



Interagency Technical Working Group on Tribal Transportation Issues

Wednesday, March 5, 2025

10:00 am – 12:00 pm

Virtual

Agenda

1. Welcome and Introductions

Jamul Indian Village of California Chairwoman Erica M. Pinto, Tribal TWG Co-Chair

2. Member Comments/Communications

Jamul Indian Village of California Chairwoman Erica M. Pinto, Tribal TWG Co-Chair

Opportunity for members to provide information and announcements.

3. Approval of Meeting Minutes (Approve)

Jamul Indian Village of California Chairwoman Erica M. Pinto, Tribal TWG Co-Chair

Working group members are asked to review and approve the minutes of the September 25th 2024, meeting.

4. Co-Chairs' Report

Jamul Indian Village of California Chairwoman Erica M. Pinto

SANDAG Senior Director of Regional Planning Antoinette Meier

Co-Chairs will share updates relevant to the mission of the working group.

Reports

+5. Capital Projects Update

Associate Engineer Andrew Camacho, SANDAG

Staff will provide an update on the two capital priority projects, improvements to State Route 76 from Horse Ranch Creek Road to Pala Mission Road and interchange improvements at Interstate 8 and West Willows Road.

2025 Regional Plan Update

+6. *Senior Regional Planner Cecily Taylor and Senior Regional Planner Mimi Morisaki, SANDAG*

SANDAG staff will provide an overview of the proposed draft for the 2025 Regional Plan, highlighting rural projects and outlining the next steps in the plan's development process.

+7. Safety Planning Updates

Director of Public Works Nathan Howard and Project Manager Mark Webb, La Jolla Band of Luiseño Indians

Senior Regional Planner Sam Sanford and Associate Regional Planner Jacqueline Sisk, SANDAG

Staff will provide updates on regional safety planning efforts including the completion of the regional Vision Zero Action Plan and the La Jolla Band of Luiseno Indian Comprehensive Safety Action Plan.

Regional Climate Action Planning

- +8.** *Associate Regional Planner Natasha Dulik and Associate Regional Planner Samaya Elder, SANDAG*

Staff will present an update on development of a long-term vision for climate action in the region and seek feedback on draft greenhouse gas reduction measures.

+9. Tribal Summit Update

Senior Regional Planner Paula Zamudio, SANDAG

Consultant Dr. Theresa Gregor, Southern California Tribal Chairmen's Association

SCTCA and SANDAG will share an update on the next steps for suggestions from the Tribal Summit.

+10. City of San Diego Inclusive Public Engagement Guide

Public Engagement Program Manager Anisha Gianchandani, City of San Diego

City of San Diego staff will share their Inclusive Public Engagement Guide efforts and lead a discussion on how tribal leaders would like to engage with the city outside the required consultation processes.

11. 2025 Agenda Setting

Senior Director of Regional Planning Director Antoinette Meier, SANDAG

Jamul Indian Village of California Chairwoman Erica M. Pinto, Tribal TWG Co-Chair

Co-chairs to lead a discussion on topics Tribal Transportation Working Group members would like to hear about and discuss in 2025.

12. Adjournment

Jamul Indian Village of California Chairwoman Erica M. Pinto, Tribal TWG Co-Chair

March 5, 2024

September 25, 2024 Meeting Minutes

Chairwoman Erica M. Pinto (Jamul Indian Village of California) called the meeting of the Interagency Technical Working Group on Tribal Transportation Issues to order at 10:12 a.m.

1. Welcome and Introductions

Chairwoman Erica M. Pinto provided a welcome and introduction for the Tribal TWG meeting and asked attendees to introduce themselves.

2. Member Comments/Communications

Tribal TWG members were given the opportunity to provide information, updates, and announcements.

Consent

3. Approval of Meeting Minutes

Meeting minutes for the February 28th, 2024 meeting were approved.

Reports

4. Co-Chairs' Report

Chairwoman Erica M. Pinto and SANDAG Senior Planner Paula Zamudio (in place of Antoinette Meier) shared updates relevant to the mission of the working group.

Action: Information only.

5. Oral History Insights and Reflections on Tribal Transportation and Mobility in San Diego

Dr. Theresa Gregor presented her research, based on oral history interviews with tribal leaders, documenting gaps, lessons learned, and best practices to improve engagement between San Diego tribes and regional partners, while addressing tribal transportation needs.

Action: Information only.

6. Electric Vehicle Incentive Program

SANDAG staff provided an overview of the development of a regional incentive program for zero-emission vehicles and sought input on implementation considerations.

Action: Information only.

7. Regional Climate Action Plan

SANDAG staff presented an update on the regional Priority Climate Action Plan, planned approach to develop the Comprehensive Climate Action Plan, and opportunities for collaboration.

Action: Information only.

8. Workforce Development

SANDAG staff presented the Workforce Opportunities for Rising Careers Initiative, promoting workforce equity and access to SANDAG construction jobs.

Action: Information only.

9. Coastal Resilience Master Plan

City of San Diego staff presented the Coastal Resilience Master Plan, which identifies nature-based solutions to improve resilience to sea level rise while benefiting wildlife, habitat, and coastal resources.

Action: Information only.

10. 2024 Tribal Summit Recap and Discussion

SANDAG staff presented a summary of the 2024 San Diego Regional Tribal Summit, including the recommendations shared during the event, and requested feedback from members.

Action: Information and discussion.

11. Upcoming Meetings

The next Borders Committee meeting is Friday, September 27, 2024, at 1 p.m.

12. Adjournment

Chairwoman Erica M. Pinto adjourned the meeting at 12:11 p.m.

Confirmed Attendance for September 25, 2024 Interagency Technical Working Group on Tribal Transportation Issues Meeting

Tribe / Agency	First	Last	In Attendance
Barona Band of Mission Indians	Raymond	Welch Jr.	X
Barona Band of Mission Indians	Sheilla	Alvarez	X
Campo Kumeyaay Nation	Marcus	Cuero	
Ewiiapaayp Band of the Kumeyaay Nation	William	Micklin	
Iipay Nation of Santa Ysabel	Kevin	Osuna	
Inaja-Cosmit Reservation	Leia	Arviso	
Jamul Indian Village of California	Erica	Pinto	X
La Jolla Band of Luiseño Indians	Wendy	Schlater	
La Jolla Band of Luiseño Indians	Carla	Rodriguez	
La Posta Band of Mission Indians	James	Hill	
Los Coyotes Band of Cahuilla/Cupeño Indians	Ray	Chapparosa	
Manzanita Band of the Kumeyaay Nation	Angela	Elliott Santos	
Manzanita Band of the Kumeyaay Nation	Paola	Martinez Montes	X
Mesa Grande Band of Mission Indians	Theresa	Hernandez	
Pala Band of Mission Indians	Robert	Smith	
Pauma Band of Luiseño Indians	Temet	Aguilar	
Rincon Band of Luiseño Indians	John	Constantino	
Rincon Band of Luiseño Indians	Joseph	Linton	
Sycuan Band of the Kumeyaay Nation	Cody	Martinez	
Viejas Band of Kumeyaay Nation	John	Christman	
Viejas Band of Kumeyaay Nation	Ray	Teran	
SCTCA	Mike	Connolly	X
SCTCA	Denis	Turner	
SCTCA	Theresa	Gregor	X
BIA	Leonard	Gilmore	
BIA	Chu	Wei	X
Caltrans, District 11	Rafael	Reyes	
Caltrans, District 11	Roy	Abboud	X

City of San Diego	Kelley	Stanco	X
City of San Diego	Julia	Chase	X
Cordoba Corporation	Richard	Chavez	X
County of San Diego	Roberta	Leash	X
County of San Diego	Tommy	Thompson	X
County of San Diego	Richard	Chin	
Metropolitan Transit System (MTS)	Larry	Renteria Luna	X
North County Transit District (NCTD)	Ioni	Tcholakova	X
SANDAG	Paula	Zamudio	X
SANDAG	Jorge	Estrada-Tello	X
SANDAG	Susan	Freedman	X
SANDAG	Samaya	Elder	X
SANDAG	Elaine	Richardson	X

Item 5

Capital Projects Update

Action

SANDAG

7

Capital Project Update



Improvements to State Route 76 from
Horse Ranch Creek Road to Pala Mission Road



Interchange improvements at Interstate 8 and
West Willows Road

SANDAG

8

March 5, 2025

2025 Regional Plan Update

Overview

SANDAG is currently in the process of developing the 2025 Regional Plan, a long-range blueprint that shows how the San Diego region will grow and how the transportation system will develop through 2050. As the Metropolitan Planning Organization for the San Diego region, a fundamental responsibility of SANDAG is to develop a Regional Plan that meets state and federal requirements. The Regional Plan must be updated and approved by state and federal regulatory agencies every four years and is the basis for both federal and state funding.

Through a series of meetings over the last two years, staff worked closely with the SANDAG Board of Directors, member agencies, and regional stakeholders to develop an initial concept for transportation, a Sustainable Communities Strategy (SCS) land use pattern, and supporting programs and policies. The initial concept was shared with SANDAG Board of Director's last year for feedback in September. Since then, staff have completed the required modeling and analysis, consulted with regulatory agencies, updated the transportation network based on feedback received and modeling results, initiated the required Environmental Impact Report (EIR), and updated the cost and revenue assumptions. Staff will provide an update on these efforts and share the next steps in the development of the draft 2025 Regional Plan.

Key Considerations

The Activity Based Model 3 (ABM 3) is the current regional transportation model based on post pandemic travel data. It is the primary tool used to evaluate how the proposed projects, programs, policies, and land use in the Regional Plan will meet federal and state requirements and achieve regional goals. Over the last several months, staff have completed the required model runs and confirmed that the Proposed Draft Transportation Network for the 2025 Regional Plan (attachment 1) will achieve state requirements for reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions as well as Federal Air Quality Conformity requirements.

The ABM3 is also used to conduct the social equity analysis and model performance measures to determine how the proposed investments achieve the goals of the plan which are convenient, equitable, healthy, and safe. Performance Measures cover a wide range of metrics related to transportation, the environment, public health, and quality of life. The complete list of performance measures and social equity analysis will be released with the Draft 2025 Regional Plan this spring.

Federal law requires that the Regional Plan include a financial strategy that is "fiscally constrained" which means the amount, timing, and eligible uses between the funding sources align with the projects and programs included in the Regional Plan. The Financial Plan is not a funding commitment. It is a scenario that reflects reasonably expected revenues from existing and anticipated federal, state, and local fund sources. The Regional Plan's financial strategy must cover both the proposed projects and programs, as

Action: Discussion

Staff will present an update on the Draft 2025 Regional Plan Transportation Network.

Fiscal Impact:

Development of the 2025 Regional Plan is funded through Overall Work Program Element Nos. 3103000 and 3100407.

Schedule/Scope Impact:

The 2025 Regional Plan is expected to be brought to the Board of Director's for consideration in late 2025.

well as operations and maintenance costs for existing and planned investments. The estimated cost of implementation of the Draft 2025 Regional Plan is \$125 to \$133 billion over the life of the plan. Attachment 2 provides the summary of revenue sources assumed in the Regional Plan's financial strategy.

Next Steps

Information on the Draft Regional Plan network, performance measures, costs and revenues also will be shared with the Board of Director's in early spring. The Draft 2025 Regional Plan will be released for public comment in spring 2025 and its EIR in summer 2025. With the release of the Draft 2025 Regional Plan, SANDAG will conduct public outreach in partnership with Community Based Organizations and partner agencies to share information on the Draft 2025 Regional Plan. Over the fall, staff will respond to public comments and make final refinements to the 2025 Regional Plan, which will be brought to the board for consideration by the end of 2025.

Antoinette Meier, Senior Director of Regional Planning

Attachments: 1. Draft Proposed 2025 Regional Plan Network Maps (Updated Jan 2025)
 2. Summary of Proposed Revenue for Draft 2025 Regional Plan (Revised Jan 2025)

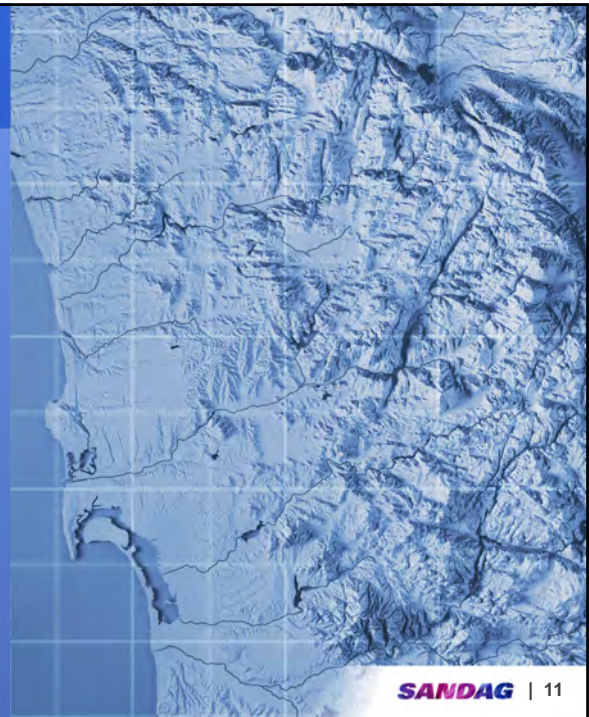


DRAFT 2025 Regional Plan Update

Interagency Technical Working Group on Tribal Transportation Issues | Item 6
Cecily Taylor & Mimi Morisaki, SANDAG
March 5, 2025

What is a Regional Plan?

- Blueprint for how the region will grow and transportation system will develop over the next 20+ years
- Developed **every 4 years**
- Has to meet federal and state **requirements**
- Uses the **latest data** and planning **assumptions**
- Includes **projects, policies, programs** and a **financial plan**



Major Requirements



Equity



Air Quality



SB 375: Greenhouse
Gas Emissions/
Vehicle Miles Traveled

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2025 Regional Plan Outreach



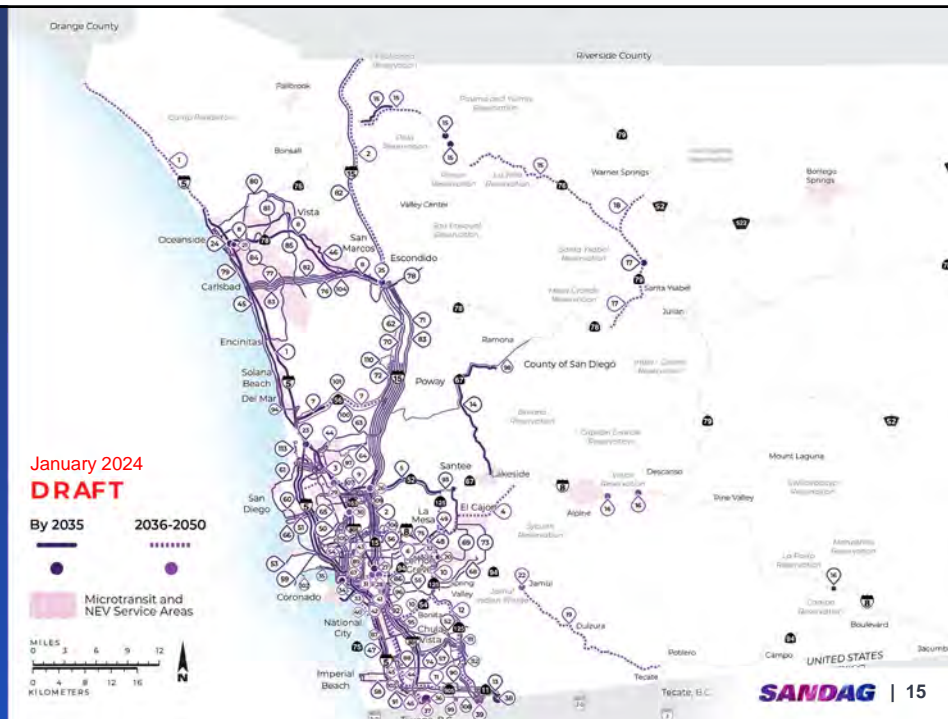
- 7 Board of Directors Workshops
- 8 Community Workshops
- 7 Joint Workshops with PACs/WGs
- 45 pop-up events by CBO partners in social equity-focus communities
- More than 2,000 comments online
- More than 8,000 unique visits to website
- Online engagement regionwide

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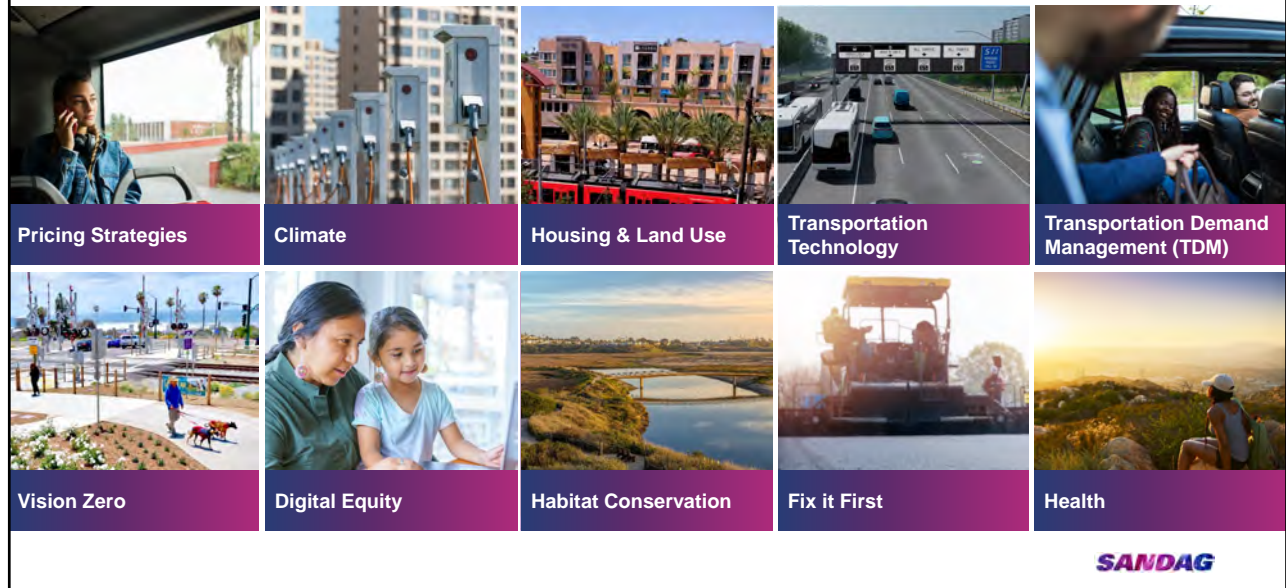
Tribal Consultation

Date/Meeting	Summary
March 8, 2023 Tribal Transportation Working Group	Gathered feedback on Regional Plan goals & network processes.
June 7, 2023 Tribal TWG	Reflected on 2021 Plan Tribal Consultation & updated for 2025.
June 15, 2023 Tribal Task Force	Prepared for August Regional Plan workshop.
August 30, 2023 Tribal TWG	Shared updates on ongoing Regional Plan efforts.
November 15, 2023 Tribal Symposium	Discussed tribal consultation for 2025 Plan with leaders.
January 18, 2024 Tribal Task Force	Prepared for upcoming Regional Plan discussions.
February 28, 2024 Tribal TWG	Received feedback on initial 2025 Plan concepts
April – May 2024 Meeting with Tribes	Discussed priorities & projects with the La Jolla Band, Barona Band, La Posta Band, Pala Band, Pauma, and Viejas Band. Received feedback from Rincon Band on consultation process.
April – May 2024 Meeting with Tribes	Discussed priorities & projects with the Manzanita Band, Ewiiapaayp Band, and Jamul Band.
June 14, 2024 Tribal Summit	Updated & discussed 2025 Plan with tribal leaders.
August 15, 2024 Tribal Task Force	Prepared for September Regional Plan discussion.
September 25, 2024 Tribal TWG	Updates on ITTS projects in 2025 Regional Plan with the working group.
March 5, 2025 Tribal TWG	Presenting the proposed 2025 Draft Network.

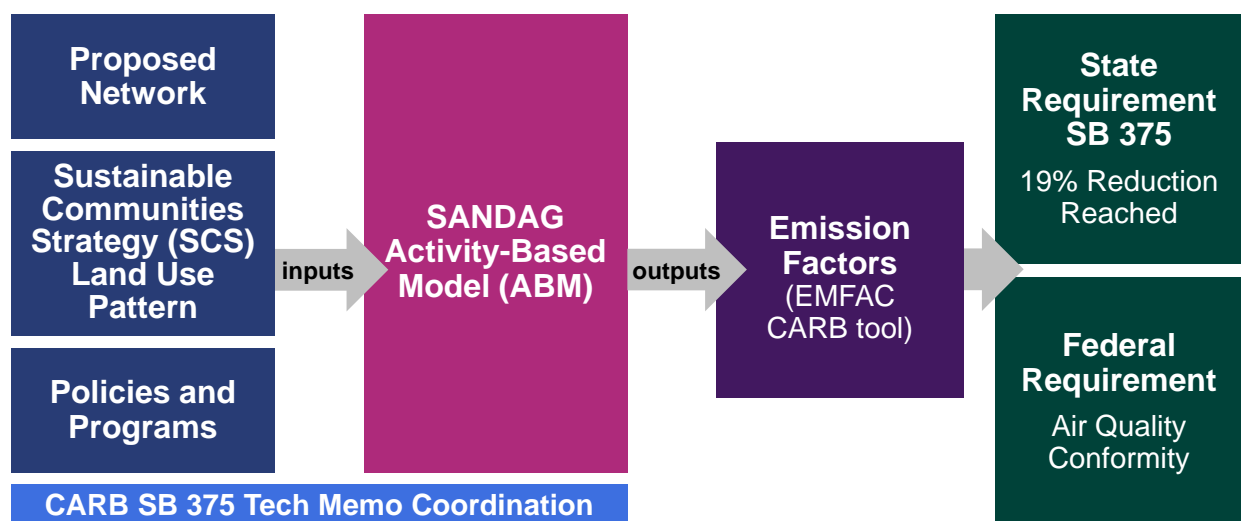
Initial Concept: Transportation Network



Proposed Policies and Programs

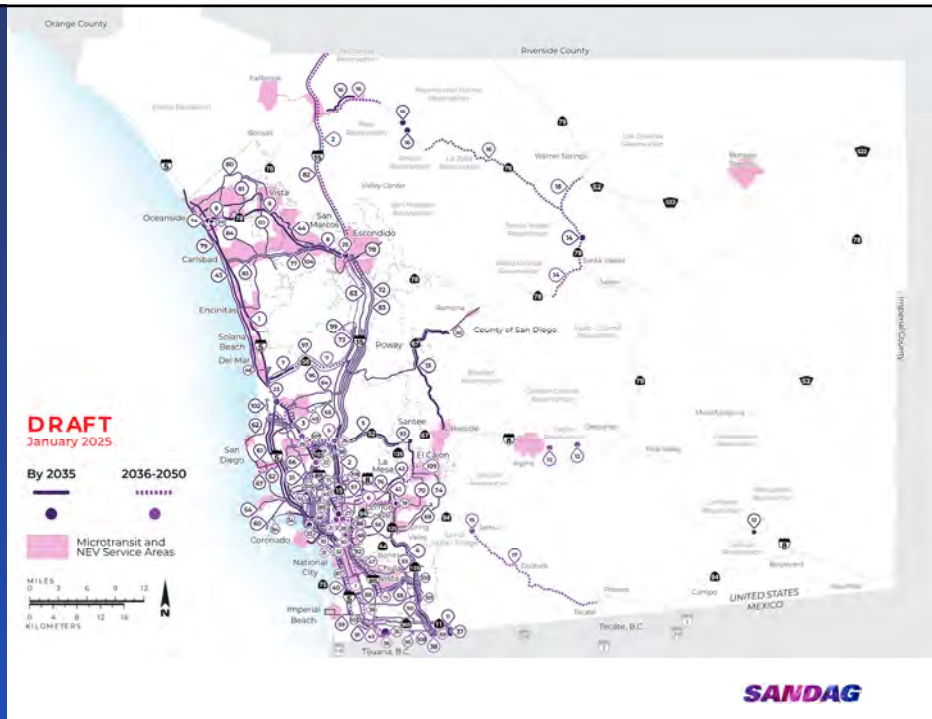


Calculating If Our Concept Will Meet the Requirements



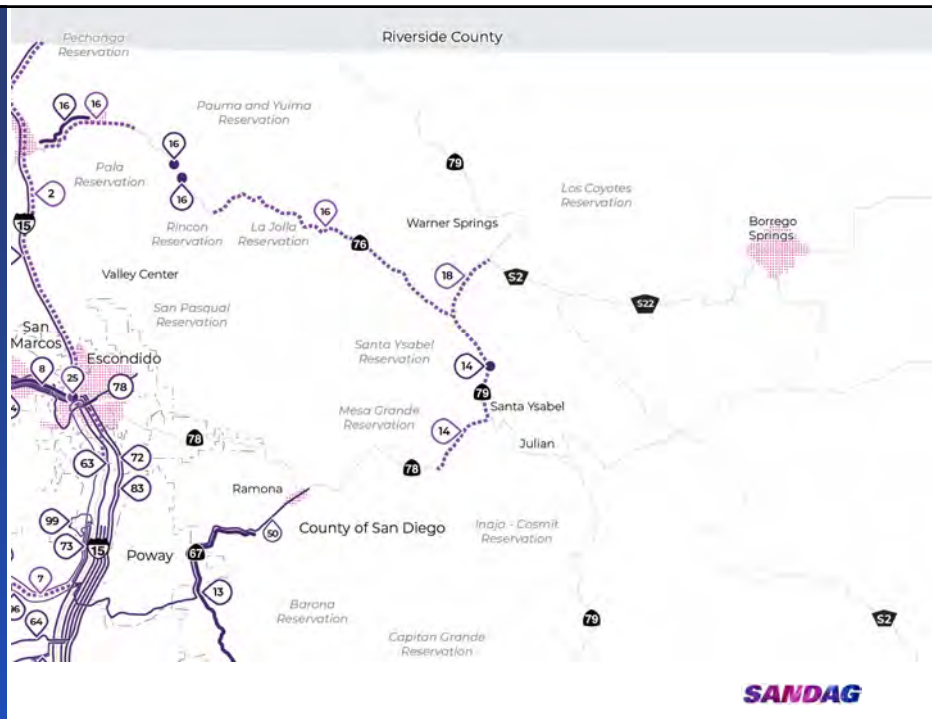
Proposed Draft 2025 Regional Plan Transportation Network

- Expanded Microtransit and NEV service areas
- Managed lane refinements
- Transit route and service refinements



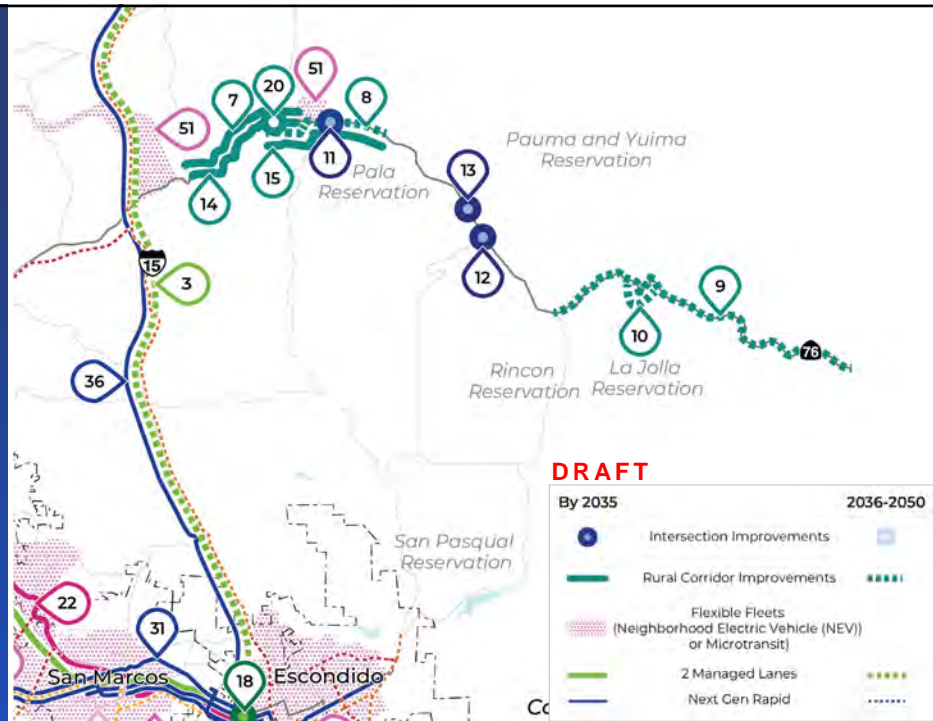
Initial Concept for the Draft 2025 Regional Plan

North County



Initial Concept for the Draft 2025 Regional Plan

North County



Initial Concept for the Draft 2025 Regional Plan

South County

DRAFT

By 2035 2036-2050

Microtransit and NEV Service Areas



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2025 Regional Plan Tribal Priorities

Network Connectivity – Rural Corridors

Freeway	Extent From	Extent To	Project Description	Phase Year
I-8	I-8	West Willows Rd	Interchange Improvements	2035
I-8	I-8	East Willows Rd	Interchange Improvements	2035
SR 94	SR 94	Melody Rd/Daisy Dr	Intersection Improvements	2035
SR 67	Mapleview	Dye Rd	Shoulder Widening/Straightening	2035
SR 76	SR 79	Valley Center Rd	Facility Improvements	2050
SR 76	Rice Canyon Rd	Pala Reservation	Straightening	2035
SR 76	Harolds Rd	Pauma Rancho	Straightening	2050
SR 76	SR 76	Pala Mission Rd	Intersection Improvements	2035
SR 76	SR 76	Cole Grade Rd	Intersection Improvements	2035
SR 76	Pala West Reservation Boundary	Pala East Reservation Boundary	Shoulder Widening for adding bike lanes	2050
SR 76	SR 76	Pauma Reservation Rd	Intersection Improvements	2035
SR 76	Pala Casino	Rice Canyon Rd	Facility Improvements	2035
SR 79	Deer Canyon Rd	San Felipe Rd	Shoulder Widening	2050
SR 79	SR 79	Schoolhouse Canyon Rd	Intersection Improvements	2035
SR 78	SR 79	Deer Canyon Dr	Intersection Improvements	2050
SR 94	Jamul Reservation	Tecate Rd	Shoulder Widening/Straightening	2050
I-8	Interchange improvements at Crestwood Rd/I-8 interchange		Interchange Improvements	2035
SR 76	SR 76 near I-15		Safety - Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes	2035
SR 76	Pala Western Boundary	Pala Eastern Boundary	Safety - Widen shoulders along SR-76 (4 miles) to enhance safety for emergency response vehicles	2035

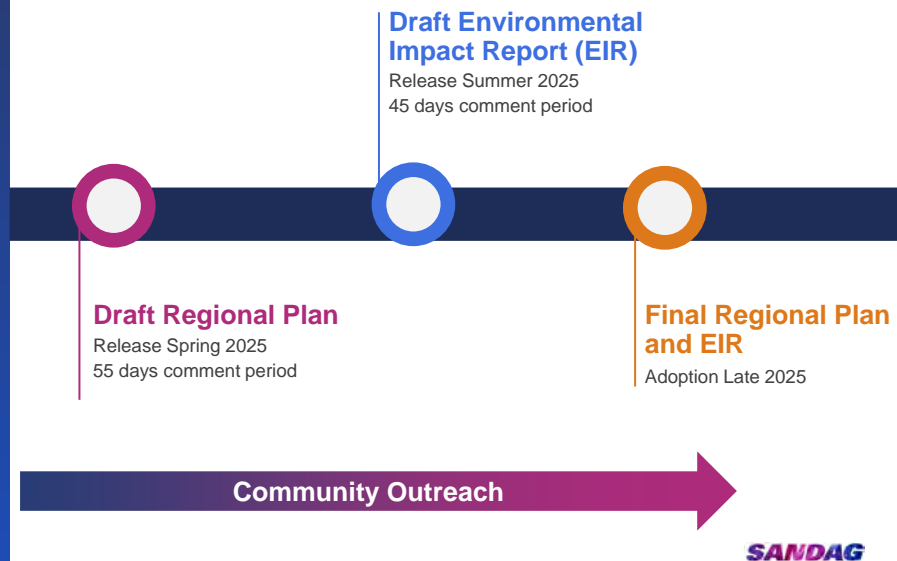
Estimated Cost of Implementation

\$125-133 Billion (2024\$)

- **Highway Capital**
 - Interchanges, Ramps, and Operational Improvements
 - Goods Movement
 - Managed Lanes and Connectors
 - Technology
- **Highway Operations and Maintenance**
- **Transit Capital**
 - Transit amenities
 - Transit vehicles
- **Transit and Flexible Fleet Operations**
 - Transit operations
 - Microtransit and shuttle services
 - Transit Fare Subsidies (including youth opportunity pass)
- **Active Transportation**
- **Local Streets and Roads**
- **Debt Service**
- **Policies and Programs**
 - Transportation Demand Management
 - Environmental Mitigation and Habitat
 - Zero Emission Vehicles
 - Vision Zero
 - Grant Programs (Smart Growth, Housing, and Active Transportation)

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Next Steps



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Draft Proposed 2025 Regional Plan Transportation Network

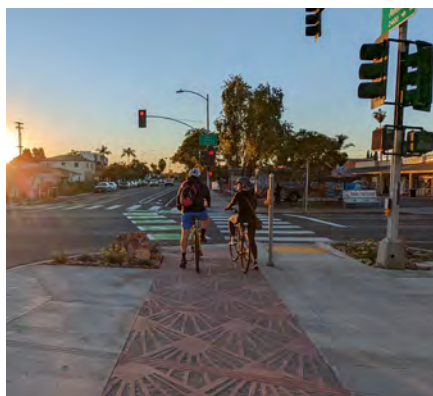
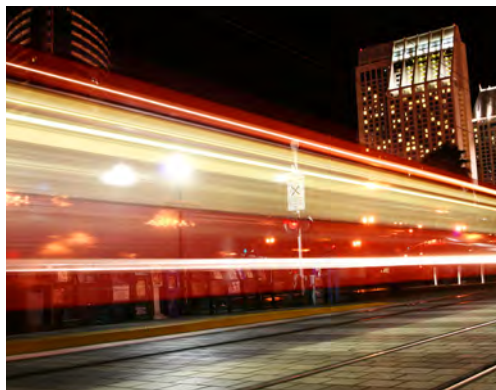
JANUARY 2025

Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí
免費語言協助 | 免費語言協助 | مساعدة لغوية مجانية | 무료 언어 지원 | كم كؤبان ريگان | 無料の言語支援 | Бесплатная языковая помощь
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[SANDAG.org/LanguageAssistance](https://www.sandag.org/LanguageAssistance) | (619) 699-1900



Regional Plan

The Regional Plan outlines how we will improve transportation, equity, and the environment for people in the greater San Diego area over the next several decades. It takes into account how our region is expected to grow and change and provides a blueprint for our transportation network, coordinated land use, housing, and more. The state and federal governments require us to update this plan every four years. This plan is informed by feedback from the Board of Directors, Policy Advisory Committees, partner agencies, stakeholders, and the public; and the plan is developed by a team of experts using data and research. The projects, programs, and initiatives in the Regional Plan impact every resident of the San Diego region. Visit SANDAG.org/regionalplan to learn more.



Summary of Public Outreach

We have been collecting feedback all over the San Diego region about the transportation improvements people would like to see in the next Regional Plan. This included input from the general public, community organizations, local government planning staff, our Board of Directors, and more. To help collect this feedback, we:

- ▶ Hosted a community workshop in all six subregions of the San Diego area to understand each area's transportation priorities; and a workshop with government and community representatives in Tijuana to collect feedback about transportation needs along our border region.
- ▶ Partnered with community-based organizations (CBOs) to host a total of 45 pop-up feedback collection events with approximately 2,400 participants.
- ▶ Promoted an online interactive map tool where residents could submit feedback that received approximately 8,300 visits from unique users and more than 2,000 comments.
- ▶ Collected feedback from our Board of Directors (elected officials that represent every area of the region) on potential transportation projects, policies, and programs, equity issues, health, and funding sources we can use to pay for our transportation network.
- ▶ Hosted workshops to collect feedback from our policy advisory committees and working groups that represent communities and government agencies across our region: this included our Transportation, Borders, Regional Planning, and Public Safety Committees; Military, Mobility, Shoreline Preservation, Social Equity, and Sustainable Communities Working Groups; our Social Services Transportation Advisory Council; and the Interagency Technical Working Group on Tribal Transportation Issues.
- ▶ Met regularly with state and federal government agencies, including the California Air Resources Board (CARB), to gather feedback about the strategies in the plan. The plan will strive to meet the state and federal requirements, so our region keeps receiving important funding: these requirements are related to improving air quality, reducing greenhouse gas emissions and the amount of miles people in our region are driving.

Along with your feedback, we have analyzed data about how our region is changing and growing, while also making sure we satisfy the state and federal requirements mentioned above. This report will give you a summary of all this feedback and the transportation projects, programs, and policies we are proposing, while continuing to analyze all these factors.

Note: this document is a draft that has not been finalized. Our data and modeling team is conducting an analysis to ensure that this transportation network would satisfy state and federal requirements for pollution and traffic reductions. Meeting these requirements will ensure our region can continue receiving funding for future transportation projects. We expect the detailed Draft Plan will be ready for public feedback in spring 2025, and the Final Plan will need to be approved by our Board of Directors.

Additionally, many of these projects and policies will require support from individual cities, the County, or other agencies to make them a reality. Any feedback we've collected that is not within SANDAG's authority has been passed on to the appropriate city, County, or other relevant local government agencies.

2025 Regional Plan Project Type Glossary



Arterial Improvement
Helps a high-traffic neighborhood street connect to a freeway more efficiently.



Bus Layover
Designated area where buses can wait between trips so drivers can take breaks, and where vehicles can be fueled, charged, or cleaned.



Circulator Route
A bus that comes frequently and stops at major local destinations in a specific area.



Connector
A ramp that connects one highway to another.



Direct Access Ramp (DAR)
A special highway entrance where buses, carpools, or people who pay a toll can directly enter managed lanes without having to merge from the right side.



Express Route
Bus routes that connect suburban areas to major urban centers that have very few stops at major destinations.



Highway Intersection Improvements
Improves safety, and traffic flow in places where a highway crosses a major road.



Highway Straightening
Removes curves from highways.



Interchange
Where a freeway and a major road or other freeway cross each other.



LOSSAN Improvements
Making the railway that connects San Diego to Los Angeles and San Luis Obispo safer, faster and more efficient.



Local Route
A bus route that travels around neighborhoods that are near one another.



Managed Lanes (ML)
Separated highway lanes set aside for multi-passenger transportation like buses or carpools, or for people who pay a toll.



Managed Lane Connector
Ramps that connect managed lanes on different freeways.



Microtransit
On-demand public shuttle service for short trips within a neighborhood.



Mobility Hub
An area where many types of transportation connect (ex. public transit routes, bike lanes, or shuttles).



Multimodal Corridor Improvements
Projects that make all transportation on the same route more efficient, including walking, biking, transit, trains, and/or vehicles.



Neighborhood Electric Vehicle (NEV) Service
Small, on-demand electric shuttle available for short trips in a small area (ex. FRED San Diego).



Otay Mesa East Port of Entry (OME POE)
A new U.S./Mexico border crossing.



Purple Line
Future transit route connecting the border region to Mission Valley via City Heights.



Rapid Bus
A bus route that gets priority in high-traffic areas to speed up trips.



Reversible Managed Lanes
A managed lane that can change traffic direction depending on the time of day or traffic conditions.

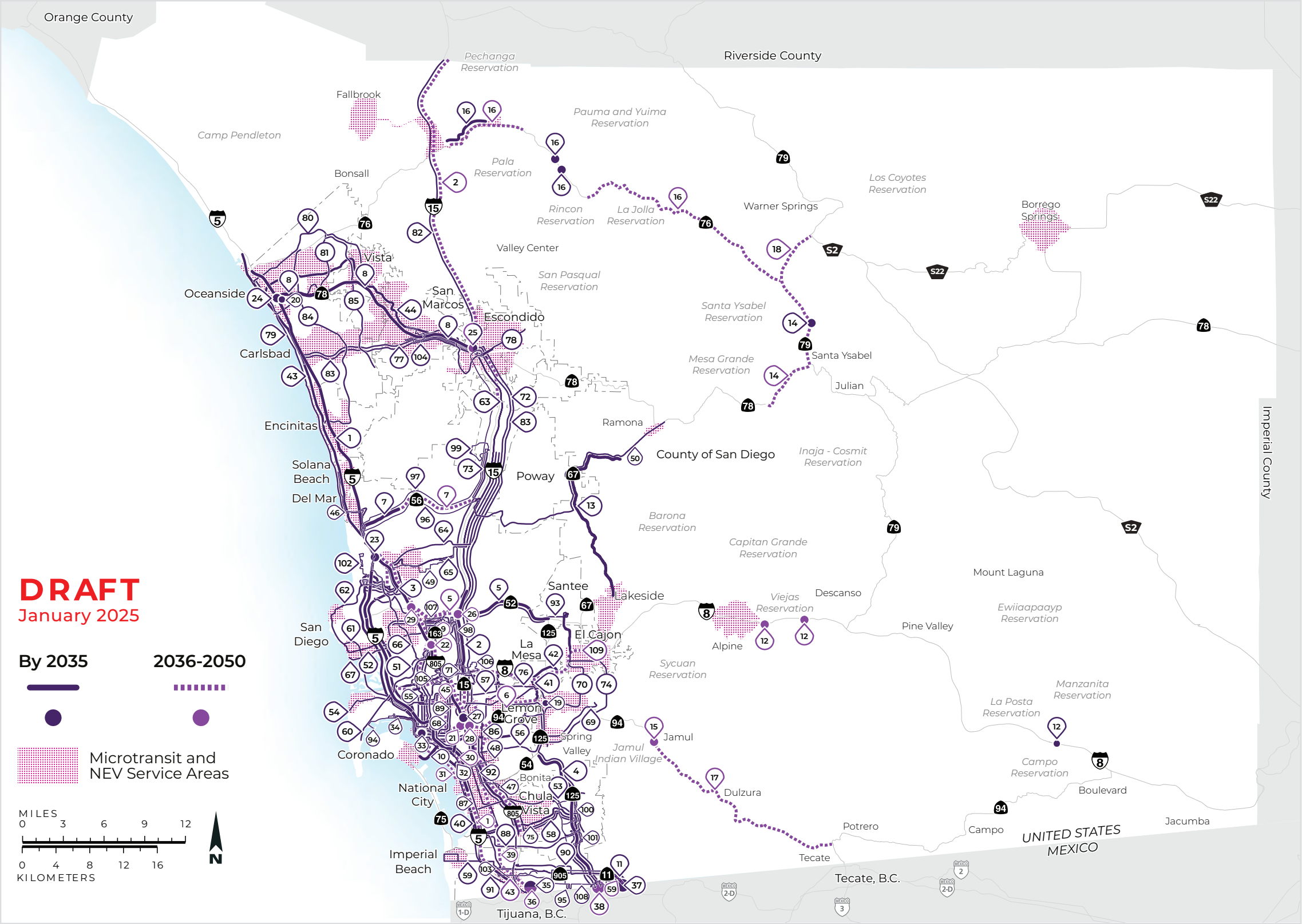


Shoulder Widening
Project that widens pavement on the side of a freeway for safety in case of emergencies.



Train and Trolley Improvements
(ex. on the Blue, Green, or Orange Line, SPRINTER, or COASTER) Projects that make rail trips more efficient: for example, separating rail tracks from car traffic with a bridge.

Draft Proposed 2025 Regional Plan Transportation Network: San Diego Region



DRAFT

January 2025

By 2035

2036-2050

Microtransit and NEV Service Areas

0 3 6 9 12

0 4 8 12 16

MILES

KILOMETERS

N

1

I-5 Managed Lanes

2

I-15 Managed Lanes

3

I-805 Managed Lanes

4

SR 125 toll removal

5

SR 52 Managed Lanes*

6

SR 94 Managed Lanes

7

SR 56 Managed Lanes

8

SR 78 Managed Lanes

9

SR 163 Managed Lanes

10

SR 75 Coronado Bridge Reversible Managed Lane

11

SR 11 Roadway Connection to Otay Mesa East POE

12

I-8 Interchange Improvements

13

SR 67 Improvements

14

SR 79 Intersection Improvements

15

SR 94 Intersection Improvements

16

SR 76 Safety & Operational Improvements

17

SR 94 Shoulder Widening/ Straightening

18

SR 79 Shoulder Widening

19

SR 125/SR 94 Interchange/ Arterial Improvements

20

I-5/SR 78 Interchange/ Arterial Improvements

21

I-15/SR 94 ML Connector

22

I-805/SR 163 ML Connector

23

I-5/I-805 ML Connector

24

I-5/SR 78 ML Connector

25

I-15/SR 78 ML Connector

26

I-15/SR 52 ML Connectors

27

I-15/I-805 ML Connector

28

SR 94/I-805 ML Connector

29

I-805/SR 52 ML Connector

30

I-5 Working Waterfront Access

31

Harbor Dr Multimodal Corridor Improvements

32

Vesta Bridge: Phase 1

33

Downtown Bus Layover

34

Airport Transit Connection

35

San Ysidro Mobility Hub

36

U.S.-Mexico Border Transit Connection

37

Otay Mesa East POE

38

Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility

39

Purple Line

40

Blue Line Improvements

41

Orange Line Improvements

42

Green Line Improvements

43

LOSSAN Improvements

44

SPRINTER Improvements

45

Balboa Park Perimeter Streetcar

46

Local Route 89: Solana Beach to UTC

47

Local Route 195: 8th St Trolley to Plaza Bonita

48

Local Route 196: 8th St Trolley to Plaza Blvd

49

Local Route 984: Mira Mesa to Sorrento Valley

50

Rapid 277: Ramona to Sabre Springs Transit Station

51

Rapid 120: Kearny Mesa to Downtown

52

Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Avenue

53

Rapid 209: H St Trolley Station to Millennia

54

Rapid 210: La Mesa to Ocean Beach

55

Rapid 211: SDSU to Downtown via Adams Ave

56

Rapid 212: Spring Valley to Downtown

57

Rapid 215: SDSU to Downtown

58

Rapid 225: South Bay Rapid

59

Rapid 227: Otay Mesa East POE to Imperial Beach

60

Rapid 228: Point Loma to Kearny Mesa

61

Rapid 229: Downtown to Pacific Beach

62

Rapid 230: Balboa Station to UTC

63

Rapid 235: Escondido to Downtown

64

Rapid 237: UC San Diego to Rancho Bernardo

65

Rapid 238: UC San Diego to Rancho Bernardo

66

Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego

67

Rapid 243: Pacific Beach to Kearny Mesa

68

Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest

69

Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College

70

Rapid 259: El Cajon Transit Center to Lemon Grove Depot

71

Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15

72

Rapid 280: Downtown San Diego to Escondido

73

Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station

74

Rapid 292: El Cajon to Otay Mesa

75

Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St

76

Rapid 295: South Bay to Clairemont

77

Rapid 440: Carlsbad to Escondido Transit Center

78

Rapid 491: Downtown Escondido to East Escondido

79

Rapid 493: Oceanside to Solana Beach to UTC/UC San Diego

80

Rapid 494: Oceanside to Vista

81

Rapid 497: Carlsbad Village to SR 76

82

Rapid 483: Riverside (Temecula) to San Marcos

83

Rapid 484: Carlsbad to Kearny Mesa

84

Rapid 485: Oceanside to Encinitas

85

Rapid 486: Oceanside to Carlsbad/ San Marcos

86

Rapid 625: SDSU to Palomar Station

87

Rapid 630: Iris Trolley/Palomar to Kearny Mesa

88

Rapid 635: Eastlake to Palomar Trolley

89

Rapid 637: North Park to 32nd St Trolley Station

90

Rapid 638: Iris Trolley to Otay Mesa

91

Rapid 640: San Ysidro to Santa Fe Depot

92

Rapid 688: San Ysidro to UTC

93

Rapid 880: El Cajon to UC San Diego

94

Express Route 993: Shelter Island to Convention Center

95

Express Route 121: Cross-Border Xpress to Iris Transit Center

96

Express Route 246: Rancho Bernardo to UC San Diego

97

Express Route 247: Escondido to UC San Diego

98

Circulator Route 668: Kearny Mesa Loop

99

Circulator Route 675: Rancho Bernardo Business Park Loop

100

Circulator Route 715: Otay Ranch Loop

101

Circulator Route 716: Lower Otay Ranch Loop

102

Circulator Route 985: UC San Diego Shuttle

103

Circulator Route 193: Iris Transit Center to San Ysidro High School

104

Circulator Route 449: Palomar College area

105

Circulator Route 647: Mission Valley Loop

106

Circulator Route 648: Mission Valley Loop

107

Circulator Route 649: Kearny Mesa Loop

108

Circulator Route 661: Otay Mesa Loop

109

I-8 Freeway Improvements

See reverse for Additional Map Information | * Includes addition of truck climbing lane

4

Additional Map Information

Unmapped Projects

- Bike Network
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network

Unmapped Policies

- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero

Acronyms

- ML** = Managed Lane
- NEV** = Neighborhood Electric Vehicle
- POE** = Port of Entry
- OME** = Otay Mesa East

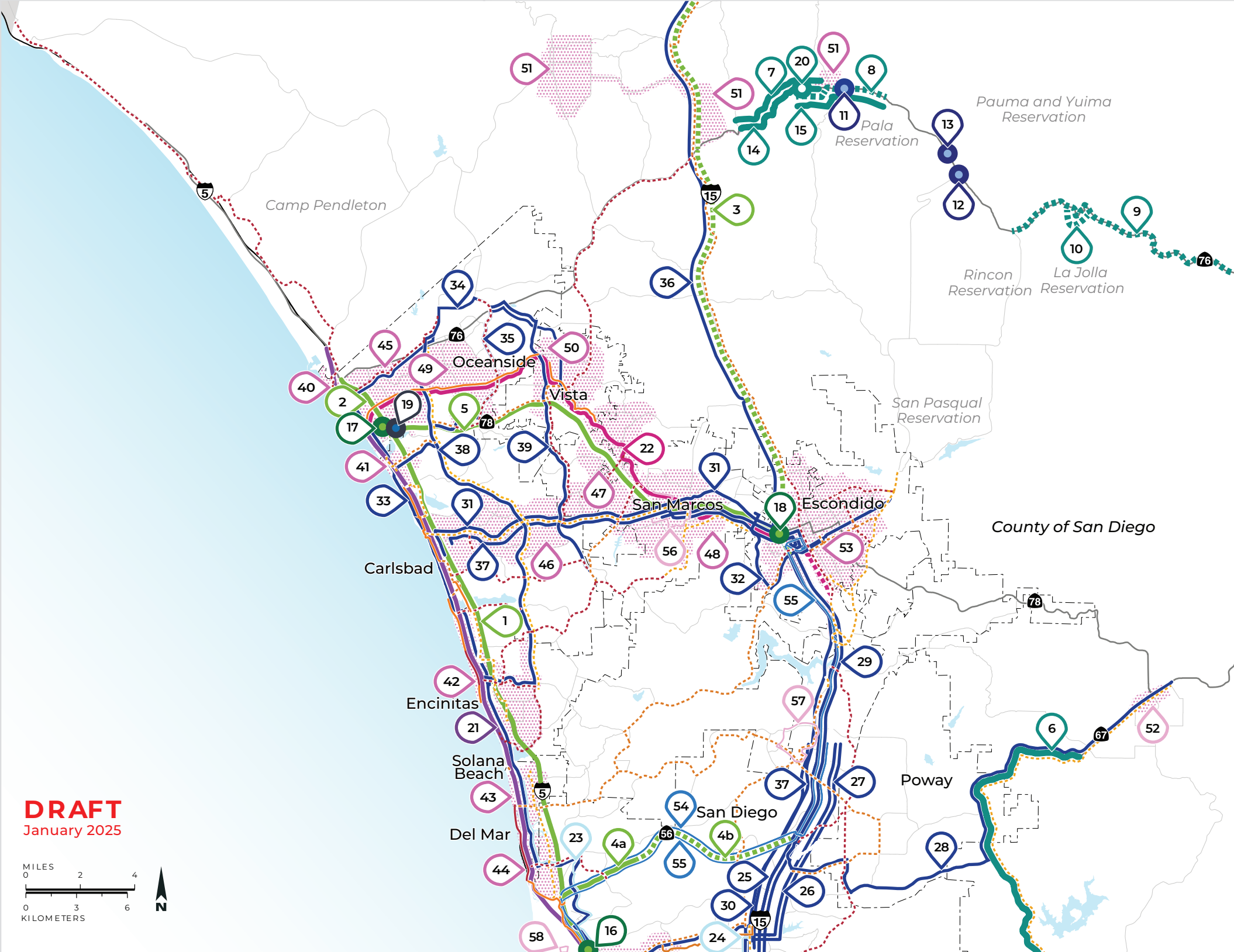


San Diego Region residents told us they needed safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.

Recurring Feedback and Impact

Across the region, people said they needed:	What we’re considering (and much more, as seen on the map):
Local public transportation improvements to speed up short neighborhood trips as well as regional improvements to speed up commutes and other longer trips in the short-term.	Prioritizing transit projects that can be made a reality in the next decade; adding more Rapid regional bus routes and neighborhood circulator routes, along with increased service on local bus routes and projects to speed up trolley trips.
Improved public transit that’s faster, more efficient, safe, and reliable.	Funding for better transit amenities such as bathrooms, lighting, shelter, WiFi, and security; as well as funding to increase how often transit comes and adding some expanded weekend and night service.
Highway improvements: adding lanes and finishing highway connectors or improving existing interchanges.	Setting aside key lanes and shoulders to move more people at once in multi-passenger vehicles; this will reduce traffic while supporting Rapid bus routes and carpooling on these highways.
A safe network of bikeways throughout the region.	Continuing to deliver key regional bikeway projects and expanding the bikeways across the region.
Pedestrian and cyclist paths that are protected when crossing highways and major streets to safely access key neighborhood destinations.	An active transportation network that includes connections crossing over highways and major streets that are safe for all ages and abilities.
Microtransit and shuttles for short trips and to connect people to public transit stops, especially for older adults and those that are transit dependent.	Adding more neighborhood shuttles and microtransit (flexible fleets) that can connect people to common destinations and transit stops.
Electric vehicle discounts and infrastructure.	Continuing to support electric vehicle infrastructure and programs to incentivize people buying electric vehicles.
Projects that improve air quality and reduce greenhouse gas emissions.	Prioritizing improvements to our transportation network that reduce pollution and emissions.
No regional road usage charge.	No regional road usage charge; other flexible funding sources are proposed.
Make transportation more accessible and affordable for people with disabilities, children and seniors, and for low-income households.	<ul style="list-style-type: none">► Funding for transit amenities which can improve access for those with disabilities► Continued funding for free youth transit and studying expanded transit discounts
Better connections between different types of transportation.	Planning ways to create seamless connections between transportation modes such as safer biking and walking paths, shuttles and microtransit, secure parking, and e-charging stations.
Safer roads and more transit options in rural, unincorporated communities, and especially providing emergency evacuation solutions.	<ul style="list-style-type: none">► Exploring shoulder widening, reducing road curves, and technology solutions to improve travel and enhance safety in emergencies► Planning further improvements to rural transit routes; new opportunities for community-based microtransit services

Draft Proposed 2025 Regional Plan Transportation Network: North County



- [illegible]

Borrego Springs Microtransit

By 2035

2036-2050

By 2035

2036-2050

By 2035

2036-2050

Regional Rail

Light Rail

Next Gen Rapid

Express Bus

Local Bus

Circulator

4 Managed Lanes

2 Managed Lanes

Managed Lanes Connector

Interchange/Arterial

Operational Improvements

Intersection Improvements

Flexible Fleets
(Neighborhood Electric Vehicle (NEV))
or Microtransit)

On-Street Bikeway

Off-Street Bikeway

See reverse for detailed Managed Lanes Key and Additional Map Information

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: I-805 to SR 78	X	
2	I-5 Managed Lanes: SR 78 to SR 76		X
3	I-15 Managed Lanes: SR 78 to County Line	X	
4a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd	X	
4b	SR 56 Managed Lanes: Carmel Valley Rd to I-15		X
5	SR 78 Managed Lanes: I-5 to I-15		X

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Unlisted Projects

Bike Network

Unmapped Projects

Transit Frequency Enhancements

Transit Amenities

Existing Network

Unmapped Policies

Climate

Digital Infrastructure

Fix it First

Habitat

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acronyms

ML = Managed Lane

NEV = Neighborhood Electric Vehicle

POE = Port of Entry

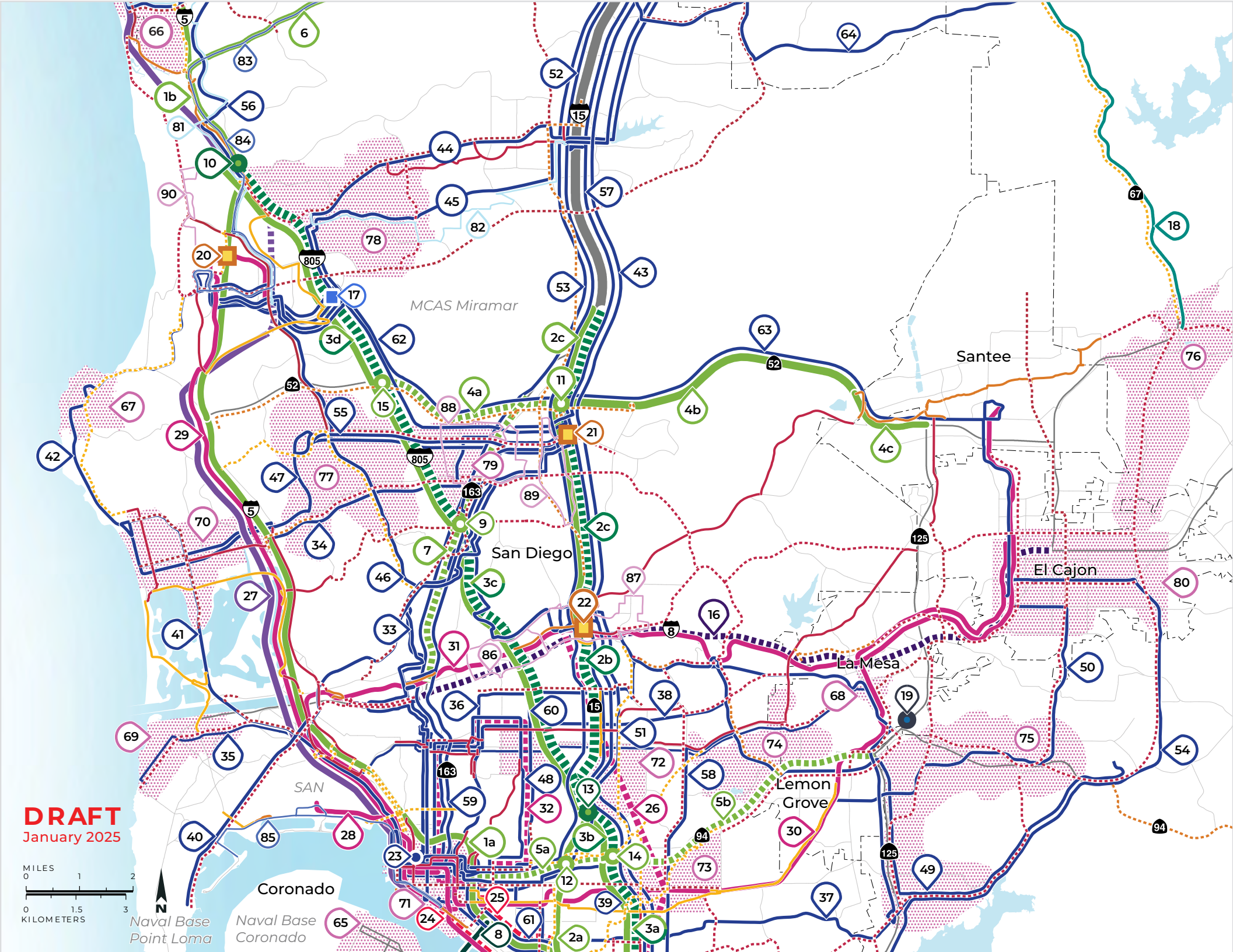
OME = Otay Mesa East

Recurring Feedback and Impact

In North County, people said they needed:	What we’re considering (and much more):
<ul style="list-style-type: none">▶ Better traffic flow on highways: especially the SR 78, SR 76 and I-15▶ Safer/easier connector between I-5 and SR 78	<ul style="list-style-type: none">▶ Managed lanes on the SR 78 and managed lane connectors between the SR 78 and I-5 and I-15▶ Straightening out SR 76 from Rice Canyon to the Pala Reservation, Harolds Rd to Pauma Rancho, adding intersection improvements in three places, and widening the shoulder for emergencies▶ Connector between I-5 and SR 78
<p>Better public transit service:</p> <ul style="list-style-type: none">▶ COASTER, SPINTER, and buses that come more often and that can make faster trips▶ More service at night and on weekends▶ Expanded transit or microtransit access for communities where routes don’t currently go such as San Elijo Hills, Rancho Santa Fe, Fallbrook▶ Connection to Riverside County▶ Access to Palomar Airport	<ul style="list-style-type: none">▶ Improving the SPINTER and COASTER routes by increasing frequency, making rail improvements to speed up trip times, and adding more evening and weekend service▶ More Rapid routes, including one from Carlsbad to Kearny Mesa stopping at the Escondido Transit Center, and another connecting San Marcos (CSUSM and Palomar College) to Riverside County
<p>Better transit, shuttle and microtransit options to make it easier to access COASTER and SPINTER stations and community destinations.</p>	<p>Fourteen shuttle or microtransit service areas (flexible fleets) which will increase access to common local destinations, including transit stops; includes service area providing access to Palomar Airport.</p>
<ul style="list-style-type: none">▶ Safer walking and biking routes, either improving existing routes or expanding the network▶ Protected bike lanes on major roads to connect to the coast	<ul style="list-style-type: none">▶ Upgrading existing bike routes or adding new ones across the region with separated bikeways on high-speed roads▶ Bike trails with coastal access, along with other east to west bikeway connections

North County residents told us they needed better traffic flow on SR 78, SR 76, and I-15, more frequent COASTER and SPINTER service with expanded night and weekend hours, safer walking and biking routes, shuttle and microtransit services to connect to transit stations, and connections to Palomar Airport and Riverside County.

Draft Proposed 2025 Regional Plan Transportation Network: Central & East County



By 2035


























2036-2050

By 2035

2036-2050

By 2035

2036-2050

- | | | | | | |
|--|---------------------------|---|---|--|---|
|  | Regional Rail |  |  | Managed Lanes Connector |  |
|  | Light Rail |  |  | Direct Access Ramp (DAR) |  |
|  | Next Gen Rapid |  |  | Interchange/Arterial
Operational Improvements |  |
|  | Express Bus | |  | Rural Corridor Improvements |  |
|  | Local Bus | |  | Other Freeway Improvements |  |
|  | Circulator | |  | Downtown Bus Layover | |
|  | 4 Managed Lanes |  | | | |
|  | 2 Managed Lanes |  | | | |
|  | 1 Reversible Managed Lane | | | | |

-
- On-Street Bikeway
- Off-Street Bikeway
- On-Street & Off-Street Bikeway
- Goods Movement
- Flexible Fleets
(Neighborhood Electric Vehicle (NEV)
or Microtransit)

- | | | |
|------|--|--|
| | I-5 Managed Lanes | Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest |
| 2a-c | I-15 Managed Lanes | |
| 3a-d | I-805 Managed Lanes | 49 Rapid 256: SDSU to Rancho SD/Cuyamaca College |
| 4a-c | SR 52 Managed Lanes* | 50 Rapid 259: El Cajon Transit Center to Lemon Grove Depot |
| 5a-b | SR 94 Managed Lanes | 51 Rapid 265: Otay Mesa POE to SDSU West via SR 125, I-805, I-15 |
| 6 | SR 56 Managed Lanes | 52 Rapid 280: Downtown San Diego to Escondido |
| 7 | SR 163 Managed Lanes | 53 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station |
| 8 | SR 75 Coronado Bridge Reversible Managed Lane | 54 Rapid 292: El Cajon to Otay Mesa |
| 9 | I-805/SR 163 ML Connector | 55 Rapid 295: South Bay to Clairemont |
| 10 | I-5/I-805 ML Connector | 56 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego |
| 11 | I-15/SR 52 ML Connectors | 57 Rapid 484: Carlsbad to Kearny Mesa |
| 12 | I-15/SR 94 ML Connector | 58 Rapid 625: SDSU to Palomar Station |
| 13 | I-15/I-805 ML Connector | 59 Rapid 630: Iris Trolley/Palomar to Kearny Mesa |
| 14 | SR 94/I-805 ML Connector | 60 Rapid 637: North Park to 32nd St Trolley Station |
| 15 | I-805/SR 52 ML Connector | 61 Rapid 640: San Ysidro to Santa Fe Depot |
| 16 | I-8 Operational Improvements | 62 Rapid 688: San Ysidro to UTC |
| 17 | I-805 @ Nobel Dr Transit Operational Improvement | 63 Rapid 880: El Cajon to UC San Diego |
| 18 | SR 67 Improvements: Maplevieview St to Dye Rd | 64 Rapid 277: Ramona to Sabre Springs Transit Station |
| 19 | SR 125/SR 94 Interchange/ Arterial Improvements | 65 NEV Service Area: Coronado |
| 20 | I-5 @ Voigt DAR | 66 NEV Service Area: Del Mar |
| 21 | I-15 @ Clairemont Mesa Blvd DAR | 67 NEV Service Area: La Jolla |
| 22 | I-15 @ SDSU West DAR | 68 NEV Service Area: La Mesa |
| 23 | Downtown Bus Layover | 69 NEV Service Area: Ocean Beach |
| 24 | Harbor Dr Multimodal Corridor Improvements | 70 NEV Service Area: Pacific Beach |
| 25 | I-5 Working Waterfront Access | 71 NEV Service Area: Downtown/Little Italy |
| 26 | Purple Line | 72 NEV Service Area: City Heights/North Park |
| 27 | LOSSAN Improvements | 73 Microtransit: Southeastern San Diego |
| 28 | Airport Transit Connection | 74 Microtransit: Eastern San Diego |
| 29 | Blue Line Improvements | 75 Microtransit: Casa De Oro/Spring Valley |
| 30 | Orange Line Improvements | 76 Microtransit: Lakeside |
| 31 | Green Line Improvements | 77 Microtransit: Clairemont Mesa |
| 32 | Balboa Park Perimeter Streetcar | 78 Microtransit: Sorrento Valley |
| 33 | Rapid 120: Kearny Mesa to Downtown | 79 Microtransit: Kearny Mesa Convoy |
| 34 | Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Ave | 80 Microtransit: El Cajon |
| 35 | Rapid 210: La Mesa to Ocean Beach | 81 Local Route 89: Solana Beach to UTC |
| 36 | Rapid 211: SDSU to Downtown | 82 Local Route 984: Mira Mesa to Sorrento Valley |
| 37 | Rapid 212: Spring Valley to Downtown | 83 Express Route 246: Rancho Bernardo to UC San Diego |
| 38 | Rapid 215: SDSU to Downtown | 84 Express Route 247: Escondido to UC San Diego |
| 39 | Rapid 225: South Bay Rapid | 85 Express Route 993: Shelter Island to Convention Center |
| 40 | Rapid 228: Point Loma to Kearny Mesa | 86 Circulator Route 647: Mission Valley Loop |
| 41 | Rapid 229: Downtown to Pacific Beach | 87 Circulator Route 648: Mission Valley Loop |
| 42 | Rapid 230: Balboa Ave Trolley to UTC | 88 Circulator Route 649: Kearny Mesa Loop |
| 43 | Rapid 235: Escondido to Downtown | 89 Circulator Route 668: Kearny Mesa Loop |
| 44 | Rapid 237: UC San Diego to Rancho Bernardo | 90 Circulator Route 985: UC San Diego Shuttle |
| 45 | Rapid 238: UC San Diego to Rancho Bernardo | |
| 46 | Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego | |
| 47 | Rapid 243: Pacific Beach to Kearny Mesa | |
| | | Projects Outside Map Extent |
| | | Microtransit: Alpine |

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 15 to I-805	X	
1b	I-5 Managed Lanes: I-805 to SR 78	X	
2a	SR 15 Managed Lanes: I-5 to I-805		X
2b	SR 15 Managed Lanes: I-805 to I-8	X	
2c	I-15 Managed Lanes: I-8 to SR 163	X	X
3a	I-805 Managed Lanes: Palomar St to SR 94	X	
3b	I-805 Managed Lanes: SR 94 to I-8	X	X
3c	I-805 Managed Lanes: I-8 to SR 52	X	X
3d	I-805 Managed Lanes: SR 52 to I-5	X	
4a	SR 52 Managed Lanes: I-805 to I-15	X	
4b	SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
4c	SR 52 Managed Lanes: Mast Blvd to SR 125		X
5a	SR 94 Managed Lanes: I-5 to I-15	X	
5b	SR 94 Managed Lanes: I-15 to SR-125	X	
6	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
7	SR 163 Managed Lanes: I-8 to SR-52	X	
8	SR 75 Coronado Bridge Reversible Managed Lane	X	

Unlisted Projects

- Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network
- Unmapped Policies
- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acronyms
- DAR = Direct Access Ramp
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle

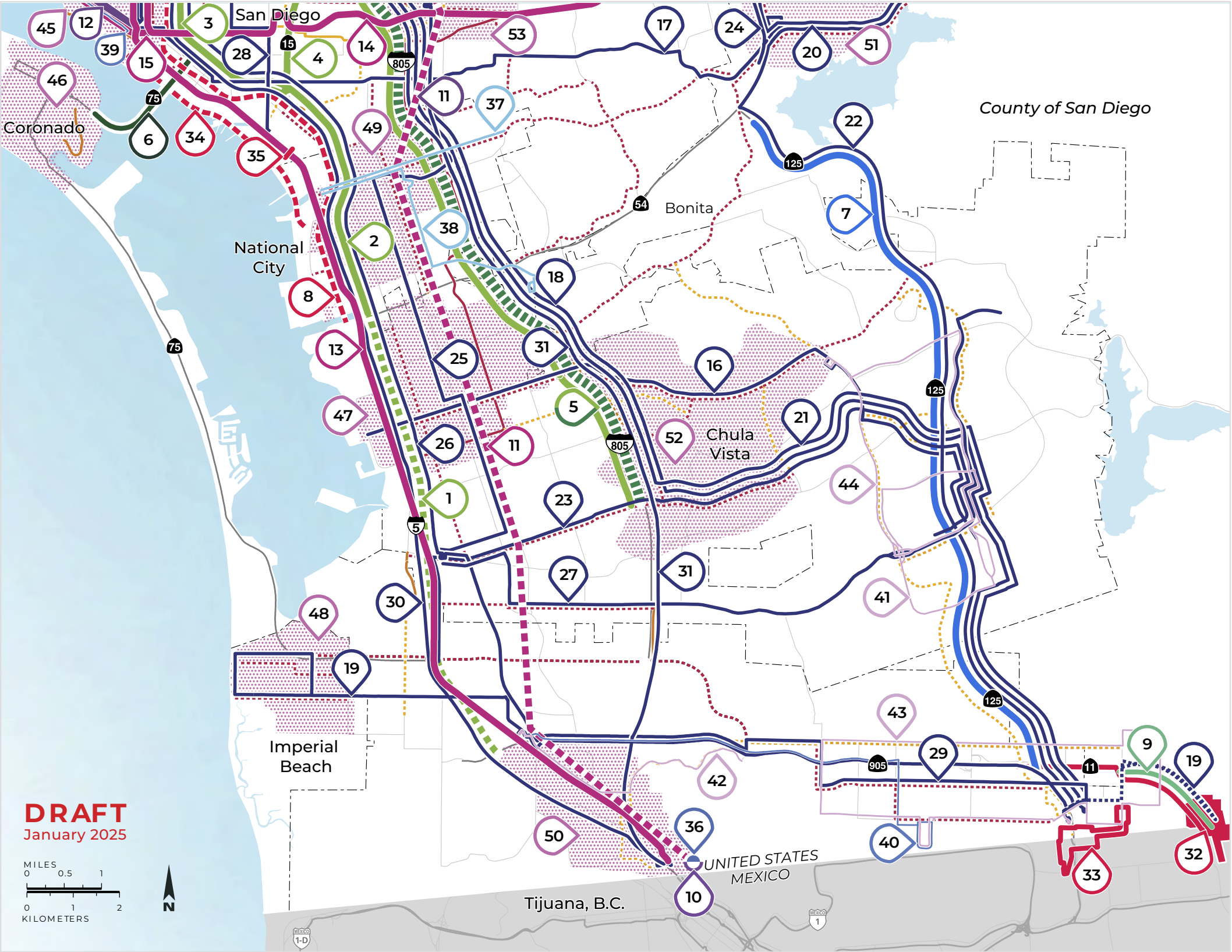
Recurring Feedback and Impact

In San Diego, people said they needed:	What we’re considering (and much more):
Better public transit including: <ul style="list-style-type: none">Expanded routes and more frequent service, including later evening and more weekend hoursFaster connections east to west including beach access, and east of the I-15More connections to job centers, beaches, and major landmarksFaster transit to the airportFaster trips through high-traffic areasMore bus lanes on major streetsTransit station amenities like shade and lighting	<ul style="list-style-type: none">More Rapid buses and trolley improvementsMore frequent service and expanded night and weekend hoursRoutes maximize access to jobs and high-traffic destinations
Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking	Fourteen microtransit and/or shuttle service areas (flexible fleets); parking district funds will partially fund shuttle service in those areas
Better traffic flow on and between highways including: <ul style="list-style-type: none">Smoother connections to the SR 52I-5 and I-8	<ul style="list-style-type: none">Managed lanes and truck climbing lane on SR 52, and connecting the I-15 and SR 52 managed lanesOperational improvements on I-8Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 52, and 163
More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including: <ul style="list-style-type: none">Between Point Loma and the Marina along the coastAround SDSURoutes that go over a freeway such as I-5Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old TownBetter connections from the I-15 bikeway over I-8	Our Regional Bike Network includes existing bikeway improvements, additions, or finishing routes addressing all of these location-specific concerns. For more information, visit the interactive map on our website.
More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers).	Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.

In East County, people said they needed:	What we’re considering (and much more):
To improve highways by: <ul style="list-style-type: none">Finishing the SR 94 and SR 125 connector projectHelping traffic flow on State Routes 52 and 67	<ul style="list-style-type: none">Improving the SR 94/125 connectorManaged lanes and a truck climbing lane on SR 52 and connecting managed lanes between I-15 and SR 52Widening the shoulder for emergency purposes on SR 67
Public transportation improvements: <ul style="list-style-type: none">More Rapid transit and transit options for Cuyamaca College and La PresaTransit that comes more often and for extended hours in the evening	<ul style="list-style-type: none">More Rapid buses including routes 256: SDSU to Rancho SD/Cuyamaca College; and 292, El Cajon to Otay Mesa via La PresaNext Gen Rapid bus routes may include infrastructure and technology to speed up tripsGreen and Orange Line trolley improvementsMore transit frequency and evening hours
Microtransit and shuttles: <ul style="list-style-type: none">Connecting suburban East County to transit stopsService from unincorporated communities to San Diego	Shuttles and microtransit (flexible fleets) in El Cajon, La Mesa, and in several unincorporated communities in the County.
<ul style="list-style-type: none">Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roadsMore bike routes east to west	Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.

Central & East County residents told us they needed improved traffic flow on SR 52, I-8, and SR 67, the completed SR 94/SR 125 connector, faster connections to job centers, beaches, the airport, more frequent transit connections with expanded night and weekend hours, and safer walking and biking routes.

Draft Proposed 2025 Regional Plan Transportation Network: South County



- | | | | |
|----|--|----|---|
| 1 | I-5 Managed Lanes: SR 905 to SR 54 | 30 | Rapid 640: San Ysidro to Santa Fe Depot |
| 2 | I-5 Managed Lanes: SR 54 to SR 15 | 31 | Rapid 688: San Ysidro to UTC via 805 |
| 3 | I-5 Managed Lanes: SR 15 to I-805 | 32 | Otay Mesa East POE |
| 4 | SR 15 Managed Lanes: I-5 to I-805 | 33 | Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility |
| 5 | I-805 Managed Lanes: Palomar St to SR 94 | 34 | Harbor Dr Multimodal Corridor Improvements |
| 6 | SR 75 Coronado Bridge Reversible Managed Lane | 35 | Vesta Bridge: Phase 1 |
| 7 | SR 125 toll removal | 36 | San Ysidro Mobility Hub |
| 8 | I-5 Working Waterfront Access | 37 | Local Route 196: 8th St Trolley to Plaza Blvd |
| 9 | SR 11 Roadway Connection to Otay Mesa East POE | 38 | Local Route 195: 8th St Trolley to Plaza Bonita |
| 10 | U.S.-Mexico Border Transit Connection | 39 | Express Route 993: Shelter Island to Convention Center |
| 11 | Purple Line | 40 | Express Route 121: Cross-Border Xpress to Iris Transit Center |
| 12 | LOSSAN Improvements | 41 | Circulator Route 716: Lower Otay Ranch Loop |
| 13 | Blue Line Improvements | 42 | Circulator Route 193: Iris Transit Center to San Ysidro High School |
| 14 | Orange Line Improvements | 43 | Circulator Route 661: Otay Mesa Loop |
| 15 | Green Line Improvements | 44 | Circulator Route 715: Otay Ranch Loop |
| 16 | Rapid 209: H St Trolley Station to Millennia | 45 | NEV Service Area: Downtown/Little Italy |
| 17 | Rapid 212: Spring Valley to Downtown | 46 | NEV Service Area: Coronado |
| 18 | Rapid 225: South Bay Rapid | 47 | NEV Service Area: Downtown Chula Vista |
| 19 | Rapid 227: Otay Mesa East POE to Imperial Beach via 905 | 48 | NEV Service Area: Imperial Beach |
| 20 | Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College | 49 | NEV Service Area: National City |
| 21 | Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15 | 50 | NEV Service Area: San Ysidro/ U.S.-Mexico Border |
| 22 | Rapid 292: El Cajon to Otay Mesa | 51 | Microtransit: Casa de Oro/Spring Valley |
| 23 | Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St | 52 | Microtransit: Central Chula Vista |
| 24 | Rapid 295: South Bay to Clairemont | 53 | Microtransit: Southeastern San Diego |
| 25 | Rapid 625: SDSU to Palomar Station | | |
| 26 | Rapid 630: Iris Trolley/Palomar to Kearny Mesa | | |
| 27 | Rapid 635: Eastlake to Palomar Trolley | | |
| 28 | Rapid 637: North Park to 32nd St Trolley Station | | |
| 29 | Rapid 638: Iris Trolley to Otay Mesa | | |

By 2035	2036-2050	By 2035	2036-2050	By 2035	2036-2050
Regional Rail	Regional Rail	1 Reversible Managed Lane	1 Reversible Managed Lane	On-Street Bikeway	On-Street Bikeway
Light Rail	Light Rail	Freeway Connection to OME POE	Freeway Connection to OME POE	Off-Street Bikeway	Off-Street Bikeway
Next Gen Rapid	Next Gen Rapid	Toll Removal	Toll Removal	On-Street & Off-Street Bikeway	On-Street & Off-Street Bikeway
Express Bus	Express Bus	Goods Movement	Goods Movement	Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)	Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)
Local Bus	Local Bus	U.S.-Mexico Border Transit Connection	U.S.-Mexico Border Transit Connection		
Circulator	Circulator	Mobility Hub	Mobility Hub		
4 Managed Lanes	4 Managed Lanes				
2 Managed Lanes	2 Managed Lanes				

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: SR 905 to SR 54	X	
2	I-5 Managed Lanes: SR 54 to SR 15	X	X
3	I-5 Managed Lanes: SR 15 to I-805	X	
4	SR 15 Managed Lanes: I-5 to I-805		X
5	I-805 Managed Lanes: Palomar St to SR 94	X	
6	SR 75 Coronado Bridge Reversible Managed Lane	X	

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Unlisted Projects

Bike Network

Unmapped Projects

Transit Frequency Enhancements

Transit Amenities

Existing Network

Unmapped Policies

Climate

Digital Infrastructure

Fix it First

Habitat

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acronyms

ML = Managed Lane

NEV = Neighborhood Electric Vehicle

POE = Port of Entry

OME = Otay Mesa East

Recurring Feedback and Impact

In South County, people said they needed:	What we’re considering (and much more):
<ul style="list-style-type: none">▶ Better and faster transit options coming from the border, including a rail connection directly at the border▶ Expanded network of transit with service to major destinations such as job centers, shopping areas, event venues, and schools	<ul style="list-style-type: none">▶ Adding more Rapid routes and eventually a COASTER connection to the border and improvements to the Blue Line; San Ysidro Transit Center improvements and surrounding connections; exploring options for additional border transit▶ Managed lanes with bus priority on various south-to-north highways▶ Purple Line transit route from the border to Mission Valley via City Heights
More transit routes to reach housing developments in areas isolated from transit and microtransit service for shorter trips.	Six new microtransit or shuttle service areas (flexible fleets) in Southeastern San Diego, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, and San Ysidro.
More transit access to the Cross Border Express (CBX).	Express bus from Iris Ave trolley station to CBX and a bus route between Otay Mesa and CBX.
Faster transit access to San Diego International Airport from South County.	Adding an airport transit connection based on potential concepts currently being studied.
<p>More protected bike lanes, pedestrian walkways, and signals overall, and specifically:</p> <ul style="list-style-type: none">▶ Connections to parks, transit stations, malls, and other commercial areas▶ Connections from communities near Sweetwater reservoir to central Chula Vista	<ul style="list-style-type: none">▶ Improving and expanding separated bikeways on high-speed roads across the region, including intersection improvements such as bike signals▶ On street, protected bikeways to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista
To remove the toll on SR 125.	By 2030, changing the SR 125 toll road to a free facility.

South County residents told us they needed faster, more direct transit access to and from the border and CBX, more transit routes to major destinations and housing, faster access to the airport, more protected bike and pedestrian routes, and to remove the toll on SR 125.

Next Steps

SPRING 2025

- ▶ Release of the draft of the 2025 Regional Plan and opportunity for the public to comment (55 days)

SUMMER & WINTER 2025

- ▶ Release of the draft Environmental Impact Report (EIR) and opportunity for the public to comment (45 days)
- ▶ Staff responds to public comments on the draft Plan and EIR
- ▶ Finalize the Plan and Board of Directors votes to approve it and its EIR

Summary of Proposed Revenue for Draft 2025 Regional Plan

Local Funding	
Revenue Source	Description and Major Assumptions
TransNet	A half-cent sales tax that provides funding for transportation purposes in the San Diego region. It was approved by voters in 2004 and the 2025 Regional Plan calculations assume it will be renewed by voters beyond 2048 to cover 2049-2050.
Transportation Development Act (TDA)	A statewide one-quarter-percent sales tax for transportation purposes. This funding is based on the growth of sales taxes.
Developer Impact Fees	A fee collected from the private sector for each new housing unit constructed in their city or in unincorporated parts of the County. This is required by the Regional Transportation Congestion Improvement Program (RTCIP) and part of the TransNet Ordinance.
City/County Local Gas Taxes	Funding from the state gas tax used for transportation-related purposes. Funds are forecasted to come from: (1) The Highway Users Tax which is for local streets and road purposes in cities and the County; and (2) the Road Maintenance and Repair Act Local Streets and Roads Program.
General Fund/ Miscellaneous Local Road Funds	Funding dedicated for local streets and road maintenance and improvements. These include fines and forfeitures, interest earnings, and other miscellaneous revenue sources. These are predicted to stay consistent based on information provided in the State Controller's annual reports.
Value Capture/Joint Use Agreement	Funding estimated to be gathered through joint building development opportunities on publicly owned land at transit stations. This development is feasible at many existing and future transit stations. Estimated revenues are calculated based on SANDAG's Regional Value Capture Study.
FasTrak® Revenues	Estimated future funding from tolling based on the planned expansion of the Managed Lanes network through 2050. Forecasted funds are based on the Managed Lanes Feasibility Tool, a modeling tool used to forecast Managed Lane performance and revenues; this has been used by agencies around the country to inform Managed Lane projects.
Passenger Fares	Funding from the fares that riders of local public transit pay. These are based on data provided by our two transit operators: North County Transit District (NCTD) and Metropolitan Transit System (MTS). From 2023 forward, passenger fare revenues are based on how many people are projected to ride each route and how much the average ticket costs for each type of rider.
Motorist Aid Services – Call Box Program	Funding SANDAG receives as the regional agency responsible for assisting travelers experiencing vehicle problems while on the highway. This provides funding for various services such as responding to inquiries from the call boxes located at various intervals along freeways and rural highways.

Future Local Revenues	A future one-half cent local sales tax pending voter approval in the 2032 election, and another one-half cent measure pending voter approval in the 2036 election.
Future MTS Local Revenues	State law authorizes MTS and NCTD to propose a sales tax within their respective service areas. Funding generated from this would be for public transit purposes. MTS is currently exploring placing a proposed tax on an upcoming election ballot. The 2025 Regional Plan assumes a one-half cent tax starting in 2030.
Last Mile Delivery Fee	Revenues from a fee placed on deliveries modeled after those in other states including Colorado and Minnesota. The fee is assumed to be in place by 2028 and will aim to encourage vendors and customers to bundle orders and reduce delivery trips.
Parking Fees	Funding from parking meters that would be available to fund projects, such as micro-transit and shuttle service near parking district areas.
Toll Revenue Bonds	Public loans to fund the construction of projects in the Managed Lanes Network.
Advertising/Naming Rights/Sponsorship	Potential revenue from selling the right to name transportation assets to the private sector. These can be used to supplement operating and maintenance expenses or transportation projects. For example, MTS negotiated a naming rights deal with UC San Diego for the Mid Coast Light Rail Extension.
Air Pollution Control District Fees	Funding from vehicle registration fees to fund regional projects and studies that reduce air pollution in San Diego County.
Rideshare Company Service Fees	Revenues from service fees charged to ridesharing companies per trip. Studies find that companies such as Uber and Lyft contribute to traffic, pollution, and vehicle miles traveled. Other regions have worked to address this by applying rideshare service fees to mitigate their impacts, encourage carpooling, and generate revenue for transportation.
Local Funding Subtotal (58%)	Estimated \$75 - \$79 Billion
State Funding	
Revenue Source	Description and Major Assumptions
State Transportation Improvement Program	Funds distributed to each state for developing a statewide program of transportation projects. These are set aside for planning related to state highway improvements, intercity rail, and regional highway and transit improvements. Our county can expect to receive at least minimum portions of these, including both Regional and Interregional shares of revenue.
State Transit Assistance Program	Funds from diesel sales taxes that can be used for transit agencies' operating costs and capital projects distributed by the State Controller.

State Highway Account for Operations/Maintenance	Revenues for state highway operations and maintenance, including projects to reduce collisions and programs to rehabilitate highways. These expenditures are required by state law to be given priority over new construction and are funded before new construction projects.
Cap and Trade	Funding from the state's portion of the Cap-and-Trade Auction Revenues (fees that the industry pays to offset their pollution impact when they pollute over the legal limit) for work that reduces greenhouse gas emissions. Some of these funds are guaranteed, others are competitive.
State INFRA	Grants for freight and highway projects of national or regional significance that aim to move goods and people more safely, efficiently, and reliably in and across rural and urban areas. (This grant program has replaced FASTLANE and other federal discretionary programs)
State Managed Federal Programs	Revenues from the Highway Bridge Program, Hazard Elimination Program, and Highway Safety Improvement Program. Additional discretionary funds will also be leveraged through the Highway Infrastructure Program.
Motorist Aid Services – Freeway Service Patrol (FSP) Program	Funding to provide assistance freeway-users whose vehicles break down or in case of other accidents; these aim to reduce traffic and secondary accidents and address safety issues by removing potentially dangerous debris on state highways.
Road Maintenance and Rehabilitation Account (RMRA)	Funded by new diesel and gas taxes, a transportation improvement fee, and an electric vehicle fee; distributed to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on local streets and roads. *RMRA also provides SHOPP and Local Streets and Roads funding: those funds are included in their specific revenue estimates above, respectively.
Anticipated/Undetermined State Revenues	One-time transportation funding that could be available in cases of economic turmoil or challenging financial times. Since 2006, there have been several funding opportunities of this kind. Assumed revenues from this are based on the average annual regional income from these sources and assumes that these will continue to occur after 2028.
Department of Motor Vehicles Registration Sticker Elimination	Future funding, which can be anticipated if the state of California follows the example of other states who are reducing administrative costs by shifting registration tracking to digital only without distributing registration stickers. Our County would likely receive additional funding for transportation projects because of this.
State Housing Revenue for Transportation Infrastructure	Funding for redeveloping, developing, acquiring, rehabilitating, and preserving workforce and affordable housing, transit-oriented development, and projects promoting strong neighborhoods.
State Funding Subtotal (20%)	Estimated \$25 - \$27 Billion

Federal Funding

Revenue Source	Description and Major Assumptions
Federal Transit Administration Discretionary	Revenues awarded for the Mid-Coast Trolley Extension project and for future major transit projects identified in the 2021 Regional Plan. Based on historical success securing funding for past projects such as the Mission Valley East Trolley, SPRINTER, and Mid-City Rapid; we anticipate receiving at least one large grant and three smaller grants every decade (beginning in 2030).
Federal Transit Administration Formula Programs	Annual funding allotted to our region based on population, population density, and transit revenue miles of service, among other factors. Projected increases of this funding were calculated using the annual program increases established by the IIJA, which are consistent with historical experience.
Low - No Emission Bus and Bus Facilities Programs	Grant funding we assume will continue to be made available for buying or leasing zero and low-emission transit buses as well as acquiring, constructing, and leasing of facilities and equipment to support these vehicles.
Congestion Mitigation and Air Quality/ Regional Surface Transportation Block Grant Program	Flexible funds which can be used for a wide range of projects and programs that help reduce traffic and air pollution. Total funds anticipated are based on estimates provided by Caltrans.
US Department of Transportation Discretionary Funding	Funding for highway and bridge projects of regional and national significance. Estimates are based on the historical track record for the region. We have successfully secured these funds for previous projects such as highways SR 905 and SR 11.
Federal Rail Administration Funds	Funds for intercity and/or intercity passenger rail. This includes funding for constructing rail projects on the national passenger rail network (which includes the LOSSAN corridor); grants for projects that improve safety, efficiency and reliability of existing intercity passenger and freight rail; and grants for eliminating dangerous railroad crossings.
Capital Investment Grants	Funding for rail and bus transit routes. Our region has partially funded numerous recent projects in this way, including MTS's Mission Valley and Mid-Coast Trolley extensions, the Rapid 215 bus route, and NCTD's SPRINTER Line.
Corridors and Borders Infrastructure/State Set-aside of STBG	Funding set aside for border projects. As a major border region, we anticipate continuing to be highly competitive for these funds and are assuming an 80 percent share.
Federal Funding Subtotal (22%)	Estimated \$27 - \$29 Billion
Total of all Funding	Estimated \$127 - \$135 Billion

March 5, 2025

Safety Planning Updates

Overview

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

Key Considerations

Final Regional Vision Zero Action Plan

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

Comprehensive Safety Action Plans

The La Jolla Band of Luiseño Indians and the City of Vista are developing respective Comprehensive Safety Action Plans (CSAP) for their transportation systems. These plans provide more granular analysis of safety data and safety countermeasure project recommendations. The La Jolla Band of Luiseño Indians anticipates completing their CSAP in the spring of 2025 and can serve as a template for other tribes interested in developing their own CSAP.

Regional VZAP Implementation Steps

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

Regional Safety Performance Monitoring

The Regional VZAP provides a structure for ongoing safety performance and implementation monitoring. On an annual basis SANDAG will obtain, clean, and review regional safety data. These will be evaluated changes in performance based on common performance measures. A parallel process will evaluate

Action: **Information**

Staff will present the final regional Vision Zero Action Plan and supporting safety tools and regional safety statistics.

Fiscal Impact:

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

Schedule/Scope Impact:

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

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

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

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

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

progress on implementation steps included in the Regional VZAP. Beginning in 2025 staff will develop a report summarizing the results from this process.

Next Steps

SANDAG will advance implementation steps identified in the Vision Zero Action Plan in coordination with partner agencies and tribal governments.

Antoinette Meier, Senior Director of Regional Planning



Safety Planning Updates

Tribal Working Group | Item Number 7
Sam Sanford, Senior Regional Planner
Jacqueline Sisk, Associate Regional Planner
Wednesday, March 5, 2025

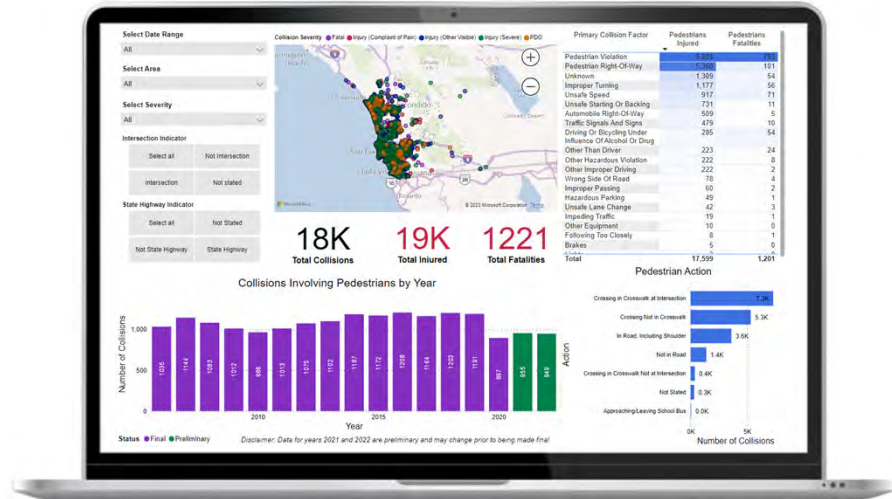
Vision Zero Action Plan

- Include three plans:
 - Regional Vision Zero Action Plan
 - City of Vista
 - La Jolla Band of Luiseño Indians
- Additional grant partner: Caltrans



Traffic Safety Dashboard

SANDAG.org/trafficsafety

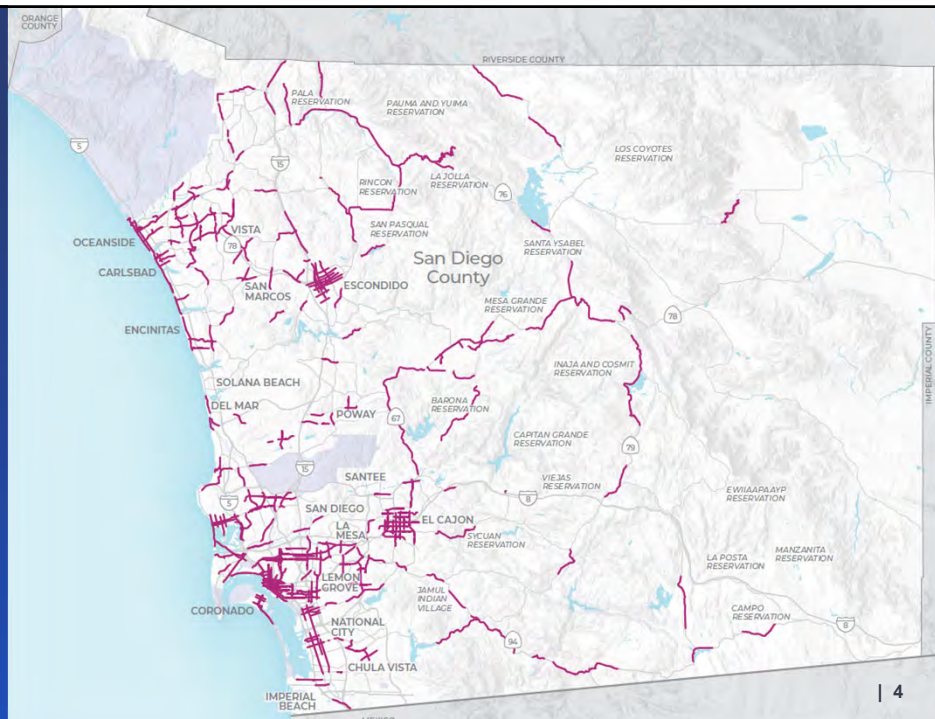


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Safety Focus Network (SFN)

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

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



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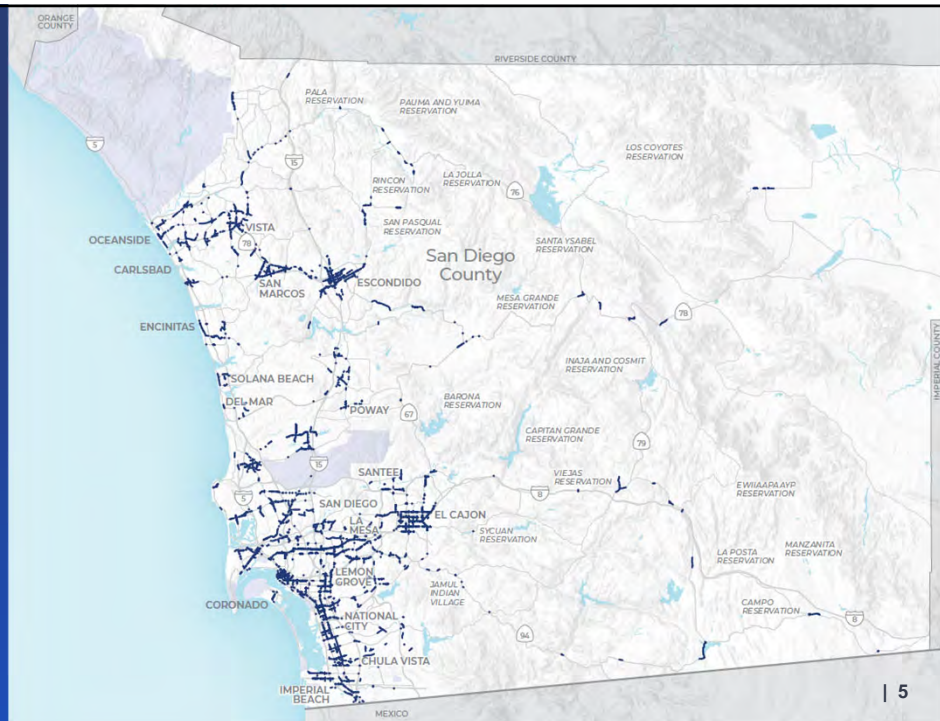
Systemic Safety Network

Road classification: Major roads and freeway ramps

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

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

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



Rural Safety Data – Key Takeaways

- Solo crashes and head on crashes were the most prevalent crash types in rural areas.
- There were five-times more crashes per-mile on 4-lane roads than 2-lane roads in rural areas.
- With a lower population density, rural areas had a higher crash rate and mileage on the Safety Focus Network per-capita than urban areas.
- Midblock crashes are more likely to result in a fatality or serious injury than a crash at an intersection.

Vision Zero Action Plan - Why This Matters to the Region

4,433 PEOPLE

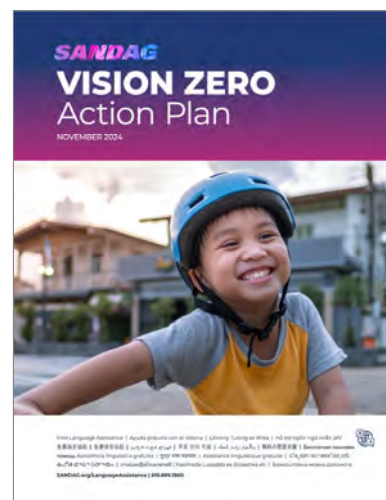
Died or were Seriously Injured in Crashes on Local Roads
in the San Diego Region Between 2018 and 2022

THIS IS WHY SANDAG DEVELOPED THE VISION ZERO ACTION PLAN

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Vision Zero Action Plan - Final Plan Highlights

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



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Vision Zero Action Plan Implementation Actions



COORDINATE

Align efforts and ensure a unified approach



ADVOCATE

Advocate for policies, projects, funding, and legislative actions



PLAN

Integrate safety into regional planning efforts and provide resources



FUND

Allocate and prioritize funding



EDUCATE

Raise awareness through diverse methods of information sharing



EVALUATE

Evaluate successes and effectiveness of implemented strategies



IMPLEMENT

Develop projects to deliver on safety goals

Vision Zero Action Plan - Next Steps



- Vision Zero Task Force
- 2025 Regional Plan
- Support agency and tribe applications for Safe Streets and Roads for All funding

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La Jolla Band of Luiseño Indians

Comprehensive Safety Action Plan



Agenda

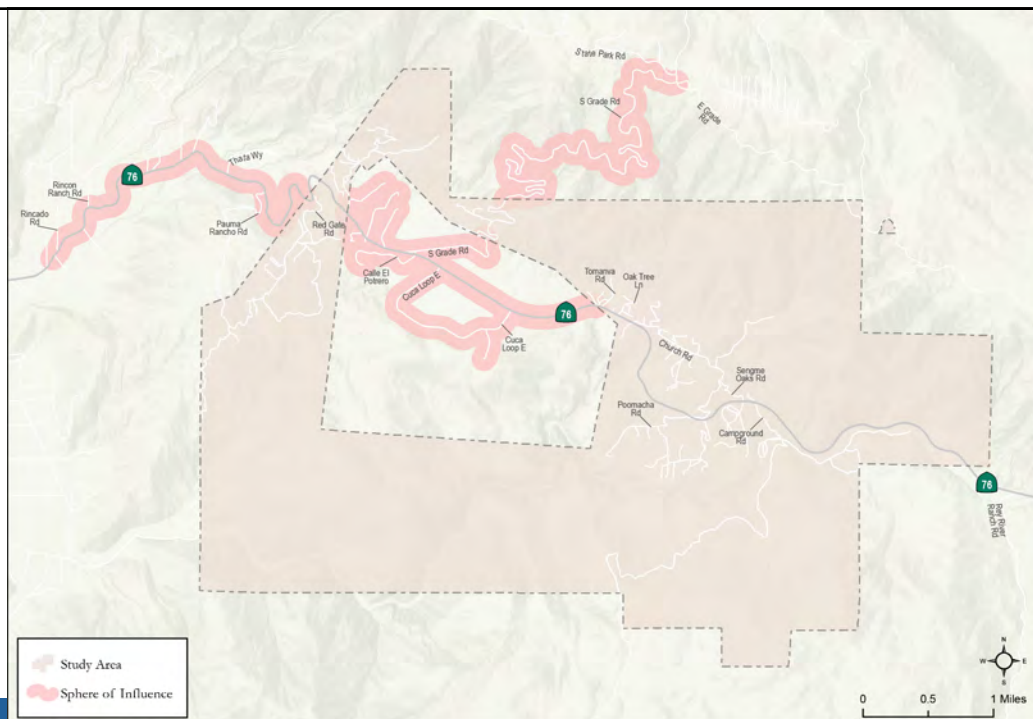
1. Project Background
2. Analysis Findings
3. Community Input
4. Safety Focus Topics
5. Safety Solution Types
6. Next Steps

Project Background

- Engage Tribal members and public agencies
- Analyze data
- Identify safety issues
- Recommend safety solutions
- Become eligible for grant funding

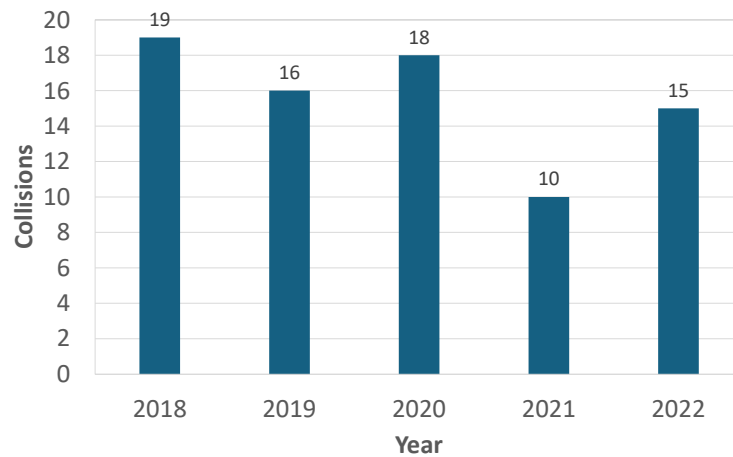


Study Area

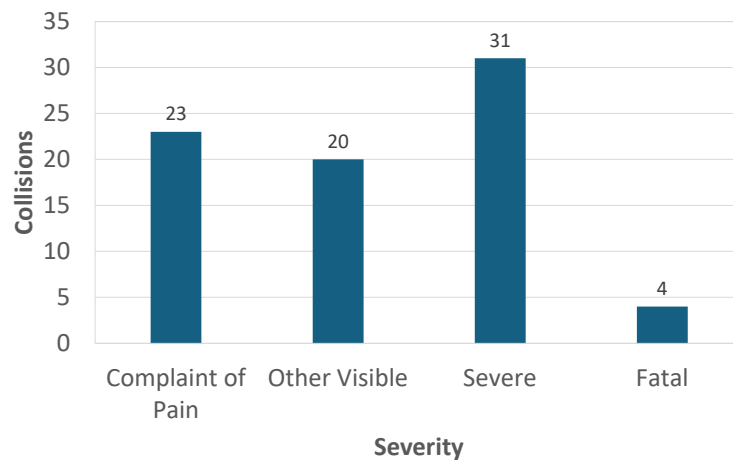


Collisions by Year

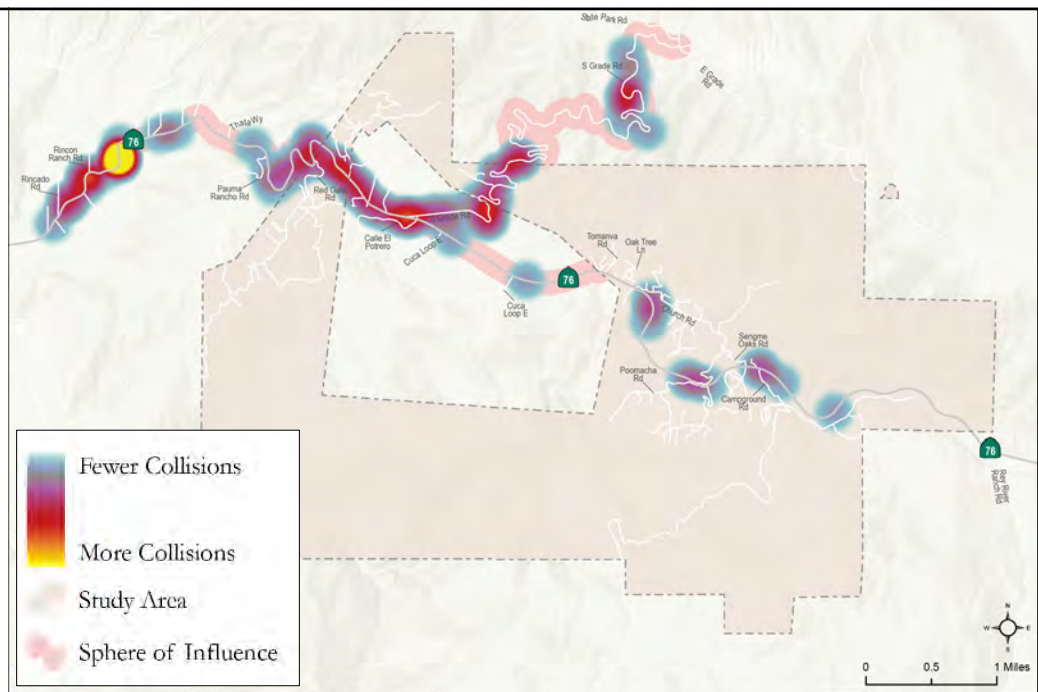
78 Collisions over 5-years (2018 – 2022)



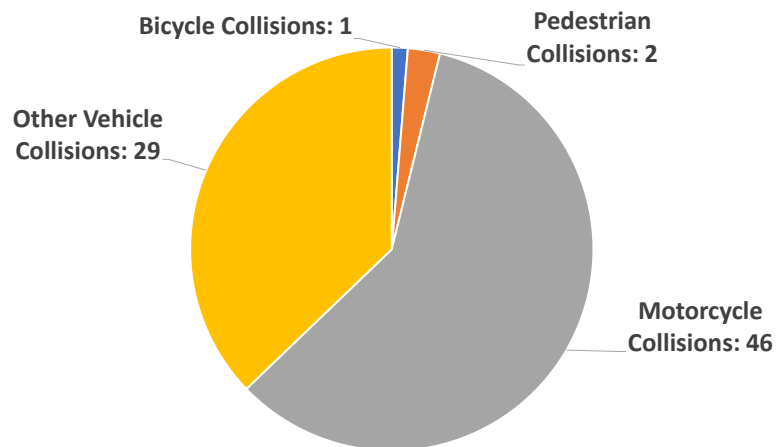
Collisions by Injury Severity

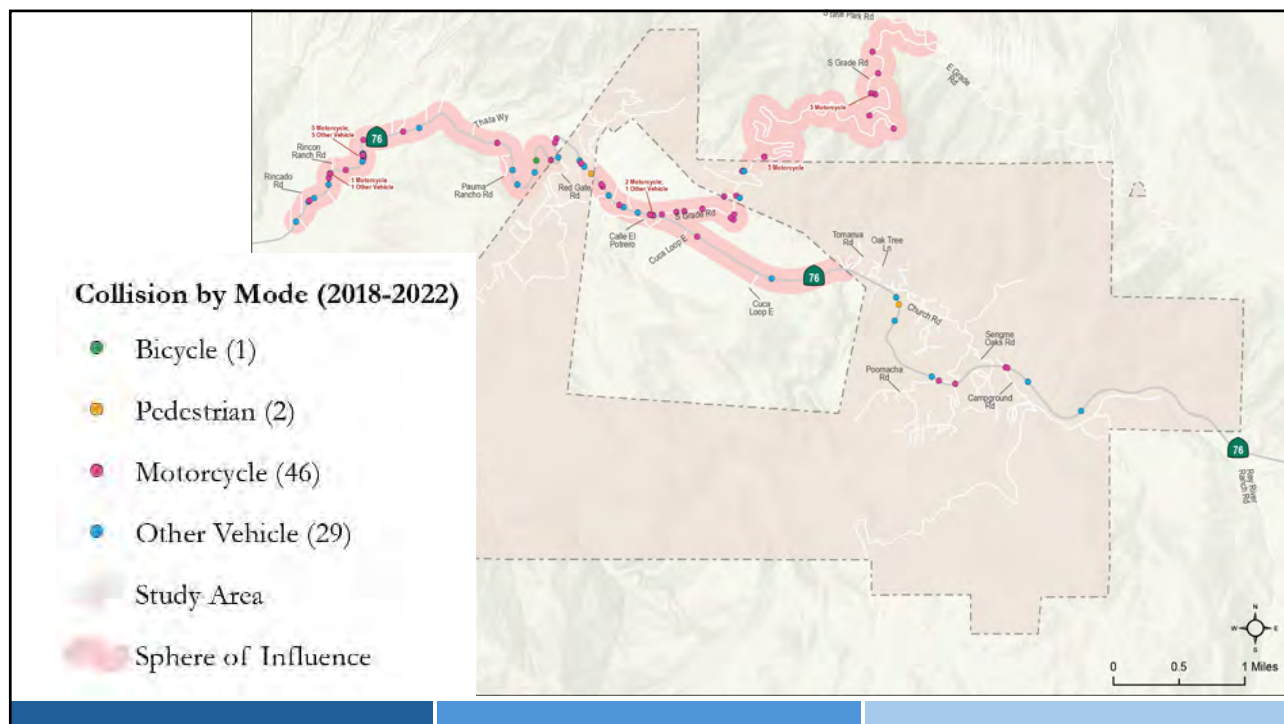


Collision Heatmap



Collisions by Mode





Community Input

- Task Force
- Community Workshops
- Discussions at Tribal Meetings
- Written and Emailed Comments
- Phone Calls



Project Task Force

- Organized of Tribal departments and other public agencies to coordinate on transportation safety issues and solutions

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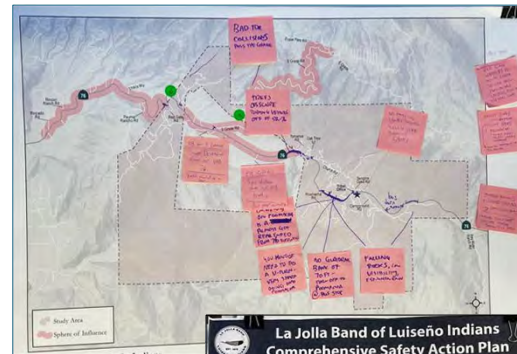


Caltrans



Community Input

- Topics discussed:
 - Project purpose
 - Findings from the analysis
 - Collected input on Tribal member transportation safety concerns
 - Solution types and locations



La Jolla Band of Luiseno Indians Comprehensive Safety Action Plan

Are there locations where transportation safety is a concern?
Please place a sticker next to the locations that are most important to you.

Location	Stickers
SR 76	1
South Grade Road	5
Poomacha Road	3
Red Gate Road Intersection at SR 76	4
Poomacha Road Intersection at SR 76	2
Sengme Oaks Road Intersection at SR 76	3
Campground Road Intersection at SR 76	3

Safety Focus Topics

Safety Focus Topics

- Unsafe Speeds & Roadway Departure
- School Bus Stops, Stop Access, & Bus Turnaround
- Cell Phone Service to Report Emergencies
- Driving Under the Influence
- Falling Rocks
- Roadway Maintenance

Safety Solutions

Safety Solutions

- Advance Warning Signs
 - Curves
 - Combined Curve/Intersection
- Chevron Alignment Signs
- Dynamic Curve Warning System



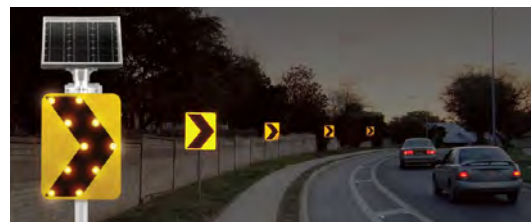
W1-5



W1-10d



W1-8



Safety Solutions

- Review/retrofit existing warning signs
 - Sizes
 - Doubling up signage (each side of road)
 - Highly retroreflective and fluorescent sheeting
 - Flashing beacons
- Resurface roadways
- Bring roadways to standard



Safety Solutions

- Speed Advisory Markings in Lane
- High Friction Surface Treatments (HFST)
- Speed Reduction Markings



B – Example of placement



Safety Solutions

- Center Lines & Edge Lines
- Shoulder/Edge Line Rumble Strips
- Guardrails
- Landscaping/Grading at Driveways



Safety Solutions

- Increased Mile Markers (every 1/10th of a mile)
- Improved Cell Phone Service
- Call Boxes
- Bus Shelters
- Improved Bus Access



Safety Solutions

- Acceleration/Deceleration Lanes
- Roadway Realignment/Relocation
- Shoulder Widening
- Turn Pocket
- Increased Enforcement
- Changeable/Dynamic Message Sign



Next Steps

Next Steps

- Finalize Report Documentation
- Report to Tribal Council

Thank You!

Nathan Howard, Public Works Director

La Jolla Band of Luiseño Indians

Nathan.howard@lajolla-nsn.gov

(760)639-9916

March 5, 2025

Regional Climate Action Planning

Overview

In September 2023, the Board of Directors accepted a \$1 million planning grant from the U.S. Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) program to develop a near-term regional climate plan and a long-term vision for climate action. The [Priority Climate Action Plan](#) (PCAP) was completed in March 2024 and identifies ways to reduce greenhouse gas (GHG) emissions from transportation, buildings, and energy by 2030. The regional Climate Action Roadmap (Roadmap) will serve as a comprehensive long-term vision for reducing GHGs across all sectors in the region through 2050, focusing on the benefits to environmental justice communities including tribal communities. The Roadmap is being developed in coordination with the 2025 Regional Plan.

Action: Discussion

Staff will provide an update on development of a long-term vision for climate action in the region and seek feedback on draft greenhouse gas reduction measures.

Fiscal Impact:

This project is funded through a U.S. Environmental Protection Agency (EPA) planning grant under Overall Work Program 3202000.

Schedule/Scope Impact:

The climate roadmap is due to EPA December 1, 2025.

Key Considerations

The Roadmap, formerly known as the Comprehensive Climate Action Plan, will include a new regional GHG inventory, GHG projections to 2050, and analyses of workforce needs, benefits to environmental justice communities, and reductions in air pollutants. It will also identify GHG reduction measures. Attachment 1 shows the current list of draft measures to reduce GHG emissions from seven sectors: transportation, electricity, commercial and residential buildings, natural and working lands, waste and materials management, agriculture, and industry. Each measure includes objectives, supporting actions, and possible agencies and/or jurisdictions that would have the authority to implement them.

To develop the measures, SANDAG carried out robust community outreach, research, and technical engagement with climate practitioners. A Climate Table workshop was convened in July 2024 to hear from local governments, public agencies, tribal governments, community-based organizations (CBOs), environmental groups, and others on their priorities for reducing emissions. Staff presented on the Roadmap and workshop findings to the Tribal Transportation Working Group at your September 2024 meeting. This was followed by a series of technical meetings with climate practitioners in October 2024 and working group meetings in January 2025. In February 2025, staff sought feedback from the Transportation Committee and through another Climate Table workshop. SANDAG has also launched a community climate priorities survey to get additional public input through March 26, 2025.

Next Steps

Staff will finalize the measures with feedback from Tribal Transportation Working Group, Regional Planning Committee, and the [public survey](#). The draft regional GHG inventory and draft Roadmap report will be completed this spring and summer respectively. The final Roadmap report will be completed by December 2025, and will serve as a supporting document to the 2025 Regional Plan. Staff will return to provide updates at project milestones.

Keith Greer, Deputy Director of Environmental Compliance and Climate

Attachment: 1. Draft GHG Reduction Measures for the Regional Climate Action Roadmap



Regional Climate Action Planning

US EPA's Climate Pollution Reduction Grant (CPRG) Program

Tribal Transportation Working Group | Item 8
Natasha Dulik, Associate Regional Planner
Samaya Elder, Associate Regional Planner
March 5, 2025

Agenda



EPA Grant Overview



Regional Climate
Action Roadmap



Measure Development
Process



Draft GHG Reduction
Measures



Next Steps

The Regional Climate Action Roadmap

- Long-term vision for combatting climate change and supporting regional collaboration
- Includes a new regional GHG inventory
- GHG projections to 2050
- Economy-wide emissions reduction targets
- Measures and actions for the region to reduce climate pollution by 2035 and 2050 for the 7 sectors shown on the right
- Benefits Analyses for
 - Environmental justice communities
 - Reduction of air pollutants
 - Workforce development



Transportation



Electricity



Commercial & Residential Buildings



Natural & Working Lands



Waste & Materials Management



Agriculture



Industry

How were these GHG reduction measures developed?

Draft initial GHG reduction measures

- Research & review of existing measures from local CAPs, Regional Decarbonization Framework, 2021 Regional Plan, etc.
- Input on potential measures at July Climate Table Workshop

Refine draft GHG reduction measures

Input on measures through technical stakeholder meetings with local government and regional agency staff

Gather input to finalize GHG reduction measures

- Interagency meetings with local governments and agencies
- Community-based organization (CBO) outreach
- Additional Climate Table Workshop in February
- Regional public survey
- SANDAG Working Groups & Committees

Draft GHG Reduction Measures

5

Transportation



Increase public transit use



Expand active transportation



Expand Flexible Fleets



Reduce VMT through Transportation Demand Management



Increase adoption of zero-emission vehicles (ZEVs)



Reduce fuel use from idling

Electricity + Buildings



Decarbonize the regional electric grid



Increase electrification of buildings

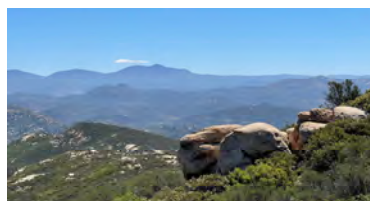


Increase energy efficiency of buildings

Natural & Working Lands + Waste & Materials Management



Conserve marine and wetland ecosystems



Conserve forest, shrublands, and chaparral ecosystems



Increase urban canopy cover



Divert waste from landfills



Increase methane capture from landfills



Reduce emissions from water and wastewater treatment

Agriculture + Industry



Reduce agricultural operations emissions



Conserve agricultural lands



Reduce energy intensity of industrial facilities



Expand urban farming in the region



Manage soil health to sequester carbon



Reduce fugitive and short-lived climate pollutants and emissions

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Next Steps

- The Community Climate Priorities Survey is open through March 26, 2025
- Review feedback from survey and refine GHG reduction measures and actions this quarter
- Quantify GHG emissions reductions
- Complete regional GHG inventory this spring
- Publish draft Roadmap & host Climate Table in summer 2025



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DISCLAIMER: The statements, measures, and/or calculations in this document are preliminary and subject to change. This document was developed to facilitate discussion in the early stages of SANDAG staff's process for developing climate measures as part of the EPA CPRG program.

Draft GHG Reduction Measures for the San Diego Regional Climate Action Roadmap

February 2025



The San Diego Regional Climate Action Roadmap (Roadmap) will provide a regional vision to support regional collaboration to combat climate change. It builds on existing climate action planning efforts and identifies measures to reduce greenhouse gases (GHG) emissions through 2050. This project is part of a national effort by the EPA to address climate pollution, with grants covering 96% of the U.S. population. It is being developed with support from the University of San Diego (USD) Energy Policy Initiatives Center (EPIC) and through collaboration with local governments, tribal governments, community-based organizations, environmental groups, and others. Below are the initial draft GHG reduction measures by sector.

DISCLAIMER: The statements, measures, and/or calculations in this document are preliminary and subject to change. This document was developed to facilitate discussion in the early stages of SANDAG staff's process for developing climate measures as part of the EPA CPRG program.

Transportation	
Measure T.1 Reduce vehicle miles traveled (VMT) through increased public transit use	
Objectives	T-1.1 Increase transit ridership
	T-1.2 Add bus rapid transit (BRT) service
	T-1.3 Increase frequency and span of service of existing routes
	T-1.4 Expand trolley/light rail service
Supporting Actions	<ul style="list-style-type: none"> a. Plan and implement BRT routes that prioritize faster mobility, especially for low-income and disadvantaged communities, and other areas with limited transit access b. Advance the Purple Line project c. Encourage transit use through programs such as Youth Opportunity Pass and Try Transit, and explore additional incentives for Low-Income and Disadvantaged Communities (LIDACs) d. Identify opportunities to improve transit stop amenities, such as installation of shade, seating, lighting, Wi-Fi, and restrooms, focusing on safety and accessibility e. Increase frequency of transit services f. Identify and plan double tracking of rail corridors and grade separations throughout rail system g. Plan and implement a regional airport transit connector for San Diego International Airport and explore transit connections to Tijuana Cross Border Xpress h. Expand bus priority features
Authority to Implement	Agencies such as SANDAG, San Diego Metropolitan Transit System (MTS), and North County Transit District (NCTD)

DISCLAIMER: The statements, measures, and/or calculations in this document are preliminary and subject to change. This document was developed to facilitate discussion in the early stages of SANDAG staff's process for developing climate measures as part of the EPA CPRG program.

Transportation	
Measure T.2 Reduce VMT through active transportation	
Objectives	T-2.1 Build and/or improve bikeways to expand safe and accessible routes
	T-2.2 Build and/or improve sidewalks to expand safe and accessible routes
Supporting Actions	<ul style="list-style-type: none"> a) Advance the early action projects in the Regional Active Transportation Plan b) Continue the Active Transportation Grant Program to fund construction of protected bikeways, focusing on LIDACs c) Implement Safe Routes to Schools projects d) Implement Complete Streets projects across the region e) Implement Vision Zero Action Plan safety countermeasures f) Develop and/or expand incentive programs for bikes and e-bikes g) Increase bicycle parking and storage h) Expand signal prioritization for cyclists and pedestrians i) Conduct outreach and education on active transportation to stakeholders including students
Authority to Implement	Agencies and organizations such as SANDAG and local jurisdictions

Transportation	
Measure T.3 Reduce VMT through expansion of flexible fleets	
Objectives	T-3.1 Increase micromobility, such as electric scooters, bikeshare, and e-bikes
	T-3.2 Increase microtransit, including neighborhood electric vehicles (NEVs)
	T-3.3 Increase on-demand rideshare
Supporting Actions	<ul style="list-style-type: none"> a) Expand and implement flexible fleet services throughout the region, prioritizing LIDACs and Transit Priority Areas b) Expand first/last mile connections to transit c) Explore opportunities for bike share programs
Authority to Implement	Agencies and organizations such as SANDAG, local jurisdictions, and transportation network companies

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Transportation	
Measure T.4 Reduce VMT through Transportation Demand Management (TDM)	
Objectives	T-4.1 Reduce single-occupancy vehicle commuter trips through TDM strategies
Supporting Actions	<ul style="list-style-type: none"> a) Support and increase participation in regional rideshare and vanpool programs b) Expand Sustainable Transportation Services programs c) Support telework throughout the region d) Conduct outreach and education on TDM strategies and programs
Authority to Implement	Agencies and organizations such as SANDAG, local jurisdictions, and employers/businesses

Transportation	
Measure T.5 Increase adoption of zero-emission vehicles (ZEVs)	
Objectives	T-5.1 Increase the light-duty ZEV population
	T-5.2 Increase medium- and heavy-duty ZEV population
	T-5.3 Install charging and refueling infrastructure for light-duty ZEVs
	T-5.4 Install charging and refueling infrastructure for medium- and heavy-duty ZEVs
	T-5.5 Convert passenger rail cars to zero-emission
Supporting Actions	<ul style="list-style-type: none"> a) Implement and/or expand an incentive program for light-duty ZEVs with an emphasis on LIDACs b) Implement and/or expand an incentive program for medium- and heavy-duty ZEVs, including trucks, transit buses, school buses, and rail c) Support fleet electrification for municipalities, tribal governments, and public agencies through technical assistance d) Develop and implement regional programs to install ZEV charging and refueling infrastructure for light-duty vehicles, including multifamily properties e) Develop and implement regional programs to install charging and refueling infrastructure for medium- and heavy-duty vehicles f) Coordinate with rideshare providers like transportation network companies (TNCs) and vanpool operators on electrification efforts

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Authority to Implement	Federal, state, and local government agencies and utilities such as SANDAG, local jurisdictions, San Diego County Air Pollution Control District (SDAPCD), San Diego Community Power (SDCP), Clean Energy Alliance (CEA), and San Diego Regional Energy Network (SDREN), San Diego Gas & Electric (SDG&E)
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Transportation	
Measure T.6 Reduce fuel use from idling	
Objectives	T-6.1 Install roundabouts and/or traffic circles
	T-6.2 Optimize traffic signals
	T-6.3 Implement curb management strategies that reduce idling
Supporting Actions	<ul style="list-style-type: none"> a) Support traffic flow planning and project prioritization that addresses safety for all travel modes b) Identify priority intersections for roundabouts to reduce vehicle idling and improve public safety c) Expand the use of smart intersection signals d) Explore and implement curb management strategies including delivery zones and time of use policies e) Implement ZEV actions outlined in the Sustainable Freight Strategy
Authority to Implement	Agencies such as SANDAG, California Department of Transportation (Caltrans), and local jurisdictions

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Electricity	
Measure E.1 Decarbonize the regional electric grid	
Objectives	E-1.1 Increase distributed renewable energy generation
	E-1.2 Increase regional participation in fully renewable electricity options ahead of state mandates
Supporting Actions	<ul style="list-style-type: none"> a) Develop and/or expand residential programs to incentivize rooftop solar and battery storage (single- and multi-family), with a focus on LIDACs b) Develop and/or expand a regional program to incentivize rooftop solar and battery storage for commercial buildings, with a focus in LIDACs c) Develop and/or expand a municipal program to support local government, tribal government, and public agency solar and battery storage projects d) Develop and/or expand a regional program to incentivize community solar and microgrids with a focus on renters, LIDACs, and rural areas e) Identify opportunities to expand utility-scale renewable energy options including solar, wind, and geothermal installations. f) Identify opportunities to streamline siting and permitting of clean energy projects g) Identify grid constraints to increase capacity of the distribution system h) Conduct outreach and education on distributed energy programs i) Expand local workforce development training for the installation and maintenance of distributed energy projects j) Continue promoting local jurisdiction and public agency participation in CCAs
Authority to Implement	Agencies and utilities such as local jurisdictions, SDCP, CEA, SDREN, and SDG&E

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Buildings	
Measure B.1 Increase energy efficiency of buildings	
Objectives	B-1.1 Increase energy efficiency of municipal buildings
	B-1.2 Increase energy efficiency of residential buildings
	B-1.3 Increase energy efficiency of non-residential buildings
Supporting Actions	<ul style="list-style-type: none"> a) Implement regional municipal energy efficiency programs for local government, tribal government, and public agency sites. b) Implement regional residential energy efficiency programs that prioritize program offerings and technical assistance with LIDACs, rental sites, and rural communities c) Implement regional non-residential energy efficiency programs that prioritize program offerings and technical assistance in LIDACs d) Develop a model reach code or ordinance that reduces energy use intensity of existing buildings e) Expand adoption of municipal procurement policies that encourage energy efficiency f) Develop workforce training on energy efficient equipment and infrastructure g) Conduct outreach for residents, building managers, and businesses to increase participation in energy efficiency programs
Authority to Implement	Agencies such as SDG&E, SDCP, CEA, SDREN, and local jurisdictions

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Buildings	
Measure B.2 Increase electrification of buildings	
Objectives	B-2.1 Electrify municipal buildings
	B-2.2 Electrify residential buildings
	B-2.3 Electrify nonresidential buildings
Supporting Actions	<ul style="list-style-type: none"> a) Develop and implement a regional program to provide technical assistance and financial incentives to replace municipal appliances such as gas water heaters, boilers, and traditional HVAC systems with heat pumps and other advanced electrification technologies b) Develop and implement a regional program to provide technical assistance and financial incentives to replace residential appliances such as gas water heaters, stoves, and traditional HVAC systems with residential heat pump technologies, with an emphasis on LIDACs c) Develop and implement a regional program to provide technical assistance and financial incentives to replace nonresidential appliances such as gas water heaters and traditional HVAC systems with heat pump water technologies, with an emphasis on LIDACs d) Expand outreach for residents, building managers, and businesses to increase awareness of health effects for indoor gas appliances and encourage the use of electric appliances e) Develop model reach code or ordinance that requires all-electric equipment in new residential, commercial, industrial buildings, and significant retrofits of existing buildings f) Develop an energy benchmarking program and performance standards for existing buildings g) Develop a regional building stock assessment to help target building electrification programs h) Research and identify opportunities to establish indoor NOx limits for appliances
Authority to Implement	Agencies such as SDG&E, SDCP, CEA, SDREN, SDAPCD, and local jurisdictions

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Natural & Working Lands	
Measure NWL.1 Conserve marine and wetland ecosystems	
Objectives	NWL-1.1 Preserve and restore wetlands, including lagoons, estuaries, and salt marshes
	NWL-1.2 Preserve and restore kelp forests and eelgrass beds
Supporting Actions	<ul style="list-style-type: none"> a) Implement regional programs that ensure coastal wetland habitats can keep pace with future sea level rise and flooding, such as restoration done under the <i>TransNet</i> Environmental Mitigation Program b) Implement regional programs to remove invasive plants, including long-term maintenance and planting native species to advance the <u>Invasive Plant Strategic Plan</u> c) Construct living shorelines, which are protected, stabilized shorelines constructed with natural materials and native dune plants through programs such as the <i>TransNet</i> Environmental Mitigation Program d) Implement the Multiple Species Conservation Program and Multiple Habitat Conservation Program e) Partner with tribal governments to incorporate and apply indigenous land management practices to contribute towards habitat restoration efforts in marine and wetland ecosystems f) Expand regional programs that protect and restore seagrass and kelp forests in the face of changing ocean conditions g) Expand regional programs that protect and restore rivers and streams that feed into the riparian areas and ocean h) Identify opportunities to streamline permitting to restore lands
Authority to Implement	Government agencies such as SANDAG, the Port of San Diego, other regional agencies, local jurisdictions, federal and state agencies

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Natural & Working Lands	
Measure NWL.2 Conserve forest, shrublands, and chaparral ecosystems	
Objectives	NWL-2.1 Preserve and restore forest ecosystems
	NWL-2.2 Preserve existing shrublands and chaparral ecosystems from development and conversion
	NWL-2.3 Restore degraded shrubland and chaparral ecosystems that will increase connectivity, enhance ecosystem resilience, and reduce the permanent loss of carbon on the landscape
Supporting Actions	<ul style="list-style-type: none"> a) Implement regional programs that protect and restore forest, shrubland, and chaparral ecosystems, including restoration efforts in areas recovering from severe wildfires, through programs such as the TransNet Environmental Mitigation Program b) Remove invasive plants to advance the Invasive Plant Strategic Plan, maintain and plant native species, and expand the capacity of nurseries and native seed banks to increase the quantity and variety of seedlings available to be used in restoration through programs such as the TransNet Environmental Mitigation Program c) Implement the Multiple Species Conservation Program and Multiple Habitat Conservation Program d) Support the acquisition of open space easements in high-sequestration land bodies e) Implement climate smart management of lands, particularly near communities and transportation infrastructure, through efforts such as the development of buffer zones to reduce wildfire risks, prevent carbon loss, and increase resilience f) Partner with tribal governments to incorporate and apply indigenous land management practices to contribute towards habitat restoration efforts in forest, shrublands, and chaparral ecosystems g) Expand workforce development programs for reforestation and wildfire recovery h) Identify opportunities to streamline permitting to restore lands
Authority to Implement	Government agencies such as SANDAG, other regional agencies, local jurisdictions, state agencies, and federal agencies

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Natural & Working Lands	
Measure NWL.3 Increase urban canopy cover	
Objectives	NWL-3.1 Increase urban tree canopy cover, prioritizing LIDACs
	NWL-3.2 Increase urban green space in communities, prioritizing LIDACs
Supporting Actions	<ul style="list-style-type: none"> a) Promote the use of native, climate-appropriate, and low water use trees and shrubs in landscaping b) Develop a regional urban forestry management plan and conduct a regional inventory to assess urban canopy cover every 5 years c) Expand regional tree planting efforts prioritizing LIDACs d) Expand and maintain nature-based climate solutions, such as trees and green stormwater infrastructure in new and existing community infrastructure investments e) Increase water reuse and rainwater harvesting for urban green spaces
Authority to Implement	Government agencies such as local jurisdictions

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Waste & Materials Management	
Measure WMM.1 Divert waste from landfills	
Objectives	WMM-1.1 Divert organic waste from landfill
	WMM-1.2 Increase food recovery
	WMM-1.3 Divert solid waste and construction & demolition waste from landfill
Supporting Actions	<ul style="list-style-type: none"> a) Conduct a regional waste audit every 5 years to track progress b) Develop a regional assessment of current participation in organic waste collection services and the effectiveness of outreach strategies c) Develop community composting and organic waste collection programs and targeted outreach to businesses, schools, LIDACs, etc. d) Identify opportunities for organic waste collection services to provide compost to community gardens in LIDACs e) Support and expand food recovery organizations and programs f) Minimize waste generation by strengthening the circular economy through programs such as fix-it clinics g) Expand and implement deconstruction programs to increase the reuse of reclaimed building materials h) Develop and implement regional workforce training and education programs on deconstruction as an alternative to demolition i) Develop pilot projects for end markets for deconstructed materials
Authority to Implement	Government agencies such as local jurisdictions

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Waste & Materials Management	
Measure WMM.2 Reduce landfill emissions through increased methane capture	
Objectives	WMM-2.1 Expand and implement methane capture at landfills
Supporting Actions	<ul style="list-style-type: none"> a) Expand programs for methane capture at regional landfills (operating & non-operating), including development of new anaerobic digestion facilities b) Conduct field testing and reporting of landfill methane capture rates
Authority to Implement	Agencies and organizations such as the California Air Resources Board (CARB), SDAPCD, and landfill operators

Waste & Materials Management	
Measure WMM.3 Reduce emissions from water and wastewater treatment facilities and operations	
Objectives	WMM-3.1 Expand and implement methane capture at wastewater treatment facilities
	WMM-3.2 Reduce energy intensity of processes to treat and distribute water
Supporting Actions	<ul style="list-style-type: none"> a) Expand programs for methane capture at regional wastewater treatment facilities, including the use of anaerobic digestors b) Conduct field testing and reporting of wastewater methane capture rates c) Implement water and wastewater recovery projects to reduce emissions associated with treating and storing wastewater
Authority to Implement	Agencies and organizations such as local jurisdictions, water districts, and water and wastewater facilities operators

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Agriculture	
Measure AG.1 Reduce emissions from agricultural operations	
Objectives	AG-1.1 Transition agricultural operations to cleaner fuels and energy sources
	AG-1.2 Increase energy efficiency of agricultural machinery and farm equipment
Supporting Actions	<ul style="list-style-type: none"> a) Implement a regional program to incentivize the replacement of diesel-powered farm equipment with electric equipment and energy-efficient alternatives b) Identify opportunities to expand the use of clean energy in agricultural operations such as agrivoltaics, distributed energy resources, and energy buy-back programs for farmers
Authority to Implement	Agencies and organizations such as SDAPCD, SDG&E, SDCP, CEA and local jurisdictions

Agriculture	
Measure AG.2 Expand urban farming in the region	
Objectives	AG-2.1 Increase land use for urban farming
Supporting Actions	<ul style="list-style-type: none"> a) Encourage the expansion of urban farming in new and existing developments through activities such as updating zoning laws or amending city general plans b) Develop a regional assessment to identify sites for the creation of community gardens, including in locations accessible to the community such as public parks, schools, municipal buildings, and community centers, with an emphasis on LIDACs c) Provide education and resources to support the creation and maintenance of community gardens, including resources for schools and communities d) Expand efforts to promote purchasing from local agricultural businesses, including urban farms and community gardens
Authority to Implement	Government agencies such as local jurisdictions

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Agriculture	
Measure AG.3 Conserve agricultural land	
Objectives	AG-3.1 Preserve agricultural land in the region
Supporting Actions	<ul style="list-style-type: none">a) Support the voluntary dedication of agriculture conservation easements and other actions that preserve agricultural lands, such as Williamson Act contracts and agricultural zoningb) Conduct regional outreach and engagement with farmers to identify opportunities to support them in preserving agricultural land
Authority to Implement	Government agencies such as local jurisdictions

Agriculture	
Measure AG.4 Manage soil health to sequester carbon	
Objectives	AG-4.1 Improve soil management practices on agricultural lands
Supporting Actions	<ul style="list-style-type: none">a) Develop regional programs to encourage the use of regenerative agricultural practices, including carbon farmingb) Research options to incentivize the reduction of the use of synthetic fertilizers on agricultural lands in the region
Authority to Implement	Government agencies such as local jurisdictions and USDA

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Industry	
Measure IND.1 Reduce fugitive and short-lived climate pollutants (SLCP) emissions	
Objectives	IND-1.1 Reduce fugitive and process emissions
	IND-1.2 Reduce high global warming potential (GWP) refrigerant use
Supporting Actions	<ul style="list-style-type: none"> a) Utilize best available retrofit control technology (BARCT) to achieve air quality and GHG reductions at large industrial sources b) Develop an incentive program to expedite installation of low-GWP refrigeration systems in retail food stores
Authority to Implement	Regulatory agencies such as CARB and other state and federal agencies

Industry	
Measure IND.2 Reduce energy intensity of industrial facilities	
Objectives	IND-2.1 Increase industrial energy efficiency
	IND-2.2 Increase distributed energy resources (renewable or alternative fuel use) in industrial facilities
Supporting Actions	<ul style="list-style-type: none"> a) Develop a regional model ordinance and resources for local governments to adopt and implement requirements to use electric-powered or alternatively-fueled construction equipment that reduces 50% of emissions from project construction activities b) Evaluate the potential for, and promotion of, electrification and/or co-generation with renewable fuels, for industrial stationary sources whose primary emissions are from onsite natural gas combustion c) Support electrification of industrial sites through updates to industrial rate structures
Authority to Implement	Agencies and utilities such as CARB, SDCP, CEA, and SDG&E.



2024 Tribal Summit Update

Paula Zamudio, Senior Regional Planner
Theresa Gregor, Southern California Tribal Chairmen's Association
March 5, 2025

2024 Tribal Summit Recommendations

- Increase the frequency of Tribal Summits.
- Jurisdictions should only work with federally recognized tribes.
- Add voting power for tribal advisory representative on the SANDAG Board of Directors.
- Strengthen tribal relations.
- Prioritize fair funding distribution for rural projects/create a tribal set aside.
- Bridge the gap between the current CEQA letter-writing process and planners understanding of tribal cultural and natural resources.
- Incorporate Vehicle Miles Traveled (VMT) reduction and alternative modes of transportation into the Vision Zero safety framework to align with broader sustainability and safety objectives.



SCTCA Reflections

