Attachment A:
Errata to the 2021 Regional Plan

Table of Contents

Errata to the 2021 Regional Plan

Introduction

This document reflects the following modifications to the 2021 Regional Plan:

- Removal of the regional road usage charge (RUC).
- Change in other revenue assumptions, including delay in timing of future local sales tax revenue, update to TransNet revenue, and update to federal and state funding following the Infrastructure Investment and Jobs Act (IIJA).
- Corrections to base year employment in the Series 14 Regional Growth Forecast resulting in minor differences in overall employment.
- Corrections to cross border model in ABM2+ resulting in more accurate traffic volumes on SR 11.
- Minor differences in population across mobility hubs resulting from stochastic allocation by the Series 14 Regional Growth Forecast subregional allocation model.

Modified text is shown in underline or ~~strikeout~~ or replaced in its entirety where noted.

The Amendment results in changes to the following chapters and appendices:

Revised Chapters and Appendices
Chapter 2: Sustainable Communities Strategy – A Framework for the Future
Chapter 3: Paying for the Regional Plan, Forming Partnerships and Taking Action, and Monitoring How the Plan Performs
Appendix A: Transportation Projects, Programs, and Phasing
Appendix B: Implementation Actions
Appendix D: Sustainable Communities Strategy Documentation and Related Information
Appendix F: Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern
Appendix S: Travel Demand Modeling Tools
Appendix T: Network Development and Performance
Appendix V: Funding and Revenues

The Amendment does not change the following chapters and appendices:

Unchanged Chapters and Appendices
Chapter 1: A Bold New Vision for the 2021 Regional Plan
Appendix C: Air Quality Planning and Transportation Conformity (Air Quality and Transportation Conformity for the proposed Amendment is included as Attachment B to the proposed Amendment)
Appendix E: Performance Monitoring
Appendix G: Public Involvement Plan
Appendix H: Social Equity: Engagement and Analysis (The Social Equity Analysis for the proposed Amendment is attached to this Errata)
Appendix I: Tribal Consultation Process for San Diego Forward: The 2021 Regional Plan – Communication, Cooperation, and Coordination
Appendix J: Megaregion and Borders Planning and Collaboration
Appendix K: Regional Housing Needs Assessment Plan
Appendix L: Active Transportation
Appendix M: Progress on Near-Term and Continuing Actions
Appendix N: SANDAG Federal Congestion Management Process
Appendix O: Federal System Performance Report
Appendix P: Travel and Tourism
Appendix Q: Transportation Security and Safety
Appendix R: Stormwater and Resilience
Appendix U: Cost Estimation Methodology
Appendix W: California Coastal Trail Technical Memoranda and 2021 Technical Addendum
Appendix X: 2016 Greenhouse Gas Emissions Inventory and Projections for the San Diego Region
Appendix Y: Goods Movement Planning and 2021 San Diego and Imperial Counties Freight Gateway Study Update
Appendix Z: California State Wildlife Action Plan
Appendix AA: Regional Habitat Conservation Vision
Appendix BB: Regional Aviation Strategic Plan and San Diego Airport Multimodal Accessibility Plan
Appendix CC: The 2020 Coordinated Plan
Appendix DD: 2021 Regional ITS Architecture Update Technical Memorandum/Primer
Appendix EE: Intraregional Tribal Transportation Strategy
2021 Regional Plan Glossary

Chapter 2: Sustainable Communities Strategy– A Framework for the Future

Regional Pricing Strategy, p. 40

The last bullet is removed.

- ~~Road usage charge: More people are driving more fuel efficient and zero-emission vehicles, and as a result, gas tax revenues are declining. To make up for this loss in revenues and to manage congestion, California is exploring the idea of charging people who use roads. As California selects an approach for technology, collection methods, and account management, SANDAG will work with member agencies, California metropolitan planning organizations, and other stakeholders to determine how to best leverage the statewide system for a regional road usage charge that will benefit the San Diego region by improving air quality and managing congestion systemwide while generating flexible revenue for local projects.~~

Chapter 3: Paying for the Regional Plan, Forming Partnerships and Taking Action, and Monitoring How the Plan Performs

How the Budget is Built, p. 45

Figures 3.1 and 3.2 in the 2021 Regional Plan are replaced with the following figures.

Figure 3.1: 2021 Regional Plan Funding Sources

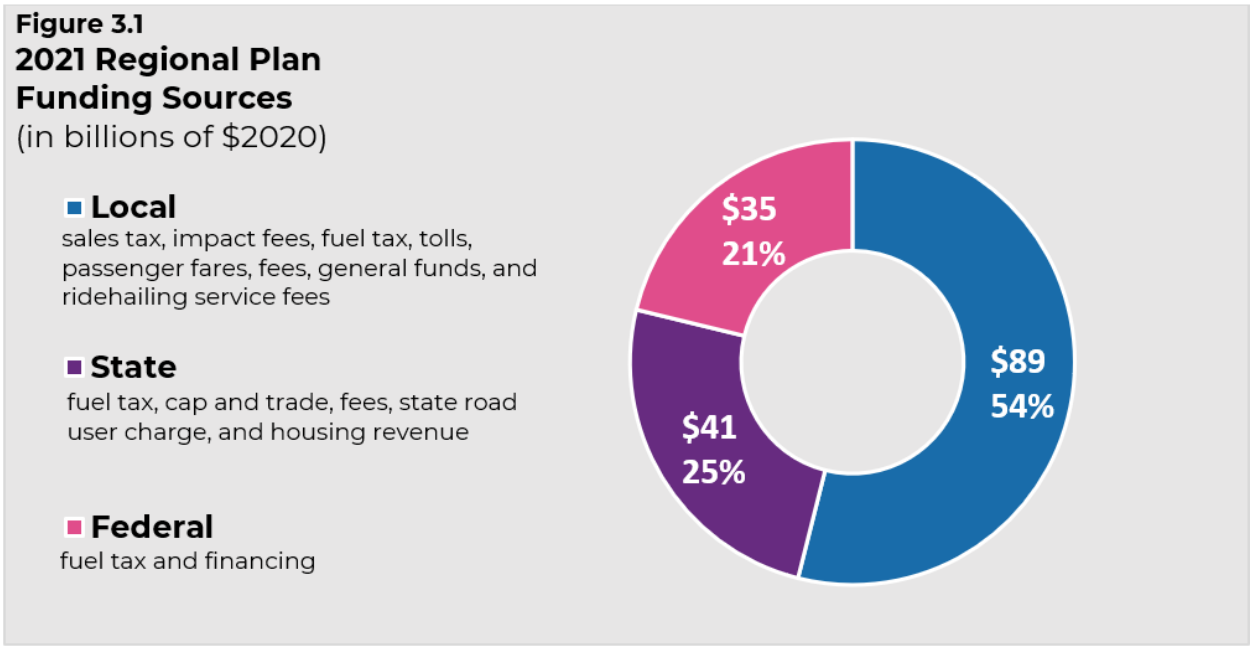
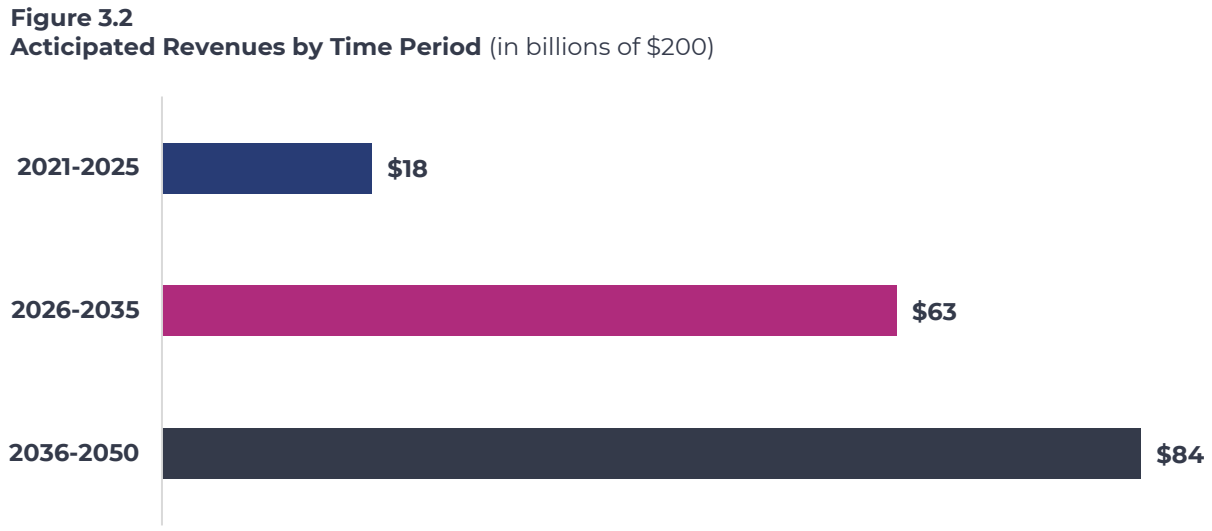


Figure 3.2: Anticipated Revenues by Time Period



Value Pricing and User Fees, p. 46

The following text is revised in the second paragraph, first sentence.

> Charging fees for the transportation infrastructure that people use~~—for example, charging users for each mile they drive on the highway—~~can change travel behavior.

Road User Charges, p. 47

The following paragraph is removed.

> ~~**Road User Charges**~~
>
> ~~Road User Charges are direct user fees that motorists pay to use the roadway network based on the distance they travel. Road user charging can be an equitable way to generate revenue. Leveraging Next OS technology offers the capability to provide discounts to certain populations. As electric and hydrogen-powered personal vehicles become more affordable and revenue from fuel taxes continue to decline, road user charging is also a way to make up for the loss in those revenues. Finally, road user charging is a recognition that any type of vehicle—whether powered by gas, electricity, or hydrogen—causes congestion and places wear and tear on transportation infrastructure. Road user charging is an emerging strategy for rapidly growing metropolitan areas, including those in California, where Caltrans has a Road User Charge pilot program underway. Oregon is also collecting a road user charge as part of its new program, OReGO. A Road User Charge program is proposed to be implemented as soon as 2026 and would require new legislation or another mechanism.~~

Appendix A: Transportation Projects, Programs, and Phasing

Transportation System Management and Operations, pg. A2-25

The following text is revised in the second paragraph, second sentence.

> **Value Pricing** – The 2021 Regional Plan incorporates a variety of pricing strategies as tools to improve mobility by encouraging changes in travel behaviors while generating revenue to address our aging infrastructure and expand travel options. Specifically, the 2021 Regional Plan explores a network of Managed Lanes, ~~a mileage-based road usage charge,~~ a fee on the fares charged for rides provided by Transportation Network Companies, and further subsidization of transit fares. Pricing strategies such as these are in different phases of planning, design, pilot, and deployment in different regions and are also being explored at the state and federal level.

Appendix B: Implementation Actions

Implementation Actions, pg. B-4

The following text is revised.

Table B.1: Implementation Actions, pg. B-4

Implementation Actions
Near-Term and Continuing Action
4. Evaluate the transition to free public transit and develop a Value Pricing and User Fee Implementation Strategy
Near-Term Actions: a) Complete the following studies, plans, and strategies: o Value Pricing and User Fee Implementation Strategy, guided by an advisory working group o Regional Transit Fare Impact Study, including evaluation of the transition to free public transit o I-15 Operational Study b) Partner with state agencies and other metropolitan planning organizations to design a comprehensive ~~road usage charge~~ pilot, assess equity impacts, and test mitigation strategies for a state road usage charge c) Pursue a ballot measure or another mechanism to assess a fee on the fares charged for rides provided by ridehailing service companies that encourages ridesharing **Continuing Action:** d) Coordinate with the federal government, state agencies, and other metropolitan planning organizations to study and deploy pilot testing for a state road usage charge, conduct public education and outreach, and test solutions to ensure the privacy and security of data collected

What Would it Look Like, pg. B-57

The following text is revised in the first paragraph, first sentence.

> User fee systems can feature ~~distance-based (per mile) or~~ segment-based (per toll zone) pricing with rates that are either flat, adjusted in response to congestion levels, or vary according to a known schedule.

The following bullet point is removed.

- ~~**Road Usage Charge:** A direct user fee where drivers pay to use the roadway network, whether the vehicle is powered by gas or electricity or hydrogen, based on distance traveled or other factors. As personal electric vehicles become more affordable and revenues from fuel taxes continue to decline, road usage charging can be an equitable way to generate revenue. Road usage charging is an emerging strategy for rapidly growing metropolitan areas, including those in California where Caltrans has a Road User Charge pilot program underway.~~

Value Pricing and User Fees, Implementation Actions, pg. B-58

The following text is revised in the first paragraph, second sentence.

> Specifically, the 2021 Regional Plan explores a network of Managed Lanes, ~~a mileage-based road usage charge,~~ a fee on the fares charged for rides provided by transportation network companies, and further subsidization of transit fares.

Appendix C: Air Quality Planning and Transportation Conformity

No revisions. See Attachment B for Air Quality Planning and Transportation Conformity for the proposed amendment.

Appendix D: Sustainable Communities Strategy Documentation and Related Information

2035 Greenhouse Gas-Reduction Target, pg. D-2 through D-3

The following text is revised in the first paragraph, first sentence.

> Implementation of the SCS is estimated to result in a ~~20~~19% CO_2 emissions reduction for cars and light-duty trucks by 2035.

The following table is revised.

Table D.1: Summary of CO2 Per Capita Reductions as Compared to 2005: On- and Off-Model Results and Adjustment Factors

Summary of CO_2 Per Capita Reductions as Compared to 2005: On- and Off-Model Results and Adjustment Factors	
	2035
Per Capita Reduction (On-Model Results Only)	~~-19.3%~~ -17.6%
Per Capita Reduction (Off-Model Results Only)	~~-3.01%~~ -3.03%
CARB Adjustment Factor for EMFAC 2007–2014	1.7%
Induced Demand Adjustment Factor	~~0.20%~~ 0.34%
Per Capita Reductions	~~**-20.4%**~~ **18.6%**

Note: MPOs that rely on a combination of modeled and off-model methods to estimate per capita GHG emission reductions from its RTP/SCS should round to the nearest integer percent" (Final SCS Program and Evaluation Guidelines, Appendices, at p. 28).

2050 Estimated Greenhouse Gas Reduction, pg. D-3

The following text is revised in the last two sentences.

> For 2050, on-model CO_2 reduction is −18.6%~~20.3%~~ and off-model CO_2 reduction is −2.65%~~2.61%~~. After applying the CARB adjustment factor of 1.6% and an induced demand adjustment factor of 0.45%~~0.27%~~, estimated CO_2 reductions for 2050 are −19.2%~~21%~~.

2021 Regional Plan Strategy Quantification, pg. D-6

The following table is revised.

Table D.2: Quantification Approach for 2021 Regional Plan Strategies, Demand Management

Quantification Approach for 2021 Regional Plan Strategies		
Strategy	**Inclusion in Prior SCS?**	**Quantification Approach**
Demand Management		
Pricing strategies: • ~~Road usage charge~~ • Transit Fare Subsidies • Congestion pricing/toll rates • Parking • TNC fees	Carryover pricing strategies include congestion pricing/toll rates, parking pricing. New pricing strategies include ~~road usage charge,~~ transit fare subsidies~~,~~ and TNC fees.	Pricing strategies reflected in ABM2+ as follows: • ~~Road usage charge: per-mile charge added to the auto operating cost.~~ • Transit Fare Subsidies: one-way and daily transit fares defined for each service type • Congestion pricing/tolled rates: per-mile tolls defined by time of day for each Managed Lane corridor and fixed-fee tolls for the SR 125 toll road. • Parking: hourly, daily, and monthly rates applied to certain Mobility Hub areas and charged to auto trips destined for those specified areas. • TNC fees: applied as fixed fee per trip.

Strategies Applied in ABM2+, pg. D-8

The following table is revised.

Table D.3: Strategies Applied in ABM2+ for the Year 2035, pg. D-8

Strategies Applied in ABM2+ for the Year 2035		
Category	**Input Description**	**2035**
Pricing ($2020)	~~Regional road usage charge~~	~~$0.03/mile~~

Off-Model Strategies, pg. D-10

The following table is revised.

Table D.4: Summary of Off-Model Strategies: Percent Per Capita CO2 Reduction as Compared to 2005

Summary of Off-Model Strategies: Percent Per Capita CO_2 Reduction as Compared to 2005		
Off-Model Strategy	**2035**	**2050**
Vanpool	~~0.31%~~ 0.34%	~~0.32%~~ 0.36%
Carshare	~~0.17%~~ 0.18%	—
Pooled Rides	0.01%	0.01%
Regional TDM Ordinance	~~0.37%~~ 0.38%	~~0.56%~~ 0.58%
EV Programs (Vehicle Incentive and Charger Program)	~~2.15%~~ 2.13%	~~1.72%~~ 1.70%
Total	~~**3.01%**~~ **3.03%**	~~**2.61%**~~ **2.65%**

Appendix F: Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern

Total Jobs by Jurisdiction, pg. F-12

Table F.2. is replaced with the following table.

Table F.2: Total Jobs by Jurisdiction

Total Jobs by Jurisdiction						
Jurisdiction	2016	2025	2035	2050	Change (2016-2050)	
					Number	Percent
Carlsbad	75,846	84,096	91,824	99,450	23,604	31.1%
Chula Vista	72,345	80,946	96,209	113,650	41,305	57.1%
Coronado	26,783	27,225	27,916	28,601	1,818	6.8%
Del Mar	4,675	4,717	4,773	4,842	167	3.6%
El Cajon	48,238	52,646	60,116	68,485	20,247	42.0%
Encinitas	28,495	28,911	29,711	30,419	1,924	6.8%
Escondido	58,830	61,368	65,687	70,404	11,574	19.7%
Imperial Beach	5,542	5,801	6,260	6,714	1,172	21.1%
La Mesa	30,992	32,563	35,105	37,885	6,893	22.2%
Lemon Grove	8,958	9,196	9,578	10,013	1,055	11.8%
National City	42,808	54,563	58,004	61,755	18,947	44.3%
Oceanside	47,233	48,521	50,245	51,149	3,916	8.3%
Poway	35,355	35,549	35,866	36,252	897	2.5%
San Diego	893,140	953,079	1,044,329	1,135,978	242,838	27.2%
San Marcos	40,851	46,054	53,539	61,460	20,609	50.4%
Santee	18,042	18,500	19,038	19,593	1,551	8.6%
Solana Beach	9,833	10,079	10,562	10,994	1,161	11.8%
Vista	44,127	45,276	47,130	49,184	5,057	11.5%
Unincorporated	154,326	163,447	176,348	190,228	35,902	23.3%
Region	**1,646,419**	**1,762,537**	**1,922,240**	**2,087,056**	**440,637**	**26.8%**

Source: SANDAG Series 14 Regional Growth Forecast, SCS Land Use Pattern

Total Population by Mobility Hub, pg. F-14

Table F-4 is replaced with the following table.

Table F.4: Total Population by Mobility Hub

Total Population by Mobility Hub				
Mobility Hub Name	**2016**	**2025**	**2035**	**2050**
Mobility Hub Total	1,453,913	1,658,456	1,875,802	1,988,728
Coastal	172,824	178,738	191,557	198,891
Gateway	318,246	353,913	390,464	394,135
Major Employment Center	253,054	316,411	397,326	431,175
Suburban	392,726	433,436	455,657	488,442
Urban	317,063	375,958	440,798	476,085
Outside of Mobility Hub Network	1,855,597	1,812,392	1,744,546	1,757,345
Region Total	**3,309,510**	**3,470,848**	**3,620,348**	**3,746,073**

Source: SANDAG Series 14 Regional Growth Forecast, SCS Land Use Pattern

Total Jobs by Mobility Hub, pg. F-14

Table F.5 is replaced with the following table.

Table F.5: Total Jobs by Mobility Hub

Total Jobs by Mobility Hub				
Mobility Hub Name	**2016**	**2025**	**2035**	**2050**
Mobility Hub Total	1,113,785	1,212,986	1,346,519	1,484,618
Coastal	77,375	79,194	82,520	85,840
Gateway	152,981	167,611	192,382	218,904
Major Employment Center	499,003	539,981	600,105	660,362
Suburban	162,358	173,701	191,663	211,942
Urban	222,068	252,499	279,849	307,570
Outside of Mobility Hub Network	532,634	549,551	575,721	602,438
Region Total	**1,646,419**	**1,762,537**	**1,922,240**	**2,087,056**

Source: SANDAG Series 14 Regional Growth Forecast, SCS Land Use Pattern

Appendix H: Social Equity: Engagement and Analysis

No revisions. See Attachment 1 to this Errata for the Social Equity Analysis for the proposed amendment.

Appendix S: Travel Demand Modeling Tools

Model Runs Used in the Final 2021 Regional Plan, pg. S-106

The following table is added after Table S.17 to reflect the additional model runs used in the proposed amendment.

Table S.17a: Additional Model Runs Used in the Proposed Amendment

Model Runs Used in the Proposed Amendment				
Scenario No.	**Name**	**Forecast Year**	**ABM Version**	**Land Use Version**
767	2016 Amendment	2016	Amendment version_14_2_2	DS-ID 42
762	2023 Amendment Build	2023	Amendment version_14_2_2	DS-ID 42
759	2025 Amendment No Build	2025	Amendment version_14_2_2	DS-ID 42
759	2025 Amendment Build	2025	Amendment version_14_2_2	DS-ID 42
760	2026 Amendment Build	2026	Amendment version_14_2_2	DS-ID 42
761	2029 Amendment Build	2029	Amendment version_14_2_2	DS-ID 42
763	2032 Amendment Build	2032	Amendment version_14_2_2	DS-ID 42
764	2035 Amendment No Build	2035	Amendment version_14_2_2	DS-ID 42
766	2035 Amendment Build	2035	Amendment version_14_2_2	DS-ID 42
770	2040 Amendment Build	2040	Amendment version_14_2_2	DS-ID 42
773	2050 Amendment No Build	2050	Amendment version_14_2_2	DS-ID 42
768	2050 Amendment Build	2050	Amendment version_14_2_2	DS-ID 42

Note: "No Build" is the 2021 Regional Plan with the regional RUC
"Build" is the 2021 Regional Plan without the regional RUC

Carbon Dioxide Reduction Impacts of Off-Model Methodologies, pg. S-110

The following table is revised.

Table S.18: Carbon Dioxide Reduction Impacts of Off-Model Methodologies

Carbon Dioxide Reduction Impacts of Off-Model Methodologies				
Off-Model Strategy	Daily Total CO_2 Reductions (short tons)		Percent per Capita CO_2 Reduction as Compared to 2005	
	2035	2050	2035	2050
Vanpool	~~143.7~~ 157.7	~~156.2~~ 176.8	~~0.31%~~ 0.34%	~~0.32%~~ 0.36%
Carshare	~~82.0~~ 82.5	—	~~0.17%~~ 0.18%	—
Pooled rides	~~5.6~~ 5.8	~~5.5~~ 5.7	0.01%	0.01%
Regional TDMO	~~173.9~~ 179.1	~~274.5~~ 282.4	~~0.37%~~ 0.38%	~~0.56%~~ 0.58%
EV program incentives	~~1,010.0~~ 1,003.0	~~836.0~~ 826.0	~~2.15%~~ 2.13%	~~1.72%~~ 1.70%
Total	**~~1,415.2~~ 1,428**	**~~1,272.2~~ 1,290.8**	**~~3.01%~~ 3.03%**	**~~2.61%~~ 2.65%**

Vanpool Off-Model Results, pg. S-114

The following table is revised.

Table S.19: Vanpool Off-Model Results

Vanpool Off-Model Results		
	2035	2050
Total Vanpools	742	837
Daily VMT Reduction	~~308,108~~ 339,251	~~329,435~~ 382,471
Daily Total GHG Reduction (short tons)	~~141.1~~ 157.7	~~150.1~~ 176.8
Daily Per Capita GHG Reduction	~~0.30%~~ 0.34%	~~0.31%~~ 0.36%

Carshare Off-Model Results, pg. S-117

The following table is revised.

Table S.20: Carshare Off-Model Results

Carshare Off-Model Results		
	2035	2050
Carshare Membership	25,468	n/a
Daily VMT Reduction	~~176,896~~ 178,275	n/a
Daily Total GHG Reduction (short tons)	~~80.6~~ 82.5	n/a
Daily Per Capita GHG Reduction	~~0.17%~~ 0.18%	n/a

Pooled Rides Off-Model Results, pg. S-120

The following table is revised.

Table S.21: Pooled Rides Off-Model Results

Pooled Rides Off-Model Results		
	2035	2050
Daily VMT Reduction	~~11,658~~ 12,056	~~11,540~~ 11,861
Daily Total CO_2 Reduction (short tons)	~~5.6~~ 5.8	~~5.5~~ 5.7
Daily Per Capita CO_2 Reduction	0.01%	0.01%

Regional Transportation Demand Management Ordinance Off-Model Results, pg. S-122

The following table is revised.

Table S.22: Regional Transportation Demand Management Ordinance Off-Model Results

Regional TDMO Off-Model Results		
	2035	2050
TDMO Drive Alone Reduction Target	15%	25%
Daily VMT Reduction	~~393,851~~ 377,634	~~632,789~~ 598,800
Daily Total GHG reduction (short tons)	~~183.9~~ 179.1	~~293.9~~ 282.4
Daily Per capita GHG reduction	~~0.39%~~ 0.38%	~~0.60%~~ 0.58%

Electric Vehicle Programs Off-Model Results, pg. S-126

The following table is revised.

Table S.23: Electric Vehicle Programs Off-Model Results

Electric Vehicle Programs Off-Model Results		
	2035	**2050**
Regional EV Charger Program		
Level 2 Chargers Incentivized	33,000	29,000
Charger Incentive (estimation)	$5,000	$3,000
Admin, Education, and Outreach	8%	5%
Total Program Cost	$178 million	$91 million
Vehicle Incentive Program		
ZEVs Incentivized	112,000 (beyond EMFAC)	—
Vehicle Incentive (estimation)	$5,000	—
Admin, Education, and Outreach	7%	—
Total Program Cost	$604 million	—
Total		
Combined Program Cost	$783 million	$91 million
Daily Total CO_2 reduction (short tons)	~~1,010~~ 1,003	~~836~~ 826
Daily Per Capita CO_2 Reduction compared to 2005 level	~~2.15%~~ 2.13%	~~1.72~~ 1.70%

Appendix T: Network Development and Performance

Regionwide – Performance of Revenue-Constrained Transportation Network, pg. T-23

Table T.6 is replaced with the following table.

Table T.6: Regionwide – Performance of Revenue-Constrained Transportation Network

Performance of Revenue-Constrained Transportation Network Regionwide (Primary Measures)							
Performance Measure	2021 Regional Plan				Amendment		
	2016	2025	2035	2050	2025	2035	2050
Percentage of residents that can access retail within 15 minutes							
Walk	68.9%	71.6%	73.9%	74.8%	71.6%	73.9%	74.8%
Bike	95.6%	96.3%	97.1%	97.6%	96.3%	97.1%	97.6%
Transit	60.3%	63.0%	66.5%	67.4%	63.0%	66.5%	67.4%
Percentage of residents that can access parks within 15 minutes							
Walk	51.0%	52.7%	53.4%	53.5%	52.7%	53.4%	53.5%
Bike	93.5%	94.7%	95.2%	95.7%	94.7%	95.2%	95.7%
Transit	39.0%	41.7%	44.5%	45.4%	41.7%	44.5%	45.4%
Percentage of residents that can access medical facilities within 30 minutes							
Transit	81.0%	82.2%	84.4%	85.4%	82.2%	84.4%	85.4%
Percentage of residents that can access Tier 1 employment centers							
Within 30 minutes by Transit	21.0%	24.9%	31.1%	35.9%	24.9%	31.1%	35.9%
Within 45 minutes by Transit	37.2%	43.3%	51.8%	58.4%	43.3%	51.7%	58.3%
Percentage of residents that can access Tier 2 employment centers							
Within 30 minutes by Transit	46.7%	51.6%	57.2%	59.5%	51.6%	57.1%	59.5%
Within 45 minutes by Transit	67.1%	72.1%	77.4%	79.6%	72.1%	77.3%	79.6%

Performance of Revenue-Constrained Transportation Network Regionwide (Primary Measures)							
Performance Measure	2021 Regional Plan				Amendment		
	2016	2025	2035	2050	2025	2035	2050
Percentage of residents that can access any employment center (Tier 1–4)							
Within 30 minutes by Transit	80.5%	82.3%	84.7%	85.6%	82.3%	84.7%	85.6%
Within 45 minutes by Transit	82.0%	83.5%	85.7%	86.7%	83.5%	85.7%	86.7%
Percentage of residents that can access higher education institutions							
Within 30 minutes by Transit	43.8%	49.0%	54.1%	55.8%	49.0%	54.0%	55.7%
Within 45 minutes by Transit	68.3%	73.6%	78.5%	80.4%	73.6%	78.5%	80.4%
On-road CO_2 emissions (change from 2005 levels)*							
Total Tons CO_2	-305	-1122	-1295	-395	-1122	-750	106
Pounds CO_2 per capita	-2.31	-3.88	-4.89	-5.12	-3.88	-4.59	-4.85
Vehicle Miles Traveled							
All Vehicle Classes Regionwide	83,727,671	84,939,833	85,868,724	88,735,779	84,939,833	87,131,224	89,846,864
Per Capita	25.6	24.8	24.0	24.0	24.8	24.4	24.3

** Change in on-road CO_2 emissions from 2005 values (EMFAC 2014). Negative values indicate emission reductions. These measures quantify changes in total tons and pounds per capita and are used to calculate the percent reduction per capita required in SB 375.*

Mobility Hub Areas – Performance of Revenue-Constrained Transportation Network, pg. T-25

Table T.7 is replaced with the following table.

Table T.7: Mobility Hub Areas – Performance of Revenue-Constrained Transportation Network

Mobility Hubs - Performance of Revenue-Constrained Transportation							
Performance Measure	2021 Regional Plan				Amendment		
	2016	2025	2035	2050	2025	2035	2050
Percentage of residents that can access retail within 15 minutes							
Walk	91.1%	93.1%	94.2%	94.7%	93.1%	94.2%	94.7%
Bike	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Transit	84.3%	86.7%	89.4%	89.7%	86.7%	89.4%	89.7%
Percentage of residents that can access parks within 15 minutes							
Walk	63.9%	65.1%	64.4%	64.1%	65.1%	64.4%	64.1%
Bike	99.8%	99.5%	98.7%	98.8%	99.5%	98.7%	98.8%
Transit	59.5%	62.7%	64.8%	65.2%	62.7%	64.8%	65.3%
Percentage of residents that can access medical facilities within 30 minutes							
Transit	95.5%	96.1%	97.8%	98.1%	96.1%	97.8%	98.1%
Percentage of residents that can access Tier 1 employment centers							
Within 30 minutes by Transit	34.1%	39.9%	48.7%	55.6%	39.9%	48.6%	55.7%
Within 45 minutes by Transit	59.8%	65.3%	71.4%	77.9%	65.3%	71.4%	77.8%
Percentage of residents that can access Tier 2 employment centers							
Within 30 minutes by Transit	70.7%	74.8%	78.2%	79.9%	74.8%	78.2%	79.9%
Within 45 minutes by Transit	87.6%	91.5%	93.7%	95.4%	91.5%	93.6%	95.4%
Percentage of residents that can access any employment center (Tier 1–4)							
Within 30 minutes by Transit	95.9%	96.6%	98.4%	98.5%	96.6%	98.4%	98.5%
Within 45 minutes by Transit	96.0%	96.6%	98.4%	98.7%	96.6%	98.4%	98.7%

Mobility Hubs - Performance of Revenue-Constrained Transportation							
Performance Measure	2021 Regional Plan				Amendment		
	2016	2025	2035	2050	2025	2035	2050
Percentage of residents that can access higher education institutions							
Within 30 minutes by Transit	64.0%	68.1%	72.5%	74.0%	68.1%	72.3%	74.0%
Within 45 minutes by Transit	88.7%	93.0%	94.5%	96.0%	93.0%	94.4%	95.9%

Quantification Approach for 2021 Regional Plan Strategies, pg. T5-1

The following table is revised.

Table T5.1: Quantification Approach for 2021 Regional Plan Strategies

Quantification Approach for 2021 Regional Plan Strategies		
Strategy	**Inclusion in Prior Sustainable Communities Strategy?**	**Quantification Approach**
Demand Management		
Pricing strategies: • ~~Road usage charge~~ • Transit Fare Subsidies • Congestion pricing/toll rates • Parking • TNC fees	Carryover pricing strategies include congestion pricing/toll rates, parking pricing. New pricing strategies include ~~road usage charge,~~ transit fare subsidies, and TNC fees.	Pricing strategies reflected in ABM2+ as follows: • ~~Road usage charge: per-mile charge added to the auto operating cost.~~ • Transit Fare Subsidies: one-way and daily transit fares defined for each service type • Congestion pricing/tolled rates: per-mile tolls defined by time of day for each Managed Lane corridor and fixed-fee tolls for the SR 125 toll road. • Parking: hourly, daily, and monthly rates applied to certain Mobility Hub areas and charged to auto trips destined for those specified areas. • TNC fees: applied as fixed fee per trip.

Regional Plan Strategies Applied in ABM2+, pg. T5-3

The following table is revised.

Table T5.2: Regional Plan Strategies Applied in ABM2+

Regional Plan Strategies Applied in ABM2+				
Category	**Input Description**	**2025**	**2035**	**2050**
Pricing ($2020)	~~Regional road usage charge~~	~~None.~~	~~3 cents/mile~~	~~3 cents/mile~~

Primary Measures, pg. T6-1

Table T6.1 is replaced with the following table.

Table T6.1: Primary Measures

Table T6.1: Primary Measures								
		2016	2025 No-Build	2035 No-Build	2050 No-Build	2025 Build	2035 Build	2050 Build
Access to Basic Needs								
% of Population within 15 minutes of retail								
Regionwide	Walk	68.9%	71.6%	73.9%	74.8%	71.6%	73.9%	74.8%
	Bike	95.6%	96.3%	97.1%	97.6%	96.3%	97.1%	97.6%
	Walk, Micromobility, Microtransit	69.9%	74.5%	79.9%	80.5%	74.5%	79.9%	80.5%
	Transit – Accessed by Walk and Flexible Fleet – Speed One	60.3%	63.0%	66.5%	67.4%	63.0%	66.5%	67.4%
	Driving (drive alone)	99.0%	99.1%	99.2%	99.3%	99.1%	99.2%	99.3%
Mohub	Walk	91.1%	93.1%	94.2%	94.7%	93.1%	94.2%	94.7%
	Bike	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	Walk, Micromobility, Microtransit	91.8%	97.8%	97.7%	97.9%	97.8%	97.7%	97.9%
	Transit – Accessed by Walk and Flexible Fleet – Speed One	84.3%	86.7%	89.4%	89.7%	86.7%	89.4%	89.7%
	Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table T6.1: Primary Measures								
		2016	2025 No-Build	2035 No-Build	2050 No-Build	2025 Build	2035 Build	2050 Build
% of Population within 15 minutes of parks								
Regionwide	Walk	51.0%	52.7%	53.4%	53.5%	52.7%	53.4%	53.5%
	Bike	93.5%	94.7%	95.2%	95.7%	94.7%	95.2%	95.7%
	Walk, Micromobility, Microtransit	54.2%	69.6%	74.4%	74.5%	69.6%	74.4%	74.5%
	Transit – Accessed by Walk and Flexible Fleet – Speed One	39.0%	41.7%	44.5%	45.4%	41.7%	44.5%	45.4%
	Driving (drive alone)	98.6%	98.7%	98.8%	98.8%	98.7%	98.8%	98.8%
Mohub	Walk	63.9%	65.1%	64.4%	64.1%	65.1%	64.4%	64.1%
	Bike	99.8%	99.5%	98.7%	98.8%	99.5%	98.7%	98.8%
	Walk, Micromobility, Microtransit	68.8%	98.5%	97.2%	96.3%	98.5%	97.2%	96.3%
	Transit – Accessed by Walk and Flexible Fleet – Speed One	59.5%	62.7%	64.8%	65.2%	62.7%	64.8%	65.3%
	Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% of Population within 30 Minutes of a Medical Facility								
Regionwide	Transit – Accessed by Walk and Flexible Fleet – Speed One	81.0%	82.2%	84.4%	85.4%	82.2%	84.4%	85.4%
	Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Mohub	Transit – Accessed by Walk and Flexible Fleet – Speed One	95.5%	96.1%	97.8%	98.1%	96.1%	97.8%	98.1%
	Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table T6.1: Primary Measures								
		2016	2025 No-Build	2035 No-Build	2050 No-Build	2025 Build	2035 Build	2050 Build
Change in Greenhouse Gas Emissions[1] Change in On-Road CO_2 Emissions from 2005 Values (EMFAC 2014)								
Senate Bill 375 (Steinberg, 2008) (SB 375) on-road CO_2 emissions (tons/day)		-305	-1122	-1295	-395	-1122	-2018	-964
SB 375 on-road CO_2 emissions (pounds/day) per capita		-2.31	-3.41	-4.45	-4.70	-3.41	-4.85	-5.00
Vehicle Miles Traveled								
All vehicle classes regionwide		83,727,671	84,939,833	85,868,724	88,735,779	84,939,833	87,131,224	89,846,864
All vehicle classes regionwide per capita		25.6	24.8	24.0	24.0	24.8	24.4	24.3
Access to Opportunities via Transit								
Tier 1 Employment Centers								
30 minutes – regionwide	Transit – Accessed by Walk and Flexible Fleet – Speed One	21.0%	24.9%	31.1%	35.9%	24.9%	31.1%	35.9%
45 minutes – regionwide	Transit – Accessed by Walk and Flexible Fleet – Speed One	37.2%	43.3%	51.8%	58.4%	43.3%	51.7%	58.3%
30 minutes – Mohub	Transit – Accessed by Walk and or Flexible Fleet – Speed One	34.1%	39.9%	48.7%	55.6%	39.9%	48.6%	55.7%
45 minutes – Mohub	Transit – Accessed by Walk and Flexible Fleet – Speed One	59.8%	65.3%	71.4%	77.9%	65.3%	71.4%	77.8%

[1] These measures quantify reductions in total tons and pounds per capita and are used to calculate the percent reduction per capita required in SB 375. Negative values indicate emission reductions.

Table T6.1: Primary Measures								
		2016	2025 No-Build	2035 No-Build	2050 No-Build	2025 Build	2035 Build	2050 Build
Tier 2 Employment Centers								
30 minutes – regionwide	Transit – Accessed by Walk and Flexible Fleet – Speed One	46.7%	51.6%	57.2%	59.5%	51.6%	57.1%	59.5%
45 minutes – regionwide	Transit – Accessed by Walk and Flexible Fleet – Speed One	67.1%	72.1%	77.4%	79.6%	72.1%	77.3%	79.6%
30 minutes – Mohub	Transit – Accessed by Wal and Flexible Fleet – Speed One	70.7%	74.8%	78.2%	79.9%	74.8%	78.2%	79.9%
45 minutes – Mohub	Transit – Accessed by Walk and Flexible Fleet – Speed One	87.6%	91.5%	93.7%	95.4%	91.5%	93.6%	95.4%
All Employment Centers								
30 minutes – regionwide	Transit – Accessed by Walk and Flexible Fleet – Speed One	80.5%	82.3%	84.7%	85.6%	82.3%	84.7%	85.6%
45 minutes – regionwide	Transit – Accessed by Walk and Flexible Fleet – Speed One	82.0%	83.5%	85.7%	86.7%	83.5%	85.7%	86.7%
30 minutes – Mohub	Transit – Accessed by Walk and Flexible Fleet – Speed One	95.9%	96.6%	98.4%	98.5%	96.6%	98.4%	98.5%
45 minutes – Mohub	Transit – Accessed by Walk and Flexible Fleet – Speed One	96.0%	96.6%	98.4%	98.7%	96.6%	98.4%	98.7%

Table T6.1: Primary Measures								
		2016	2025 No-Build	2035 No-Build	2050 No-Build	2025 Build	2035 Build	2050 Build
Higher Education Access								
30 minutes – regionwide	Transit – Accessed by Walk and Flexible Fleet – Speed One	43.8%	49.0%	54.1%	55.8%	49.0%	54.0%	55.7%
45 minutes – regionwide	Transit – Accessed by Walk and Flexible Fleet – Speed One	68.3%	73.6%	78.5%	80.4%	73.6%	78.5%	80.4%
30 minutes – Mohub	Transit – Accessed by Walk and Flexible Fleet – Speed One	64.0%	68.1%	72.5%	74.0%	68.1%	72.3%	74.0%
45 minutes – Mohub	Transit – Accessed by Walk and Flexible Fleet – Speed One	88.7%	93.0%	94.5%	96.0%	93.0%	94.4%	95.9%

Supporting Measures, pg. T6-6

Table T6.2 is replaced with the following table.

Table T6.2: Supporting Measures

Table T6.2: Supporting Measures								
		2016	2025 No-Build	2035 No-Build	2050 No-Build	2025 Build	2035 Build	2050 Build
Mode Share								
Work Trips (peak period)	Bike & walk	3.4%	5.6%	6.5%	8.2%	5.6%	6.4%	8.1%
	Carpool	13.4%	15.8%	15.0%	16.0%	15.8%	15.2%	16.1%
	Drive alone	79.5%	72.2%	66.6%	62.4%	72.2%	66.9%	62.7%
	Other (transportation network company [TNC], micromobility, taxi, school bus)	0.3%	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
	Transit	3.4%	5.9%	11.3%	12.8%	5.9%	11.1%	12.5%
Work Trips (all day)	Bike & walk	3.7%	6.0%	7.0%	8.7%	6.0%	6.9%	8.6%
	Carpool	13.0%	15.4%	14.6%	15.6%	15.4%	14.7%	15.7%
	Drive alone	79.6%	72.2%	66.4%	62.1%	72.2%	66.8%	62.5%
	Other (TNC, micromobility, taxi, school bus)	0.3%	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
	Transit	3.4%	5.9%	11.4%	12.9%	5.9%	11.1%	12.6%
All Trips	Bike & walk	7.8%	9.8%	11.8%	13.5%	9.8%	11.7%	13.4%
	Carpool	44.2%	43.5%	40.5%	40.3%	43.5%	40.6%	40.5%
	Drive alone	44.7%	42.2%	40.9%	38.9%	42.2%	41.1%	38.9%
	Other (TNC, micromobility, taxi, school bus)	1.7%	2.1%	2.1%	2.3%	2.1%	2.1%	2.2%
	Transit	1.6%	2.4%	4.7%	5.1%	2.4%	4.5%	5.0%

Table T6.2: Supporting Measures								
		2016	2025 No-Build	2035 No-Build	2050 No-Build	2025 Build	2035 Build	2050 Build
Number/Percent of People Within 0.5 Miles of a Commuter Rail, Light Rail, or Next Gen Rapid (Tier 1/Tier 2/Tier 3) Transit Stop								
Commuter Rail (Tier 1)	Number	15,196	29,601	119,876	262,471	29,601	119,876	262,471
	Percent	0.5%	0.9%	3.4%	7.1%	0.9%	3.4%	7.1%
Light Rail (Tier 2)	Number	141,814	232,212	322,632	463,122	232,212	322,632	463,122
	Percent	4.3%	6.8%	9.0%	12.5%	6.8%	9.0%	12.5%
Next Gen Rapid (Tier 3)	Number	187,571	486,067	1,089,142	1,199,095	486,067	1,089,142	1,199,095
	Percent	5.7%	14.2%	30.5%	32.4%	14.2%	30.5%	32.4%
Access to Any of the Tiers (1-3)	Number	297,954	602,446	1,173,585	1,293,654	602,446	1,173,585	1,293,654
	Percent	9.1%	17.6%	32.8%	35.0%	17.6%	32.8%	35.0%
Number/Percent of Jobs Within 0.5 Miles of a Commuter Rail, Light Rail, or Next Gen Rapid (Tier 1/Tier 2/Tier 3) Transit Stop								
Commuter Rail (Tier 1)	Number	34,972	57,816	135,518	232,588	57,816	135,518	232,588
	Percent	2.1%	3.3%	7.1%	11.1%	3.3%	7.1%	11.1%
Light Rail (Tier 2)	Number	199,041	247,376	289,270	370,838	247,376	289,270	370,838
	Percent	12.1%	14.0%	15.0%	17.8%	14.0%	15.0%	17.8%
Next Gen Rapid (Tier 3)	Number	213,610	391,999	814,628	923,202	391,999	814,628	923,202
	Percent	13.0%	22.2%	42.4%	44.2%	22.2%	42.4%	44.2%
Access to Any of the Tiers (1-3)	Number	358,797	520,228	887,095	1,007,181	520,228	887,095	1,007,181
	Percent	21.8%	29.5%	46.1%	48.3%	29.5%	46.1%	48.3%
Number/Percent of People Within 0.25 Miles of a Bike Facility (Class I and II, Cycletrack or Bike Boulevard)								
	Number	2,119,378	2,511,682	2,747,020	3,015,415	2,511,682	2,747,020	3,015,415
	Percent	64.9%	73.4%	76.9%	81.5%	73.4%	76.9%	81.5%

Table T6.2: Supporting Measures								
		2016	2025 No-Build	2035 No-Build	2050 No-Build	2025 Build	2035 Build	2050 Build
Daily Transit Boardings								
Region	Commuter Rail (Tier 1)	3,818	8,893	59,906	196,793	8,893	58,220	191,708
	Light Rail (Tier 2)	130,119	203,505	346,212	355,767	203,505	339,071	349,022
	Next Gen Rapid (Tier 3)	30,724	104,118	383,456	405,773	104,118	371,965	395,484
	Local Bus	214,855	294,512	432,345	446,240	294,512	421,887	436,325
	All transit boardings	379,517	611,028	1,221,918	1,404,572	611,028	1,191,144	1,372,538
Mohub	Commuter Rail (Tier 1)	3,346	7,741	55,297	195,307	7,741	53,796	190,341
	Light Rail (Tier 2)	126,016	199,733	338,834	344,789	199,733	331,795	338,252
	Next Gen *Rapid* (Tier 3)	29,333	98,564	332,401	346,626	98,564	322,489	337,532
	Local Bus	171,945	234,928	338,299	349,399	234,928	330,877	342,471
	All transit boardings	330,639	540,966	1,064,831	1,236,121	540,966	1,038,957	1,208,596
Physical Activity								
Total time engaged in transportation related physical activity per capita		7.50	9.53	11.77	13.13	9.53	11.66	13.04
Percent of the population engaged in 20 min or more of transportation related physical activity		11.4%	14.6%	18.5%	20.4%	14.6%	18.3%	20.3%
Average Truck/Commercial Vehicle Travel Times to and Around Regional Gateways and Distribution Hubs (Minutes)								
		16.31	16.06	15.97	16.20	16.06	16.03	16.21
Average Particulate Matter (PM2.5)								
Exposure per person		5.11	5.10	5.30	5.44	5.10	5.36	5.50

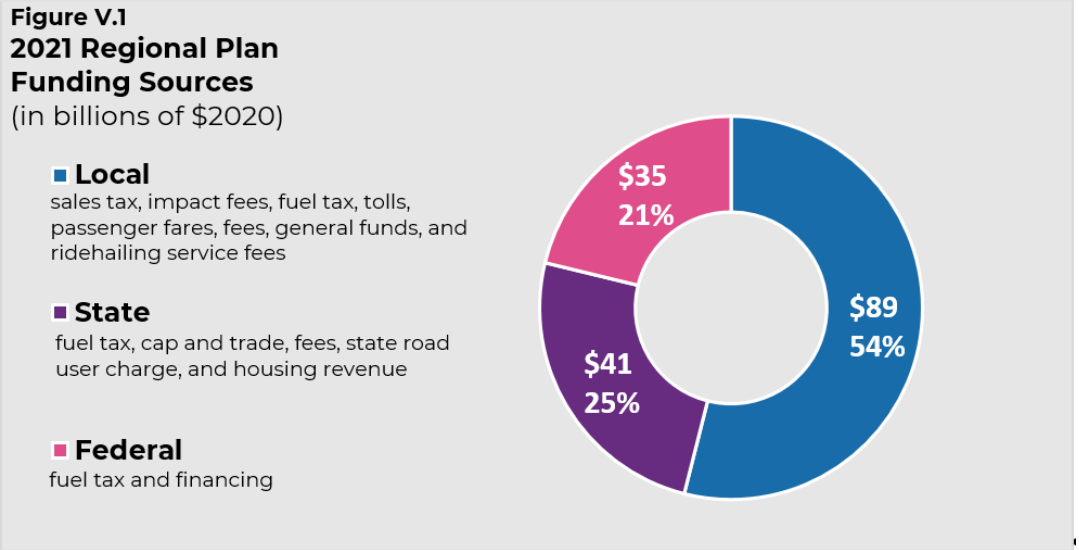
Table T6.2: Supporting Measures								
		2016	2025 No-Build	2035 No-Build	2050 No-Build	2025 Build	2035 Build	2050 Build
Truck Travel Time Index								
Highway (SHS)		1.11	1.10	1.14	1.18	1.10	1.15	1.19
Arterial		1.27	1.22	1.20	1.20	1.22	1.21	1.20
Highway (SHS) + Arterial		1.17	1.14	1.16	1.19	1.14	1.17	1.19
Heavy Duty Truck Delay by Facility Type (Average Daily)								
All day – Heavy Heavy Duty (HHD)	Highway (SHS)	1,632	1,799	3,081	4,693	1,799	3,213	4,800
	Arterial	5,921	5,197	5,545	5,857	5,197	5,586	5,868
AM and PM peak – HHD	Highway (SHS)	1,286	1,374	1,948	2,833	1,374	2,024	2,900
	Arterial	2,728	2,376	2,461	2,581	2,376	2,517	2,607
All day – Medium Heavy Duty (MHD)	Highway (SHS)	648	674	1,151	1,671	674	1,209	1,717
	Arterial	3,350	2,853	2,958	3,092	2,853	2,993	3,121
AM and PM peak – MHD	Highway (SHS)	489	491	682	952	491	711	979
	Arterial	1,400	1,166	1,188	1,215	1,166	1,202	1,235
All day – Light Heavy Duty (LHD)	Highway (SHS)	1,489	1,547	2,639	3,733	1,547	2,765	3,837
	Arterial	8,336	7,156	7,446	7,854	7,156	7,517	7,914
AM and PM peak – LHD	Highway (SHS)	1,084	1,084	1,473	2,019	1,084	1,529	2,079
	Arterial	3,275	2,756	2,807	2,896	2,756	2,834	2,941
All day – All Heavy Duty (HHD + MHD + LHD)	Highway (SHS)	3,770	4,021	6,870	10,098	4,021	7,187	10,354
	Arterial	17,608	15,206	15,949	16,803	15,206	16,095	16,902
AM and PM peak – All Heavy Duty (HHD + MHD + LHD)	Highway (SHS)	2,859	2,949	4,103	5,804	2,949	4,264	5,957
	Arterial	7,403	6,298	6,456	6,692	6,298	6,553	6,784
Transportation System Use Costs								
Percent of Income Consumed by Out-of-Pocket Transportation Costs		7.7%	10.0%	10.0%	10.4%	10.0%	9.5%	10.0%
Change in Percent of Income Consumed by Out-of-Pocket Transportation Costs		n/a	2.3%	2.4%	2.7%	2.3%	1.9%	2.3%

Appendix V: Funding and Revenues

2021 Regional Plan Funding Sources, pg. V-1

Figure V.1 is replaced with the following figure.

Figure V.1: 2021 Regional Plan Funding Sources



Transportation Fund Sources, pg. V-4

The following table is revised.

Table V.1: Transportation Fund Sources

Transportation Fund Sources							
Fund Source	Eligible Uses						
	Transit Capital	Transit Ops	Hwy Cap	Hwy Ops	Local S&R	ATP / Programs	Debt Service
~~Regional Road Usage Charge~~	~~x~~					~~x~~	

Local Revenues, The TransNet Program, pg. V-5

The following text is revised.

- **Total Revenues:** Approximately ~~$ 11.1~~ $13.0 billion ($2020), including bond proceeds (2021-2050)

State Revenues, Road Maintenance and Rehabilitation Account, pg. V-13

The following text is revised.

- **Total Revenue:** ~~$11.6~~ $14.1 billion ($2020)
- **Base Year:** 2020
- **Base Year Data Source:** rebuildingca.ca.gov
- **Growth Rate:** Varies by program, as shown in Table V.2

Road Maintenance and Rehabilitation Account, pg. V-14

Table V.2 is replaced with the following table.

Table V.2: Road Maintenance and Rehabilitation Account

Road Maintenance and Rehabilitation Account			
Program	**Total Revenue ($2020 billions)**	**Short-Term Growth Rate**	**Long-Term Growth Rate**
Solutions for Congested Corridors	$8.96	N/A	10% increase every five years beginning in 2030
Trade Corridor Enhancement Program	$1.16	2%	5%
Active Transportation Program	$0.44	0%–2%	Regional program assumes 2% every year and 10% every five years starting in 2030; statewide program assumes 2% per year and 10% every five years starting in FY 2024
Local Partnership Program	$0.36	N/A	10% increase every five years beginning in 2030
State of Good Repair Program	$0.19	2%	Assumes 2% per year with a 5% increase every six years beginning in 2030
Local Streets and Roads	$2.86	2%	Assumes 2% per year with a 10% increase every six years beginning in 2030
State Rail Assistance Program	$0.10	N/A	0%

Federal Revenues, Federal Transit Administration Discretionary, pg. V-15

The following text is revised.

- **Total Revenue:** ~~$18.1~~$22.0 billion ($2020)
- **Base Year:** 2020
- **Base Year Data Source:** Assumes one large New Starts eligible project and three Small Starts eligible projects per decade, with federal share consistent with current FTA guidance

New Revenues, Future Local Revenues, pg. V-18

The following text is revised in the second sentence, first paragraph.

> The 2021 Regional Plan assumes a one-half cent measure following the 2024~~2~~ election and another one-half cent measure following the 2028 presidential election.

The following text is revised.

- **Total Revenue:** ~~$21.6~~ $19.7 billion ($2020)
- **Base Year:** 2025~~3~~
- **Base Year Data Source:** Consistent with estimated TransNet starting in 2025~~3~~
- **Growth Rate:** Same as TransNet above

New Revenues, Regional Road Usage Charge, pg. V-20

The following text is removed.

> ~~*Regional Road Usage Charge*~~
> ~~As technology to administer mileage-based usage fees improves, California metropolitan planning organizations are exploring regional road usage charges as a tool to meet climate goals and manage congestion while generating flexible revenue for local projects. As California selects an approach for the technology, collection methods, and account management system that will be used for the state mileage-based usage fee, SANDAG will work toward leveraging the statewide system for a regional road usage charge to benefit San Diego. While additional studies will be required to develop the details of the fee structure and revenue distribution of the regional implementation, the 2021 Regional Plan assumes a fee of 3.3 cents ($2020) per mile traveled beginning in 2030. The 2021 Regional Plan assumes the fee to start in 2030, aligning with the implementation of the state mileage-based usage fee. The combined road usage charge between the state and the regional road usage charge remains constant at four cents ($2020) per mile through 2050. By 2050 the regional per mile fee is reduced to 2.8 cents ($2020) per mile. SANDAG is committed to seeking this revenue source through the implementation of Action Item #4 included in Appendix B: Implementation Actions which is to pursue legislation or another mechanism to administer a regional road usage charge.~~
>
> - ~~**Total Revenue:** $14.2 billion ($2020)~~
> - ~~**Base Year:** 2030~~
> - ~~**Base Year Data Source:** SANDAG travel demand model for VMT~~
> - ~~**Growth Rate:** First year of implementation is 2030 at 3.3 cents ($2020) per mile~~

Revenue Sources: Availability Assumptions and Risk Assessment, pg. V-22

The following table is revised.

Table V.3: Revenue Sources: Availability Assumptions and Risk Assessment

Revenue Sources: Availability Assumptions and Risk Assessment				
Revenue Source	**New or Existing**	**Availability Assumption**	**Potential Risk**	**Risk Mitigation**
Road Usage Charges (~~regional and~~ state)	New	The state pilot program is a success and can be implemented	Pilot program data does not reflect sufficient revenues	Alternative funding sources or delay projects

Major Revenue Sources (in Millions of YOE Dollars), pg. V-23

The following table is revised.

Table V.4: Major Revenue Sources (in Millions of YOE Dollars)

Major Revenue Sources (in Millions of YOE Dollars)				
	FY 2021–2025	**FY 2026–2035**	**FY 2036–2050**	**Total**
Local				
TransNet	~~$1,661~~ $2,073	~~$4,221~~ $5,577	~~$9,033~~ $12,661	~~$14,915~~ $20,311
TransNet (Bond Proceeds)	$53	$0	$0	$53
Transportation Development Act	$815	$2,070	$4,430	$7,314
Developer Impact Fees	$166	$379	$236	$781
City/County Local Gas Taxes	$452	$749	$1,003	$2,204
General Fund/Miscellaneous Local Road Funds	$1,291	$3,232	$7,046	$11,569
Toll Road (SR 125) Funding	$136	$369	$1,517	$2,022
Value Capture/ Joint Use Agreement	$514	$365	$1,381	$2,261
FasTrak® Net Revenues	$75	$4,923	$29,209	$34,207
Passenger Fares	$519	$4,979	$16,232	$21,731
Motorist Aid Services – Toll Box Program	$46	$77	$107	$230
Subtotal	**~~$5,729~~ $6,141**	**~~$21,364~~ $22,720**	**~~$70,194~~ $73,821**	**~~$97,287~~ $102,683**
State				
State Transportation Improvement Program	$142	$403	$919	$1,464
State Transit Assistance Program	$220	$550	$1,418	$2,188
State Highway Account for Operations/Maintenance	$1,676	$4,537	$12,534	$18,747
Cap-and-Trade	$293	$700	$1,541	$2,535
State FASTLANE	$133	$348	$914	$1,394
State Managed Federal Programs	$232	$594	$1,843	$2,669
Freeway Service Patrol	$24	$47	$71	$141
Road Maintenance and Rehabilitation Account	~~$3,143~~ $3,607	~~$6,060~~ $8,397	~~$7,922~~ $8,336	~~$17,126~~ $20,341
Subtotal	**~~$5,862~~ $6,327**	**~~$13,240~~ $15,576**	**~~$27,163~~ $27,576**	**~~$46,264~~ $49,479**

Major Revenue Sources (in Millions of YOE Dollars)				
	FY 2021–2025	FY 2026–2035	FY 2036–2050	Total
Federal				
Federal Transit Administration Discretionary	~~$1,958~~ $2,256	~~$13,777~~ $17,063	~~$11,608~~ $13,538	~~$27,344~~ $32,857
Federal Transit Administration Formula Programs	$636	$1,551	$3,609	$5,796
Congestion Mitigation and Air Quality Improvement/Regional Surface Transportation Programs	$421	$1,228	$3,818	$5,466
Federal Highway Administration Discretionary	$55	$119	$221	$394
Other Financing (Grant Anticipation Notes)	$248	$32	$0	$280
Federal Rail Administration	$9	$50	$115	$174
Corridors and Borders Infrastructure/ Other Freight Funds	$80	$266	$828	$1,174
TIFIA Loan Proceeds	$537	$0	$0	$537
Subtotal	**~~$3,944~~ $4,241**	**~~$17,023~~ $20,309**	**~~$20,198~~ $22,128**	**~~$41,165~~ $46,678**
New				
Future Local Revenues for Transportation	~~$3,697~~ $1,712	$13,090	$11,056	~~$27,844~~ $25,858
Future MTS Local Revenues for Transportation	$279	$3,185	$6,448	$9,912
Ridehailing Company Service Fees	$0	$636	$1,465	$2,101
Future State Revenues for Transportation	$0	$1,511	$7,367	$8,878
~~**Regional Road Usage Charge**~~	~~**$0**~~	~~**$6,003**~~	~~**$18,444**~~	~~**$24,447**~~
Housing Revenue (SB 795 Grants or similar)	$699	$3,712	$0	$4,411
Future Federal Revenues for Transportation	$0	$2,149	$4,870	$7,019
Subtotal	**~~$4,675~~ $2,690**	**~~$30,287~~ $24,283**	**~~$49,649~~ $31,205**	**~~$84,611~~ $58,178**
Grand Total Revenue Sources	**~~$20,210~~ $19,399**	**~~$81,914~~ $82,889**	**~~$167,203~~ $154,730**	**~~$269,327~~ $257,019**

Major Revenue Sources (in Millions of 2020 Dollars), pg. V-25

Table V.5 is replaced with the following table.

Table V.5: Major Revenue Sources (in Millions of 2020 Dollars)

Major Revenue Sources (in Millions of 2020 Dollars)				
	FY 2021–2025	FY 2026–2035	FY 2036–2050	Total
Local				
TransNet	~~$1,589~~ $1,823	~~$3,492~~ $4,106	~~$5,962~~ $7,027	~~$11,043~~ $12,957
TransNet (Bond Proceeds)	$50	$0	$0	$50
Transportation Development Act	$752	$1,560	$2,373	$4,685
Developer Impact Fees	$154	$287	$135	$575
City/County Local Gas Taxes	$419	$571	$545	$1,535
General Fund/Miscellaneous Local Road Funds	$1,193	$2,437	$3,769	$7,398
Toll Road (SR 125) Funding	$125	$278	$847	$1,250
Value Capture/Joint Use Agreement	$451	$268	$729	$1,448
FasTrak® Net Revenues	$69	$3,502	$15,658	$19,229
Passenger Fares	$474	$3,697	$8,631	$12,803
Motorist Aid Services – Toll Box Program	$43	$59	$58	$160
Subtotal	**~~$5,319~~ $5,553**	**~~$16,152~~ $16,766**	**~~$38,706~~ $39,772**	**~~$60,177~~ $62,091**
State				
State Transportation Improvement Program	$132	$304	$491	$926
State Transit Assistance Program	$203	$415	$751	$1,369
State Highway Account for Operations/Maintenance	$1,552	$3,408	$6,642	$11,602
Cap and Trade	$271	$528	$824	$1,622
State FASTLANE	$123	$262	$486	$870
State Managed Federal Programs	$215	$445	$973	$1,633
Freeway Service Patrol	$22	$36	$38	$96
Road Maintenance and Rehabilitation Account	~~$2,854~~ $3,217	~~$4,544~~ $6,416	~~$4,212~~ $4,432	~~$11,611~~ $14,064
Subtotal	**~~$5,371~~ $5,734**	**~~$9,941~~ $11,813**	**~~$14,417~~ $14,636**	**~~$29,730~~ $32,183**
Federal				
Federal Transit Administration Discretionary	~~$1,775~~ $2,006	~~$10,197~~ $12,839	~~$6,114~~ $7,137	~~$18,086~~ $21,982

Major Revenue Sources (in Millions of 2020 Dollars)				
	FY 2021–2025	FY 2026–2035	FY 2036–2050	Total
Federal Transit Administration Formula Programs	$588	$1,169	$1,922	$3,679
Congestion Mitigation and Air Quality Improvement/Regional Surface Transportation Programs	$389	$921	$2,015	$3,324
Federal Highway Administration Discretionary	$50	$90	$119	$259
Other Financing (Grant Anticipation Notes)	$242	$26	$0	$267
Federal Rail Administration	$8	$38	$61	$107
Corridors and Borders Infrastructure/Other Freight Funds	$74	$200	$437	$710
TIFIA Loan Proceeds	$525	$0	$0	$525
Subtotal	~~**$3,651**~~ **$3,881**	~~**$12,639**~~ **$15,282**	~~**$10,667**~~ **$11,690**	~~**$26,957**~~ **$30,853**
New				
Future Local Revenues for Transportation	~~$3,472~~ $1,576	$10,753	$7,329	~~$21,554~~ $19,658
Future MTS Local Revenues for Transportation	$244	$2,405	$3,459	$6,108
Ridehailing Company Service Fees	$0	$479	$780	$1,259
Future State Revenues for Transportation	$0	$1,079	$3,898	$4,977
Housing Revenue (SB 795 Grants or similar)	$613	$3,000	$0	$3,613
Future Federal Revenues for Transportation	$0	$1,652	$2,574	$4,216
Subtotal	~~**$4,329**~~ **$2,433**	~~**$23,664**~~ **$19,358**	~~**$27,963**~~ **$18,040**	~~**$55,956**~~ **$39,831**
Grand Total Revenue Sources	~~**$18,670**~~ **$17,601**	~~**$62,397**~~ **$63,219**	~~**$91,753**~~ **$84,138**	~~**$172,820**~~ **$164,958**