2025, we worked toward final design and permitting for this and several other projects. We expect construction to begin on San Dieguito in FY 2026.

In partnership with the City of Chula Vista and MTS, SANDAG is helping to prevent conflicts between trains, vehicles, and pedestrians through the **Palomar Street Rail Grade Separation** project. In FY 2025, we achieved 70% of the environmental clearance process to construct a new two-lane bridge for vehicle traffic on Industrial Boulevard and a double-tracked rail bridge over the lowered Palomar Street. In addition to the grade separation, we will also maintain and improve associated bike lanes and sidewalks. In FY 2026, we expect to complete the environmental document and make significant progress on design.

Regional Connections

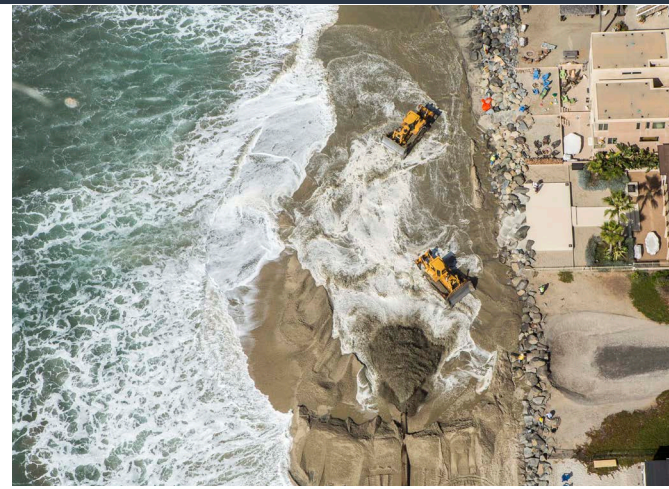
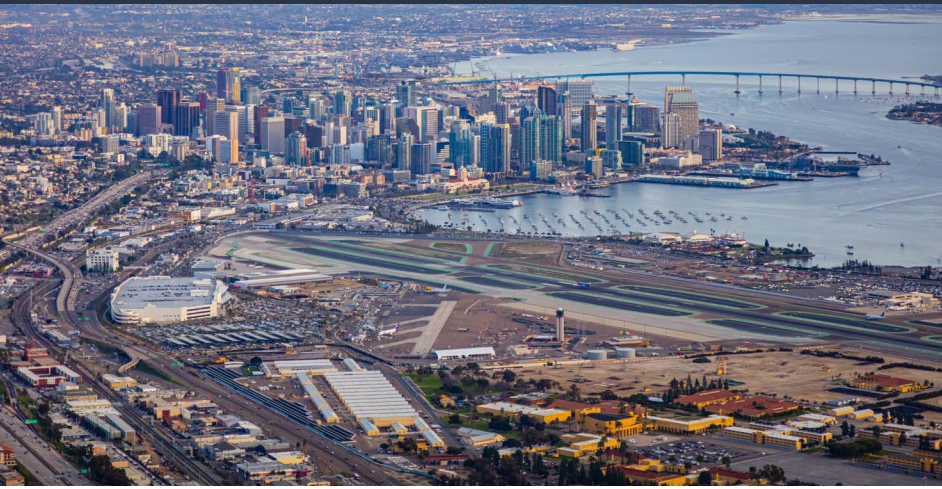
[SANDAG.org/connections](https://sandag.org/connections)

One of our responsibilities at SANDAG is to plan safe, clean, and economically friendly ways for people and goods to move throughout the region.

The **SR 11/Otay Mesa East Port of Entry** will create an innovative new land port of entry that will shorten border wait times, strengthen border security, improve mobility and air quality in the border region, fuel economic growth, and bolster binational trade. The project includes a new commercial vehicle enforcement facility, infrastructure to accommodate 100% non-intrusive inspections, and a four-lane highway (SR 11) that will connect directly to the new port of entry. The project will use dynamic tolling to enable fast, secure, and predictable crossings with a goal of delivering an average 20- to 30-minute wait time at the new facility. In FY 2025, we made significant strides toward breaking ground on this project. We finalized the Federal Project Agreement with Customs and Border Protection and General Services Administration and reached the 60% design threshold. In FY 2026, we began construction, enabling the opening of the highway and Siempre Viva Bridge to local traffic, hired a



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construction manager/general contractor for the port of entry facility, and started negotiating construction work packages.

Residents and visitors in the San Diego region want a direct and convenient transit link to the San Diego International Airport. The **Airport Transit Connection (ATC)** project aims to provide a faster, more reliable travel experience that integrates with existing and future travel options. In FY 2025, we completed a large-scale travel survey of nearly 5,000 airport passengers and employees to update our data assumptions about how people access the airport. We also convened and consulted project partner agencies and community groups to review ATC concepts developed to date and identify which options could work best. While planning for possible longer-term improvements, we are working on meeting immediate needs given recent upgrades to Terminal 1. In FY 2026, we will continue to work toward building consensus on the best long-term solution, identifying opportunities to enhance near term bus service on MTS Route 992 and the San Diego Flyer, and releasing a notice of preparation for environmental review pending Board approval.

Environmental Mitigation

[SANDAG.org/environment](https://sandag.org/environment)

At SANDAG, our job is not only to plan and build major infrastructure projects, but also to make our communities better places to live. To this end, we are committed to protecting our environment in every corner of the region. Our work includes preserving native habitats, protecting endangered species, reducing greenhouse gas emissions, addressing climate change, protecting wetlands and coastal lagoons, and restoring sand to our beaches.

In FY 2025, we partnered with the San Diego Natural History Museum to complete the **San Diego Collaboration for Conservation Report** which identifies gaps in regional biodiversity conservation. We also kicked off the **California-Baja California Border Resiliency Plan**, funded by a \$3 million Caltrans Sustainable Transportation Planning Grant, to address environmental challenges in the border region.

One of our most important efforts is preserving thousands of acres of open space across the region that will benefit our communities for generations to come. Our TransNet Environmental Mitigation Program is a model for proactively protecting and conserving the environment while responsibly delivering critical transportation infrastructure. Since 2006, SANDAG has held 10 competitive cycles of the **Environmental Mitigation**

Program Land Management Grant Program (EMP LMG)

which provides funding to local government and nonprofit organizations for regional habitat management and monitoring efforts. In FY 2025, grantees completed nine EMP LMG projects including the City of San Diego's West Otay Mesa Stinknet Removal and Otay Mesa Vernal Pool Restoration projects, as well as the Otay Water District's San Miguel Habitat Management Area Perimeter Fencing Restoration project.

In FY 2026, we expect to continue the Border Resiliency Plan work, complete the Regional Habitat Conservation Assessment, and finish Phase I of the Regional Beach Sand Project III.

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Regional Operations and Services

SANDAG also manages ongoing operational programs and customer services that deliver enhanced mobility and public safety services. We provide 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. SANDAG creates, maintains, and accesses a tremendous amount of data to better understand the needs of the region.

SANDAG's data is used to evaluate trends that influence regional planning, model the impacts of transportation improvements, map demographics and land use, and much more.

Criminal Justice and Data Services

SANDAG.org/data

One of the many functions of this data is to help local communities and policymakers understand and manage criminal justice issues. Through the **Regional Criminal Justice Clearinghouse**, we collect and share accurate, timely, and actionable data on crime trends and public safety. For 45 years, we've compiled and reported regional crime statistics, making us the sole local source for comprehensive regional data not available at the national level. In FY 2025, we transitioned to using the California Incident-Based Reporting System (CIBRS) and the National Incident-Based Reporting System (NIBRS) methodologies in our annual crime bulletin, enhancing the quality and granularity of the data.

For two decades, our **Substance Use Monitoring** (SUM; formerly Substance Abuse Monitoring) program has collected data on substance use among juveniles and adults booked into local jails. This program is the only one of its kind in the nation consistently gathering and disseminating these data. In FY 2025, we integrated SUM data into SANDAG's Open Data Portal, enhancing public access to comprehensive information on substance use patterns in the region.

SANDAG also oversees the **Automated Regional Justice Information System (ARJIS)**, an information sharing network used by more than 60 local, state, and federal agencies to provide public safety personnel with access to critical criminal justice data in the field. In FY 2025, ARJIS enhanced regional information sharing, making it easier to share information with the FBI's National Data Exchange (N-DEX) system. We also coordinated implementation of Live911 at the National City and El Cajon

police departments, providing real-time 911 audio to field and station officers. Usage of our incident information sharing systems increased by 18.4%, continuing a consistent growth trend since 2013. We also improved operational efficiency, system security, real-time network monitoring, and threat detection. In FY 2026, ARJIS expects to launch a new bulletin-sharing platform which will streamline the distribution of law enforcement bulletins, connect crime trends across the nation, and strengthen inter-agency collaboration.

SANDAG's **Open Data Portal** hosts a wide spectrum of data in a single, accessible, and useful location. Raw figures and visualizations help connect local communities through shared information and inform decisions that benefit the San Diego region. In FY 2025, we expanded and enhanced the platform to support key initiatives in the Regional Plan. We built new dashboards for crime data and criminal justice research, and redesigned the Census, Estimates, and Forecasts dashboards. We also expanded the Flexible Fleets dashboard with additional service. Updates to the Housing Policy and Planning Tool and the YOP dashboard made information on those topics more accessible. Finally, we published the 2024 State of the Commute and the Employment Centers 2.0 report to support 2025 Regional Plan development. In FY 2026, we will support the production and use of new forecast and modeling tools for the 2025 Regional Plan and other priority projects. We will also continue to collect and analyze data and improve the Activity-Based Model and Regional Forecast systems.



Transportation Services

SANDAG.org/sts | SANDAG.org/motoristaids

The Sustainable Transportation Services program provides services—supported in part by TransNet—that make it easier to walk, bike, carpool, vanpool, and ride transit throughout the San Diego region. In FY 2025, these programs helped thousands of residents and commuters find safe and reliable alternatives to driving alone.

- 905 registered transit and bike commuters were assured a Guaranteed Ride Home in case of emergency.
- 94 bike education activities helped 9,458 people learn to ride safely.
- 424 active users of our bike parking program logged a total of 13,727 rentals.
- 714 Try Transit passes were distributed, more than tripling last year's impact (191 in FY 2024).
- 342 SANDAG Vanpool Program vans carried 2,280 passengers.
- 136 employers in the Employer Commuter Program qualified for the Diamond Awards, our annual recognition event for employers promoting sustainable commuting.

In partnership with Caltrans and the California Highway Patrol, we are committed to improving safety for stranded motorists and reducing traffic congestion in the San Diego region through free roadside assistance on major freeways and highways. The SANDAG Motorist Aid program includes the Freeway Service Patrol and Call Box programs. When motorists call 511 and say, "Roadside Assistance," or pick up the phone from a yellow call box found along rural state

highways, they are connected to the Motorist Aid call center. In FY 2025, we received and responded to more than 67,000 calls from motorists in need of help.



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Toll Operations

SANDAG.org/tolloperations

SANDAG operates tolling on the I-15 Express Lanes and SR 125 Toll Road in the San Diego region using FasTrak®—the statewide toll collection system that allows customers to pay tolls electronically. In FY 2025, traffic on both roads has returned to pre-pandemic levels, marking a transition from the upsurge observed in FY 2023 and FY 2024 to a steadier trajectory, as traffic levels continue to stabilize. We are also transitioning to a new regional tolling back-office system that will provide operational and customer service improvements and support improved communication with the public. In FY 2025, we transitioned from planning to implementation, and we began analyzing data migration needs, costs, and delivery options to determine the best way to bring this project to fruition. In FY 2026, we plan to provide a full update to the Board and public.

Conclusion

Partnership Makes It Possible

SANDAG is one of the nation's most recognized regional planning agencies. The work we do is made possible by the leadership from our Board of Directors, expertise of our staff, and critical input from the public. We also rely on our partnerships with local, state, federal, international, and tribal governments, as well as regional transit agencies, the military, and community organizations.

The SANDAG Board of Directors is made up of elected officials from the region's 18 city councils and the County Board of Supervisors. As the governing body of the agency, the Board carries out various responsibilities mandated by the agency's designations and sets agency direction, revises policies, and discusses priorities for budget resources. Learn more at [SANDAG.org/board](https://sandag.org/board).

We have approximately 400 employees with expertise in a broad range of professional, technical, and business support functions. The CEO of SANDAG reports directly to the Board. Learn more at [SANDAG.org/ourteam](https://sandag.org/ourteam).

The success of SANDAG's regional projects and programs depends on fostering a close relationship with communities throughout our region. We partner with community-based organizations and community collaborators to help us engage with a variety of populations around the region so we can listen to people's concerns and understand the issues that impact them. As the forum for regional decision-making, we are committed to making sure all voices are heard.





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Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí
免費語言協助 | 免费语言协助 | مساعدة ترجمة مجانية | 무료 언어 지원 | کمک زبان رایگان | 無料の言語支援 | Бесплатная языковая помощь
Assistència lingüística gratuïta | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ជំនួយភាសាឥតគិតថ្លៃ
ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາພຣີ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога

[SANDAG.org/languageassistance](https://www.sandag.org/languageassistance) | 619.699.1900