

SANDAG

DRAFT | 2025 Regional Plan

May 2025

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CHAPTER ONE

Regional Plan Overview

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REGIONAL PLAN At a Glance

The Regional Plan is a long-range plan for transportation, land use, housing, and the environmental needs of the San Diego region. It provides a roadmap for how the region will develop over the next 25 years and how we will invest in transportation infrastructure that provides more convenient and safe choices for getting around.

SANDAG is required by law to update the Regional Plan every four years based on current data and planning assumptions. The data-driven planning process starts with the Regional Growth Forecast (Appendix F)—which estimates population, housing, employment, income, and land use—plus current travel data, trends, and local general plans. SANDAG also conducted extensive public outreach to understand the region's needs (see Appendix J) and used input from people across the region to build the Regional Plan.

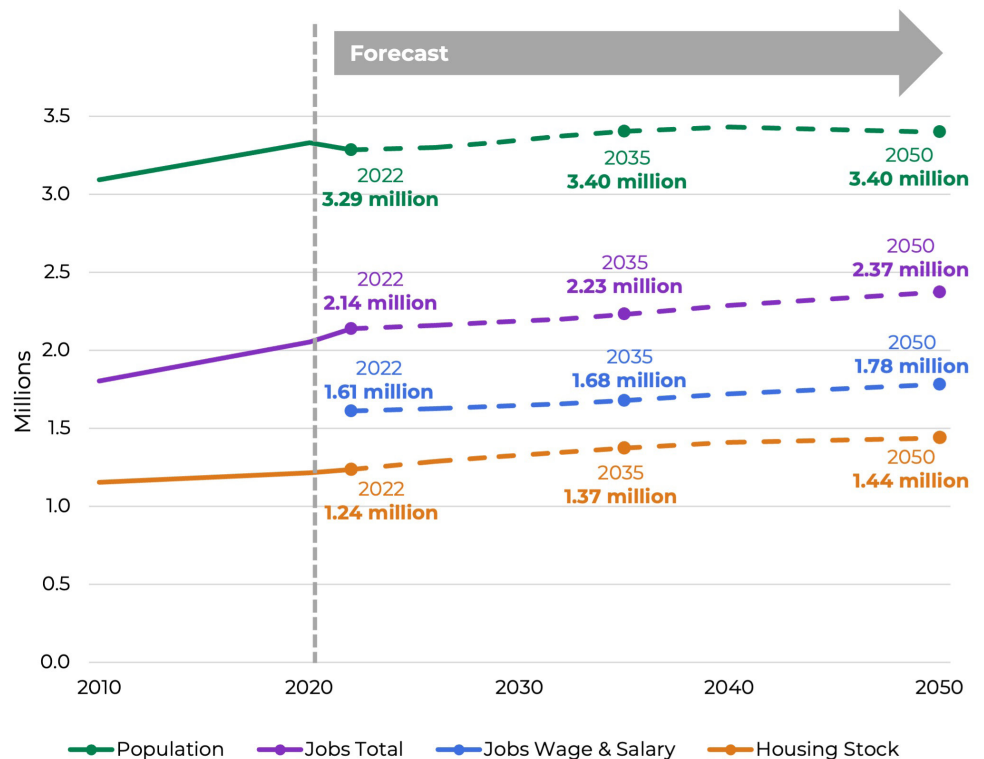
The Regional Plan has been organized to include all the required elements:

Chapter 1 introduces SANDAG, our unique region, and explains the purpose of the Regional Plan. All good plans start with goals describing what we want to accomplish and where we want to be when the Regional Plan is fully realized. The 2025 Regional Plan envisions a sustainable and resilient future for our region and economy supported by a transportation network that is convenient, equitable, healthy, and safe.

2025 Regional Plan Goals:

- **Convenient** and reliable movement of people and goods
- **Equitable** access to essential needs and opportunities
- **Healthy** communities and environment for everyone
- **Safe** transportation network for all users

Figure 1.1 Population, Jobs, and Housing Forecast, San Diego Region 2010-2050



Source: SANDAG Series 15 Regional Growth Forecast with Sustainable Community Strategy Land Use Pattern

Chapter 2 is the Sustainable Communities Strategy (SCS). State law requires an SCS that demonstrates how coordinated transportation, housing, and land use will achieve greenhouse gas (GHG) emissions reduction targets set by the California Air Resources Board. The 2025 Regional Plan must achieve a 19% reduction in GHG per capita by 2035 based on 2005 levels. The plan accomplishes this by focusing future residential and employment growth in areas with a high concentration of transportation options, including fast and frequent transit, Complete Corridors, Flexible Fleets, and bikeways and walkways. Appendix A lists the transportation projects, programs, policies, and phasing for the plan. Appendix F presents the SCS land use pattern that supports the transportation network and preserves natural resources and agricultural lands. Appendix B contains documentation and information related to the SCS, such as the technical methodology for estimating GHG emissions for the plan, the GHG target established by CARB under Senate Bill (SB) 375, the outcomes of GHG emissions reductions, resource areas and farmland in the region, as well as transit priority projects and areas as outlined in SB 375 and California Senate Bill 743.

Chapter 3 brings this vision to life by outlining the plan's performance measures and identifies specific implementation actions for achieving the plan's goals. Each action is grounded in federal and state mandates, regional priorities, and performance expectations for reducing travel times, increasing access to basic needs and opportunities, promoting physical activity, and improving safety. Implementation of the plan is structured around near-term and continuing actions. Together, these performance-informed, budget-aligned, and policy-driven actions map the pathway to implementation of the 2025 Regional Plan to build a more connected, equitable, and resilient future for the San Diego region. Appendices N and M describe how the transportation network will perform under the plan and the tools and data that SANDAG uses to do this assessment.

Chapter 4 includes the financial plan, which identifies costs and describes a strategy for how we could pay for the proposed projects in the plan based on reasonable assumptions of revenue. Federal law requires that the Regional Plan 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 well as operations and maintenance costs for existing and planned investments. The estimated cost of implementation of the Draft 2025 Regional Plan is nearly \$126 billion. Appendix H describes how the costs are developed for the projects and programs in the plan, and Appendix I provides a detailed description of the anticipated revenues.

Figure 1.2 2025 Regional Plan Funding Sources (2024\$)

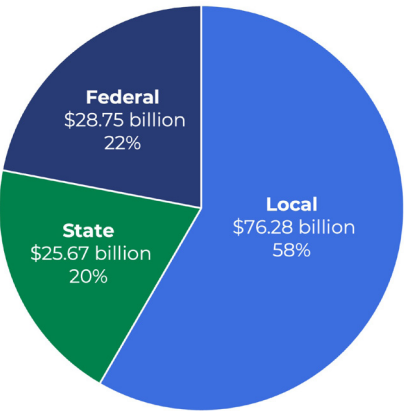
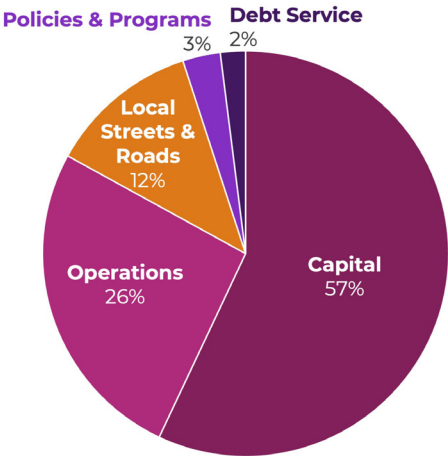


Figure 1.3 2025 Regional Plan Transportation Investments



The chapters of the 2025 Regional Plan are supported by **technical appendices** that describe how the Regional Plan meets all of its requirements, including air quality conformity, Title VI, congestion management, system performance, and habitat conservation. It also includes a helpful glossary of terms used throughout the plan.



Transportation Network Highlights

Expanded transit, including **35 new Rapid bus routes** by 2035

Enhancements to existing transit: **more frequent trips** and **longer service hours**

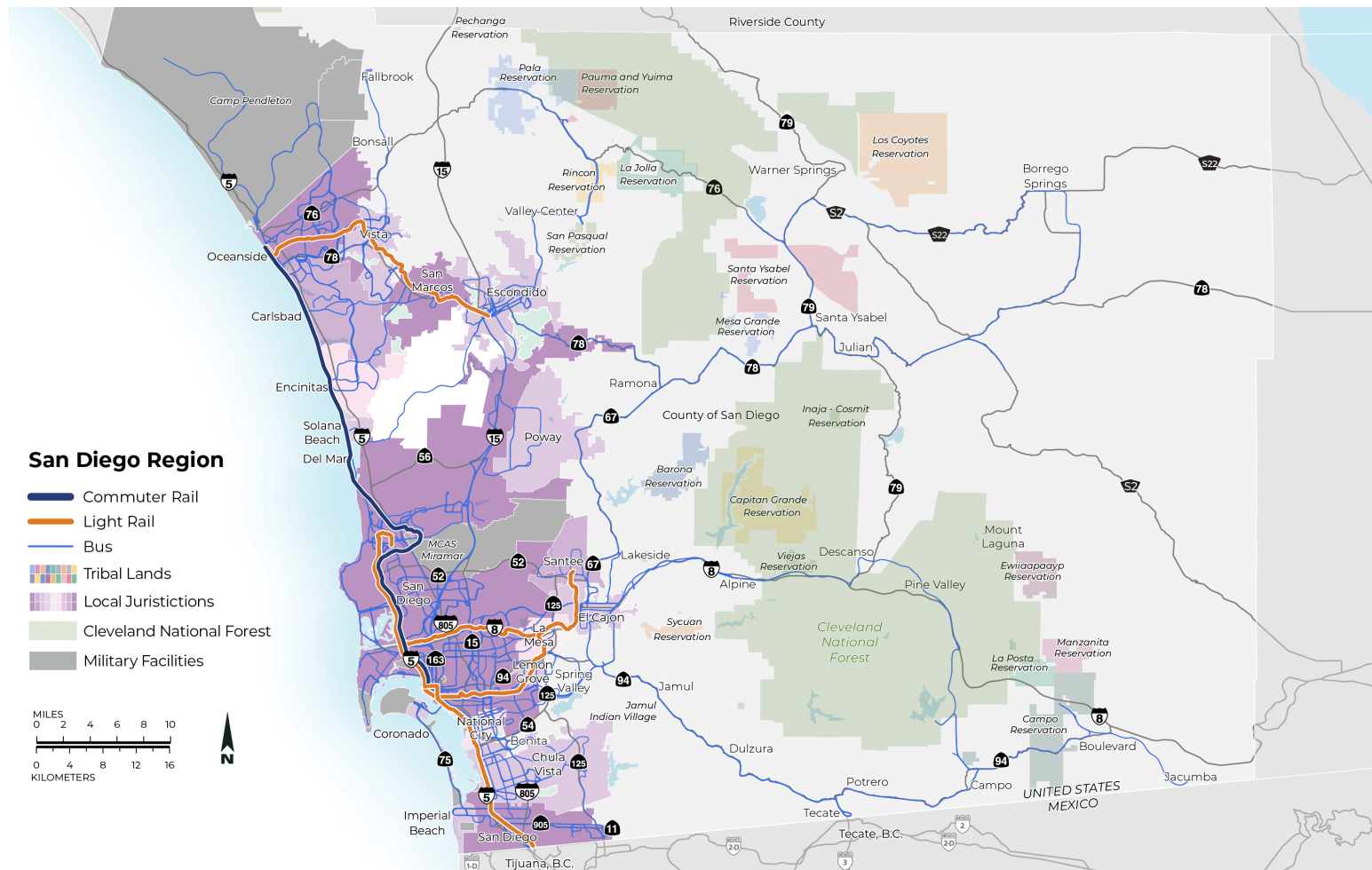
More rural transit service: More routes and trips every day of the week

36 flexible fleet service areas that provide community shuttles

A complete network of **Managed Lanes** to improve traffic flow

Programs that complement the transportation projects, including the **Youth Opportunity Pass**, **safety investments**, and a **regional vanpool program**

UNDERSTANDING SANDAG



About the San Diego Region

More than 3.3 million people live in the San Diego region, spread among 18 cities, the County of San Diego, and 17 federally recognized tribes. We share our southern border with Mexico, the largest trading partner to both the United States and the State of California.

Our natural environment is marked by exceptional diversity, including coastlines, canyons, mesas, grasslands, forests, agricultural lands, and deserts. Our 70-mile shoreline includes coastal bluffs and an intricate network of canyons, rivers, wetlands, bays, and lagoons. Grasslands, forests, and agricultural lands are peppered throughout the region along with inland valleys and mesas giving way to mountains and deserts. Our region is a biodiversity hotspot, home to many plants and animals found nowhere else in the world. We protect this valuable ecosystem with habitat conservation, shoreline management, and other environmental mitigation strategies.

The region hosts strategically located sea and land ports of entry, the U.S. Navy's prestigious Pacific Fleet, and several renowned higher education institutions. Our multifaceted economy is rooted in technology, research, national defense, and tourism.

People have lived in the San Diego region for at least 12,000 years, and it is still home to four major Native American groups: the Kumeyaay, the Cupeño, the Cahuilla, and the Luiseño. San Diego County contains more federally recognized tribes than any other county in the nation, with 17 sovereign tribal nations spanning 18 reservations.

Our shared border with Mexico is an essential part of the culture and economy of the San Diego region. Trade with Mexico fuels commerce throughout our binational region. And the connections between people on both sides of the border are woven through these ties.

About SANDAG

[SANDAG.org/about](https://www.sandag.org/about)

SANDAG serves the region through several designations. In our primary roles as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA), we plan for how people and goods will move around the region. The Regional Plan is a foundational piece of this work and is required to ensure our region can continue receiving federal and state funding for future transportation projects.

Beyond planning, we are unique among MPOs in that we also build regional transportation projects, and we preserve and protect natural resources. SANDAG also provides vital resources and programs that support residents and businesses across the region. TransNet, the half-cent sales tax administered by SANDAG, helps fund everything from major corridors and transit projects to specialized transportation services for seniors and people with disabilities and local street improvements.



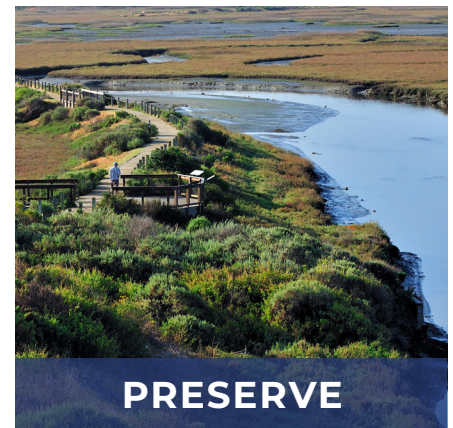
Board and Committee Structure

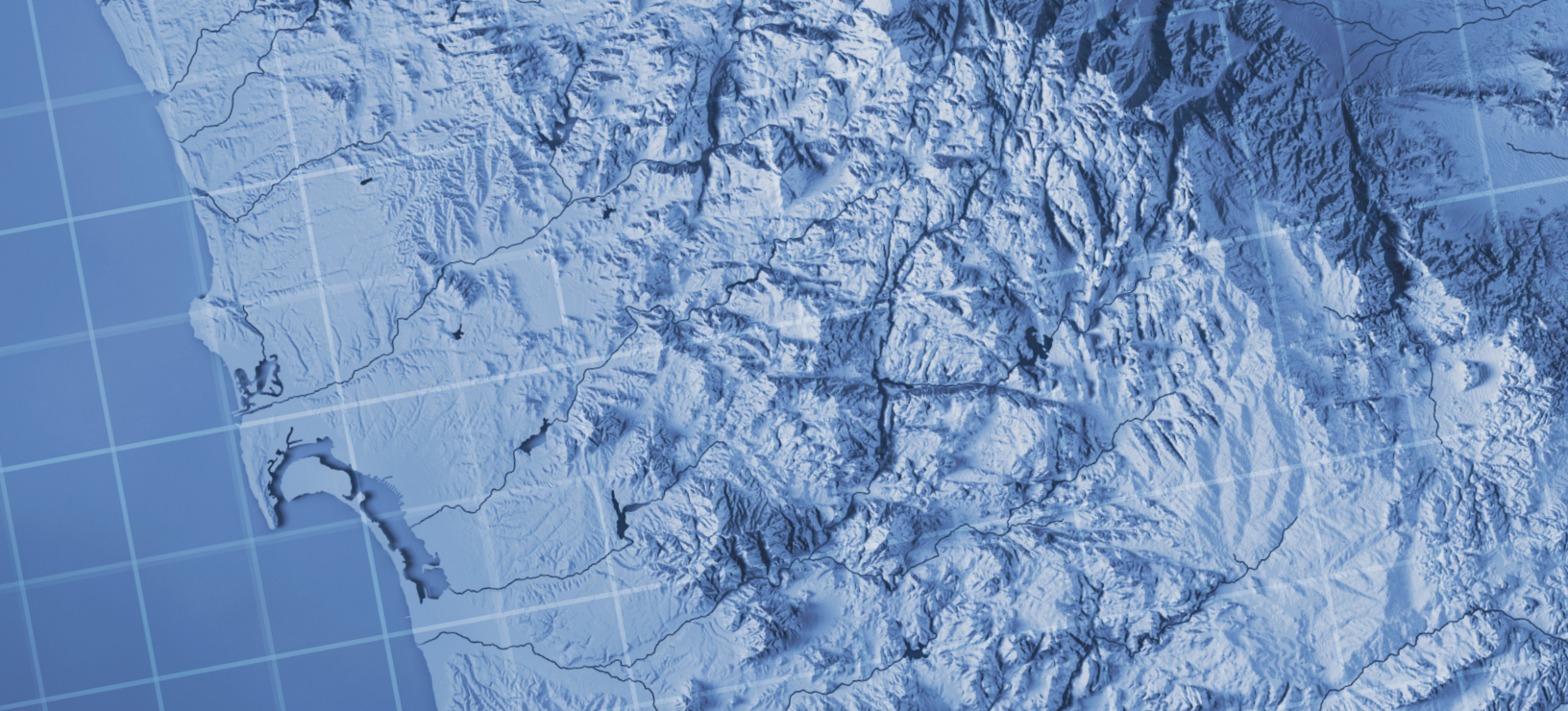
The Board of Directors is made up of elected officials from the region's 18 city councils and the County Board of Supervisors. As the governing body of the agency, the Board carries out various responsibilities mandated by the agency's designations and sets agency direction, policy, and priorities. Board members are elected officials—mayors, city councilmembers, and county supervisors—selected from each of the 19 jurisdictions.

Representatives from Imperial County, Caltrans, the U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, San Diego Metropolitan Transit System (MTS), San Diego County Regional Airport Authority, North County Transit District (NCTD), Southern California Tribal Chairmen's Association, Mexico, and the Association of Planning Groups serve on the Board as non-voting advisory members.

To help SANDAG address key public policy and funding responsibilities, the Board has delegated certain responsibilities to six Policy Advisory Committees (PACs) that are focused on distinct issue areas. All items delegated to the PACs are reviewed by the Board.

To help SANDAG address key public policy and funding responsibilities, the Board is supported by six Policy Advisory Committees (PACs) that are focused on distinct issue areas. Working groups and task forces comprised of residents, partners, and community organizations are also key.





UNDERSTANDING

The Regional Plan

SANDAG.org/regionalplan

Components of the Regional Plan

The Regional Plan is three documents in one:

Regional Transportation Plan (RTP)

An RTP is a federal- and state-mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions, and financing affecting all modes of transportation over a planning period of at least 20 years.

The financial plan required by the RTP outlines estimated revenues and expenses for the projects, programs, and policies that the Regional Plan proposes. The financial plan is based on reasonably expected revenues based on past experience and current information. It is not a commitment or guarantee of these revenues. It also includes strategies aimed at maximizing the benefits of the region's investment in transportation infrastructure. See Chapter 4 for more information on the financial plan.

Sustainable Communities Strategy (SCS)

An SCS is a state-mandated component of an RTP added by Senate Bill 375 in September 2008. It integrates transportation, land use, and housing into the planning process and must demonstrate how GHG emissions will be reduced to meet state mandated targets. The focus of Chapter 2 is the SCS; however, components of the SCS are integrated throughout the 2025 Regional Plan.

Regional Comprehensive Plan (RCP)

An RCP is a state-mandated planning document based on local general and regional plans that integrates land uses, transportation systems, infrastructure needs, and public investment strategies within a regional framework, in cooperation with member agencies and the public.



State and Federal Mandates

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

As the MPO for the San Diego region, SANDAG is required to develop and adopt a compliant Regional Plan to meet specific state and federal mandates every four years. Our mandates include requirements related to air quality, accessibility, public participation, and more. These major requirements guide the development of the Regional Plan:

Key State Requirements

Senate Bill 375 (Steinberg, 2008), also known as the Sustainable Communities and Climate Protection Act of 2008, is a California law that aims to reduce GHGs from passenger vehicles. The law requires the California Air Resources Board (CARB) to set regional targets for emissions reductions from cars and light trucks. SB 375 amended state RTP requirements (Government Code Section 65080 et seq.) by requiring the Regional Plan to include an SCS that aligns transportation, housing, and land use decisions with GHG goals.

Assembly Bill 805 (Gonzalez Fletcher, 2018) requires that the Regional Plan include strategies that provide for mode shift to public transportation. It also requires the plan to identify disadvantaged communities and outline strategies for reducing pollution exposure in those communities (Chapter 634, Statutes of 2019).

2024 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations (January 2024) Adopted by the California Transportation Commission, the guidelines establish a long-range transportation plan framework to comply with both federal and state requirements.

Climate Action Plan for Transportation Infrastructure (January 2025) The updated Climate Action Plan for Transportation Infrastructure (CAPTI 2.0) builds on state executive orders to reduce greenhouse gas emissions from transportation and provides recommendations on state funded transportation investments.

Key Federal Requirements

The Regional Plan must implement a performance-based approach in its metropolitan transportation planning process and meet other requirements of the U.S. Department of Transportation Metropolitan Planning Regulations (Title 23 CRF Parts 450 and 771 and Title 49 CFR Part 613).

Under the **Clean Air Act** (42 USC Section 7506), as amended, and the Environmental Protection Agency's (EPAs) **Transportation Conformity Rule** (Title 40 CFR Part 93), SANDAG must demonstrate that the Regional Plan uses the most recent planning assumptions and conforms to the State Implementation Plan's requirements for attaining air quality standards.

The Regional Plan must also comply with **Title VI of the federal Civil Rights Act of 1964** (42 U.S.C. 2000d) and the **Americans with Disability Act** (as defined in Title 49, Part 37, of the United States Code).



Goals

The 2025 Regional Plan sets goals (approved by the Board of Directors) to guide our strategies, implementation actions, and performance measures toward desired outcomes. The plan envisions a sustainable and resilient future for our region and the economy supported by a transportation network that would achieve:

Goals



Convenient

and reliable movement of people and goods



Equitable

access to essential needs and opportunities



Healthy

communities and environment for everyone



Safe

transportation network for all users

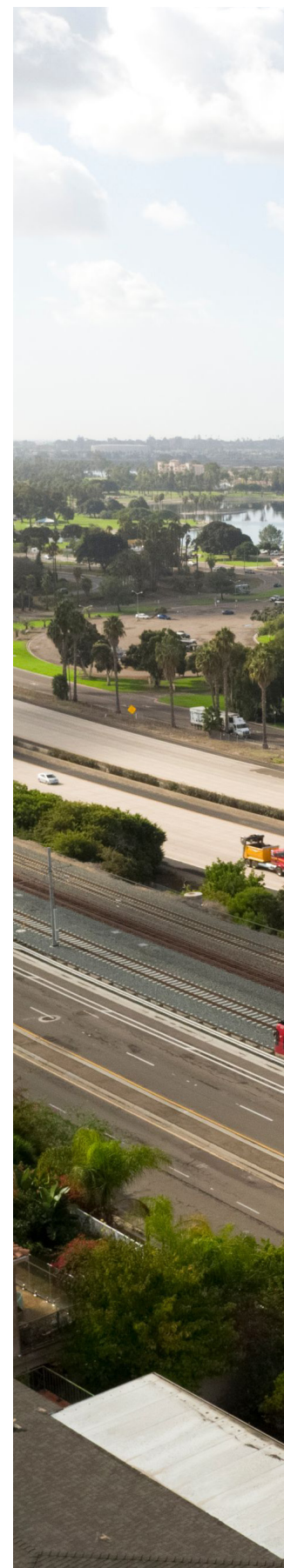
Through key performance measures, the Plan demonstrate how investments in the transportation network and supportive policies and programs deliver measurable benefits across the region.

To ensure convenient and reliable movement, the Plan invests in a multimodal transportation system that reduces travel times and improves access to essential destinations. More residents will be able to reach parks or retail stores within 15 minutes and access medical facilities within 30 minutes, enhancing quality of life and regional connectivity.

The Plan promotes equitable access to opportunities by expanding transit connections to major employment centers and higher education institutions. As a result, more adults can reach these destinations within 30 to 45 minutes by transit, creating more pathways to economic and educational advancement.

To support healthy communities and a cleaner environment, the Plan reduces greenhouse gas (GHG) emissions by providing options for people to shift to lower-emission travel modes. It meets the Senate Bill 375 19% per capita GHG emissions reduction target by 2035 and federal air quality standards.

Additionally, the Plan promotes safer transportation options by building more infrastructure for people who walk and bike. These improvements increase transportation-related physical activity, contributing to healthier communities.





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CHAPTER TWO Sustainable Communities Strategies

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Sustainable Communities Strategy

INTRODUCTION

The 2025 Regional Plan's state-mandated Sustainable Communities Strategy (SCS) aims to create communities that are more convenient, equitable, healthy, and safe for all. It includes an integrated transportation and land use strategy that provides access to economic opportunities and affordable housing for all residents of the San Diego region. The SCS was developed in coordination with the SANDAG Board, hundreds of stakeholders, and input from thousands of residents from across the San Diego region.





SCS Requirements

The SCS, as required by California Senate Bill 375 (Steinberg, 2008) (SB 375), describes how coordinated transportation, housing, and land use will meet the target for reducing per capita greenhouse gas (GHG) emissions set by the California Air Resources Board (CARB). The state-mandated target for the San Diego region is a 19% per capita reduction in emissions from cars and light duty trucks by 2035 from 2005 levels. The 2025 Regional Plan achieves a 19.3% reduction in 2035.

While no specific targets were set for the plan’s horizon year of 2050, SANDAG monitors GHG through the life of the Regional Plan. Table 2.1 shows the results we expect when our region invests in a transportation network that provides more options for moving around, implements a planned land use pattern consistent with jurisdictional adopted plans, and supports policies and programs that further reduce GHGs.

Table 2.1 2025 Regional Plan: Results of Greenhouse Gas Emissions Reductions*

| Average Weekday Per Capita CO ₂ Reductions for Cars and Light Trucks from 2005 | | |
|---|-------------|-------|
| Target Year | CARB Target | GHG |
| 2035 | 19% | 19.3% |
| 2050 | N/A | 19.5% |

**SB 375 reductions are based on GHG emissions from cars and light trucks measured against the 2005 baseline.*

SB 375 calls for GHG reductions for specific vehicle classes: cars and light trucks. Other performance metrics related to GHG emissions are addressed in later chapters. While the 2025 Regional Plan addresses GHG and vehicle miles traveled (VMT) from a broader range of vehicles (including public transit) than those addressed in SB 375, the SCS Chapter focuses on the requirements of SB 375.

SB 375 requires that MPOs use the most recent planning assumptions which consider local general plans and other factors when developing the SCS. Key components and strategies of this SCS focus on:

- A land use pattern that accommodates our region’s future employment and housing needs and protects sensitive habitats and resource areas
- A complete transportation network of transit, managed lanes, highways, local streets, bikeways, and walkways built and maintained with reasonably expected funding
- Management of our transportation system through measures that maximize efficiency and reduce traffic congestion and VMT during peak periods

The SCS does not regulate or supersede the exercise of land use authority of the region’s cities or the County of San Diego consistent with SB 375 (see Government Code Section 65080[b][2][K]). SB 375 requires SANDAG’s SCS to include a regional land use pattern and to plan for future housing needs. Based on the latest Regional Growth Forecast, the SCS land use pattern is consistent with local jurisdictions’ adopted plans and accommodates the projected changes in population and employment in the region. The SCS land use pattern identifies areas in the region sufficient for housing to meet the required eight-year projection of the Regional Housing Needs Allocation (RHNA).

The 2025 Regional Plan is based on a revenue-constrained transportation network—a network funded by financial resources expected between now and 2050—and includes projects, policies, and programs.

Regional Growth Forecast

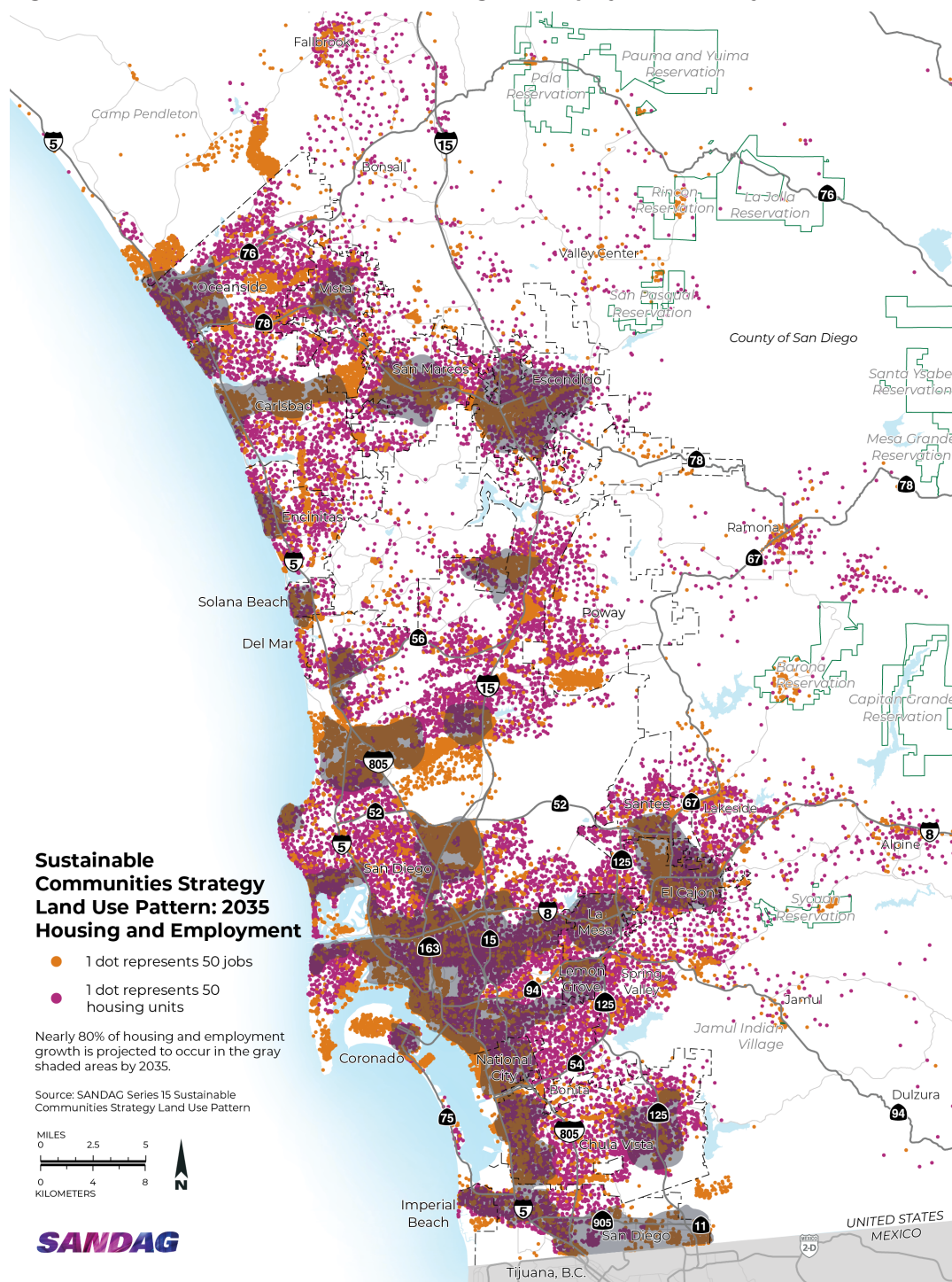
The Series 15 Regional Growth Forecast is the foundation of the 2025 Regional Plan. It predicts economic and demographic changes through 2050, based on existing local land use plans and policies, reasonably anticipated changes to local plans and policies, and anticipated projects under construction now, or in the near future. It estimates where and how much future growth is likely to occur and serves as the land use pattern for the SCS.

The Series 15 Regional Growth Forecast is the result of collaboration between demographers, planners, and policymakers. A wide range of subject matter experts contributed input and reviewed the forecast throughout the process, which included two phases. First, we developed a forecast for the entire region to reveal significant demographic and economic trends. Second, we narrowed the data down to individual jurisdictions and smaller geographic areas. The resulting forecast distributes growth based on a variety of factors, such as available capacity for housing and accessibility to jobs and transportation. The Series 15 Forecast is in alignment with each jurisdiction's adopted general plan. Further details about the Series 15 Regional Growth Forecast can be found in **Appendix F**.

This forecast projects slower population growth than previous forecasts. Despite this, the region's existing housing shortages will continue to drive demand for housing near job opportunities.

The San Diego region has already made progress by planning for and implementing sustainable communities that offer more opportunities for people to walk or bike with development located near transit and existing public facilities (e.g., water and sewer services).

Figure 2.1 SCS Land Use Pattern 2035 Housing and Employment Density



The 2025 Regional Plan builds on this foundation of transit-oriented growth, preservation of natural resources and agricultural lands, and communities that are resilient to the consequences of environmental events.

The Series 15 Regional Growth Forecast/SCS land use pattern focuses

80% of future residential development and employment growth in areas with a high concentration of transportation options. This furthers the goals of SB 375 by aligning housing growth with future transportation investments and reducing GHG emissions (see Figure 2.1).

2022–2050 GROWTH

Population: +112,944
with a 3.4% increase

Wage and Salary Jobs: +170,757
with 10.6% increase

Housing Units: +202,819
with a 16.4% increase

PROJECTIONS 2035

2035 Population: 3,404,362

2035 Wage and Salary Jobs: 1,678,929

2035 Housing Units: 1,372,884

PROJECTIONS 2050

2050 Population: 3,400,250

2050 Wage and Salary Jobs: 1,782,389

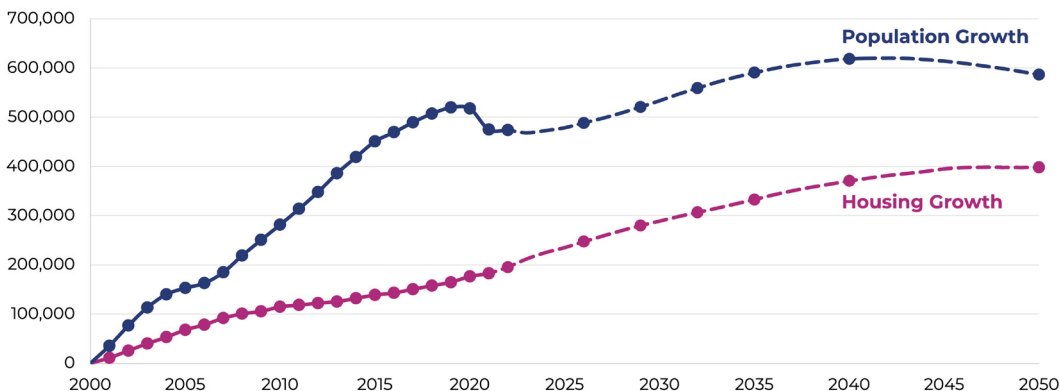
2050 Housing Units: 1,438,461



Housing and Land Use

Housing affordability is a big problem for people across the region, especially for low-income families, older adults, and younger residents. As shown in Figure 2.2, the housing supply has fallen behind the growing population of the San Diego region.

Figure 2.2 Population and Housing Unit Growth in the San Diego Region 2000-2050



Increasing the availability and affordability of housing requires a combined local, regional, and state effort. We have already made progress since the last Regional Plan update. Cities across the region have updated their housing elements to align with state housing laws, increasing housing supply and affordability by streamlining the development process and rezoning to allow for a greater variety of uses. The State of California approved legislation that allows for more types of housing, such as duplexes, lot splits, and accessory dwelling units. Other state legislation focuses on reducing the high cost of construction by phasing development impact fees for projects that include deed-restricted affordable housing units. This makes more projects financially feasible by allowing developers to pay their fees when construction is complete instead of upfront. Regionally, SANDAG continued to bridge the gap by aligning housing policies with transportation initiatives. We have sought state and federal housing grants and supported local jurisdictions through the **Housing Technical Assistance Program** funded through the **Regional Early Action Planning (REAP) Grants of 2021** programs.

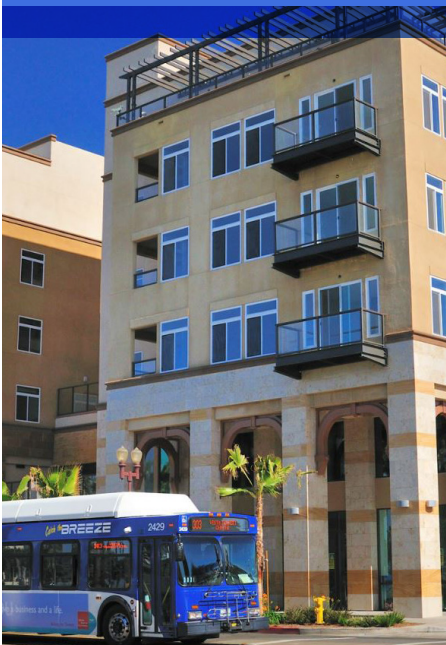
Accommodating the Eight-Year Regional Housing Needs Allocation

SANDAG is required by state law to complete a Regional Housing Needs Allocation (RHNA) plan in consultation with the California Department of Housing and Community Development (HCD). The RHNA helps determine the region's housing needs in four income categories: very low, low, moderate, and above moderate. HCD's RHNA determination requires SANDAG and its member agencies to plan for a total of 171,685 housing units through the 2021–2029 planning period.

The **6th Cycle RHNA Plan** for the San Diego region was adopted by the SANDAG Board of Directors in July 2020. The RHNA allocates housing units to each of the region's cities and the County of San Diego by considering transit availability and the number of jobs in each area. It also adjusts for equity and fair housing and attempts to address patterns of segregation. Each local jurisdiction updated its housing element and zoning codes to accommodate their 6th Cycle RHNA.

The SCS land use pattern is based on the housing elements and local zoning codes of each of the region's 19 jurisdictions. The SCS land use pattern accommodates the 6th Cycle RHNA by including sufficient zoned housing capacity identified in each jurisdiction's housing elements. Based on identified housing capacity and the Series 15 Regional Growth Forecast, the SCS land use pattern projects an additional 202,819 housing units will be built by 2050, surpassing the 6th cycle RHNA planning requirement of 171,685 units. Detailed information is included in Table F.2 of **Appendix F**.

The SCS land use pattern results in nearly **80% of future residential development and employment growth occurring in areas with a high concentration of transportation options**. This furthers the goals of SB 375 by aligning housing growth with future transportation investments and reducing GHG emissions.



SANDAG's Housing Program

SANDAG continues to support jurisdictions as they create and adopt policies and process improvements to accelerate the development of housing. By leveraging state funding through the Regional Early Action Planning (REAP 1.0 and 2.0) grant program, SANDAG has created avenues for local staff to obtain funding, consultant support, and resources to implement their housing elements.

SCS Public Involvement Plan

Thousands of residents, community leaders, business professionals, elected officials, and representatives from a variety of groups participated, through an extensive outreach program, in the development of the 2025 Regional Plan and its SCS. The 2025 Regional Plan Public Involvement Plan (PIP) establishes a process and outlines specific activities for communicating with, and obtaining input from, the public throughout the plan development process. The PIP is based on the SANDAG Public Participation Plan adopted and amended (as needed) by the Board of Directors. SANDAG's efforts to involve the public in the development of the 2025 Regional Plan and its SCS have been tracked and recorded to keep a record of the number and types of engagement activities organized and held by SANDAG. Based on the record, SANDAG meets the state of California's public involvement requirements, including informational meetings mandated by SB 375 and federal regulations. The details of these activities can be found in **Appendix J**.

Effects of Air Pollution

California Assembly Bill 805 (Gonzalez and Fletcher, 2017) (Chapter 658, Statutes of 2017) requires SANDAG's Regional Plan to identify disadvantaged communities and include transportation strategies to reduce pollution exposure within these communities. We gathered input on the mobility needs of various communities throughout the development of the 2025 Regional Plan. **Appendix A, Attachment A1** describes how we defined disadvantaged communities in coordination with the SANDAG Social Equity Working Group and how strategies in the 2025 Regional Plan reduce pollution exposure in these areas.

Integrated Transportation System

The 2025 Regional Plan lays out a strategy for improving mobility and access over the next 25 years guided by the plan's goals for a transportation system that is convenient, equitable, healthy, and safe. The 2025 Regional Plan builds on the currently adopted plan (Amended 2021 Regional Plan). Travel patterns, major employment, and activity center locations have largely stayed the same since the previous plan's adoption. (Find network development details in **Appendix N.**) Extensive public and partner outreach helped identify new and continued projects and programs that will meet local mobility needs. (See **Appendix J** for full details on public outreach.)

The transportation system is categorized into several types of transportation projects—active transportation, Complete Corridors, transit, Flexible Fleets, and transportation system management—along with policies and programs that support the overall system.



Active Transportation

Active transportation refers to walking, biking, or using a personal mobility device. It is a critical component of the SCS, reducing greenhouse gas emissions, increasing public health, and improving quality of life. The San Diego region is currently home to 182 miles of existing and in-construction bikeways of safe active transportation infrastructure, and the 2025 Regional Plan will expand that network to 721 miles by 2050.

SANDAG serves as a forum for bicycle and pedestrian planning activities throughout the region. We have achieved significant advances in active transportation since the adoption of the Regional Bike Plan in 2010 by building facilities throughout the region and allocating funding to advance local projects. The network in the 2025 Regional Plan continues this work by expanding safe spaces for people of all ages and abilities to get around on foot, by bike, and with other personal mobility devices. The active transportation network focuses on connections to transit and neighborhood destinations such as parks, schools, shopping centers, dining, and grocery stores. Further details on active transportation are included in **Appendix K.**

Figure 2.3 2050 Active Transportation Network



Complete Corridors

Complete Corridors accommodate multiple modes of travel including driving, transit, walking, and biking. They include managed lanes that are supported by technology and provide reliable travel times for Rapid Bus. The goal of a Complete Corridor is to provide safe, accessible, convenient, and flexible travel options along commonly traveled routes.



Figure 2.4 2050 Complete Corridors

Managed Lanes and Connectors

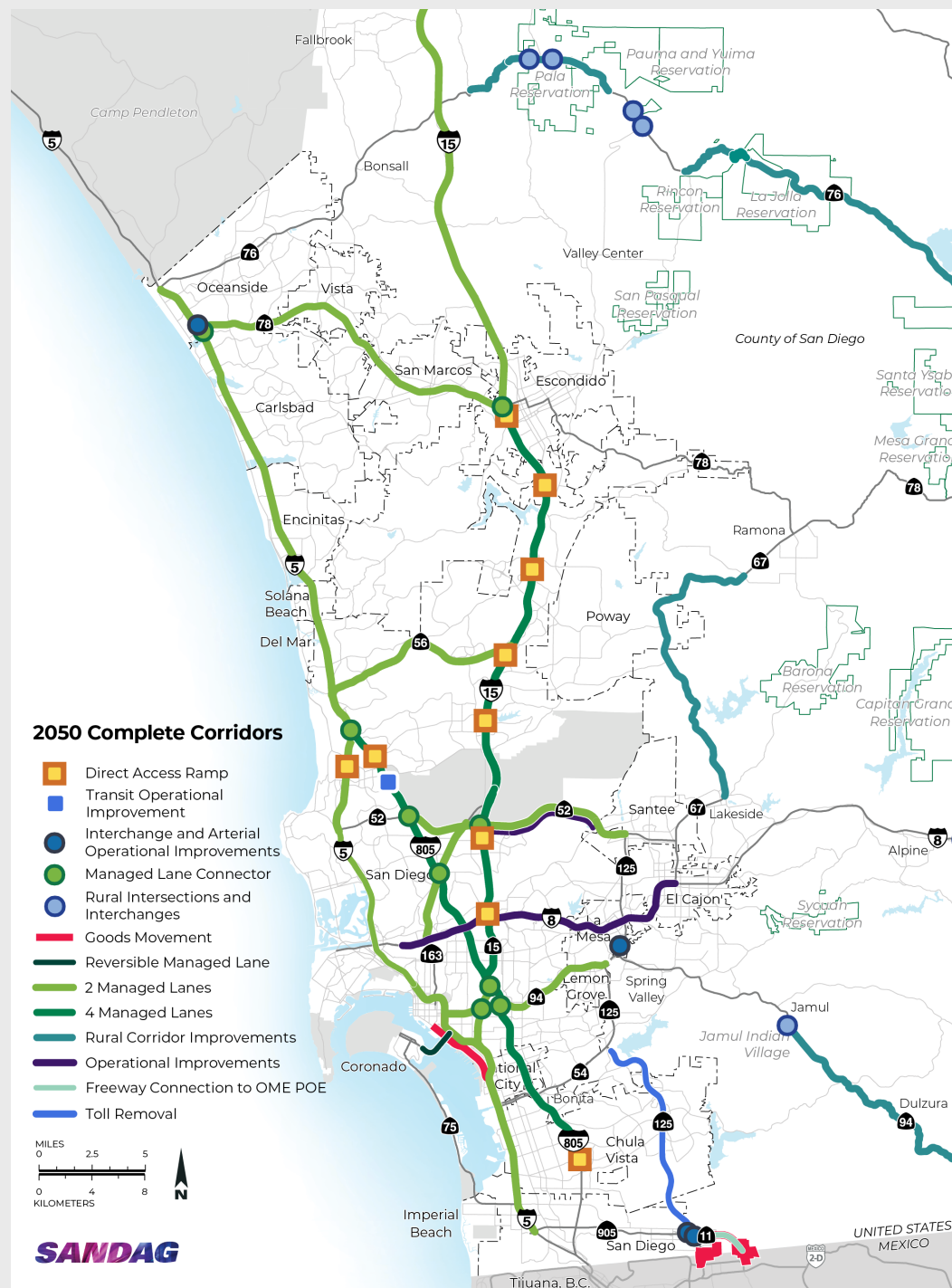
In the 2025 Regional Plan transportation network, managed lanes are used to offer priority access to transit, carpools and vanpools, motorcycles, and emergency vehicles. Managed lanes are created by adding new travel lanes within the existing right of way where possible or converting existing travel lanes to maximize existing infrastructure (see Figure 2.4).

Transportation Technology and Smart Intersection System

Transportation technology and Smart Intersection Systems enable transportation operators to change how infrastructure and services are used as traffic conditions change. This allows us to maximize existing roadway capacity through technology instead of costly physical infrastructure changes (i.e., widening roadways or building new roadways). Technology can also provide people with real-time travel information to help them decide when, where, and how to travel.

Rural Corridors

Rural corridors provide people in rural towns and communities, including tribal nations, with access to the interstate system, employment opportunities, education, and healthcare. They also facilitate the movement of goods, deliveries, and emergency vehicles. These roadways are improved with a focus on safety through shoulder widening, curve straightening, intersection improvements, and updated technology features.



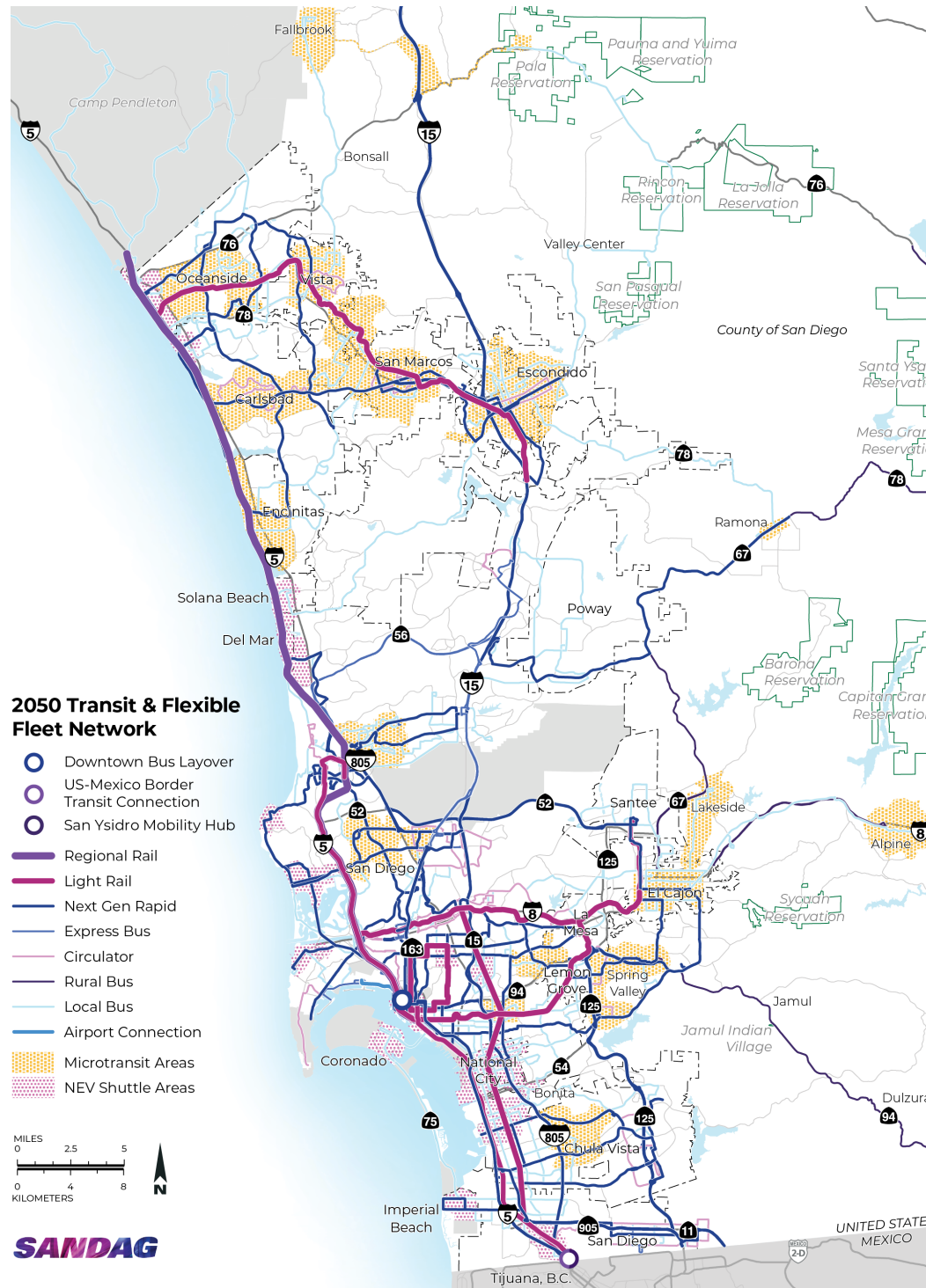
Goods Movement

The local, interregional, and international goods movement system is essential for supporting businesses and residents. This complex system includes ports, highways, railways, border crossings, airports, and pipelines. Closing gaps in the network strengthens and sustains our diverse economy with minimal impact on the environment. To this end, **SANDAG's San Diego and Imperial Counties Sustainable Freight Implementation Strategy and Freight Gateway Study** examines the most effective policy, technology, and workplace development strategies and reveals how goods move through the region. Additionally, in May 2025, the **Regional Aviation Strategic Plan and San Diego Airport Multimodal Accessibility Plan** were updated for regional consistency. SANDAG continues to partner with agencies such as the San Diego County Regional Airport Authority and the Port of San Diego in their efforts to improve goods movement. Find more details on goods movement in **Appendix A, Attachment A4**.


Transit


As the Regional Transportation Planning Agency, SANDAG is responsible for long-term transit planning for the San Diego region. We work in close partnership with the region's two transit operators: Metropolitan Transit System (MTS) and North County Transit District (NCTD). Figure 2.5 illustrates the region's planned transit and Flexible Fleet networks and included services.


Figure 2.5 2050 Transit and Flexible Fleet Network




New and expanded transit services include improvements to regional rail, light rail, streetcar, a variety of bus options, including Rapid, express, local, local circulators, and rural.

- 

Regional rail includes an upgraded rail service that is faster and more convenient, especially for longer trips.
- 

Light rail transit includes improvements to existing light rail services and new light rail or streetcar routes.
- 

Next Generation Rapid Service is a bus network using special technology and infrastructure to get around traffic. Rapid routes are planned to start services by 2035 as described in Appendix A. Rapid amenities will include enhanced shelters, bus guideways, and other transit priority measures.
- 

Many existing **bus and rail** services will have **increased frequencies**, meaning they will come more often than they do today.

Flexible Fleets

Flexible Fleets are on-demand, shared transportation services that help people reach their destinations or connect to transit. Rides are typically reserved through a mobile application. Flexible Fleets are a key strategy for improving mobility and access throughout the region, and SANDAG has been collaborating with agencies across the region to expand Flexible Fleet services to reach more users. The 2025 Regional Plan focuses on two types of Flexible Fleets:

Microtransit shuttles are multipassenger vehicles that carry up to 15 passengers and provide rides within a defined service area.

Neighborhood electric vehicle (NEV) shuttles are low-speed electric vehicles that carry up to six passengers and offer short trips (up to three miles) within a defined service area.



SANDAG has partnered with local jurisdictions to launch the Carlsbad Connector microtransit, the City of Oceanside's go'side, and the City of San Diego's Beach Bug NEV programs. Additionally, local organizations have leveraged SANDAG's Flexible Fleets Strategic Plan to secure grant funding for Mid-City GO and Via El Cajon microtransit programs.



Transportation System Management

We use advanced technology and tools such as freeway ramp meters, dynamic message signs and traffic signal timing to provide real-time information on traffic conditions and coordinate operations at local traffic centers. These systems connect the transportation system and help people move around the region more easily and safely. For example, a Smart Intersection System for the entire region will make traffic flow smoothly, reduce GHG emissions and improve safety and efficiency for emergency vehicles and freight trucks, as well as people who walk, bike and ride transit. A comprehensive system to manage cross-border trips will make travel and trade easier and safer at all ports of entry in our binational region and will reduce vehicles idling for long periods polluting the environment.

Emerging Technology

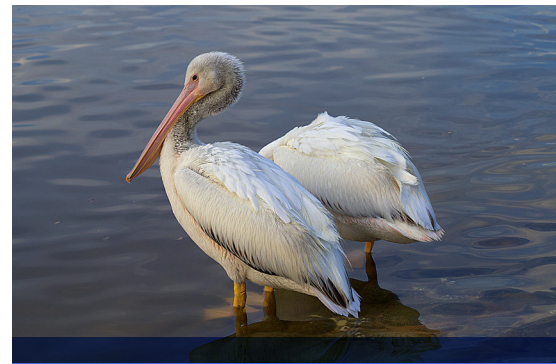
Innovative technologies and data analytics continue to reshape the transportation landscape. SANDAG is currently engaged in exploring various emerging technologies such as advanced air mobility.

SANDAG completed its first Advanced Air Mobility (AAM) plan, a foundational understanding of the technology and a toolkit concept to assist local jurisdictions and agencies with initial planning efforts. While AAM will take many years to emerge as a market, SANDAG will work alongside regional partners to ensure readiness for the safe integration of the technology in our long-range plans.

Environment

Habitat Conservation

The San Diego region is one of the richest biodiversity areas in the United States. The region's diverse topography, geology, and moderate climate, allow the most rare, threatened, and endangered species in the continental United States to live here. Since the last Regional Plan update, SANDAG has worked closely with the Regional Habitat Conservation Taskforce and other partners to develop a vision for the future of habitat conservation in the San Diego region. The Regional Habitat Conservation Vision addresses challenges posed by climate change including degradation and loss of habitat, invasive species, and other changes that are driving many species to the precipice of extinction at an increasing rate. The vision sets goals and objectives to protect sensitive habitats and species in San Diego for future generations. **Appendix Q** of the 2025 Regional Plan describes the history and status of the habitat conservation planning efforts in the region and sets forth a vision for future implementation. It also covers the overall goals of the California State Wildlife Action Plan.



Shoreline Preservation

Shoreline preservation plays a crucial role in enhancing both our environment and economy, and it is recognized as a resource of national importance. The beaches and sea cliffs are integral to the quality of life in this area; when envisioning the region's favorable image, the climate and shoreline are often at the forefront of our minds. Each coastal city within the region, including sections of shoreline that are owned and managed by state and federal authorities, has been impacted by erosion over the past several decades. This ongoing erosion has heightened concerns regarding the anticipated trends of escalating beach loss and property damage in the future.

Over the past quarter-century, SANDAG has established regional sediment management policies, overseen a continuous shoreline monitoring initiative, and executed various projects aimed at preserving local beaches and coastlines. These initiatives hold particular significance for our area, which boasts approximately 70 miles of coastline frequented by both residents and visitors who seek to enjoy the San Diego region's beaches. It has become increasingly evident that California's shorelines are experiencing gradual erosion, exacerbated by development that has reduced the natural sand supply essential for maintaining our beaches.

SANDAG remains committed to providing guidance on shoreline fill policies, beach nourishment, structural stabilization, and other strategies designed to ensure the vitality of our beaches.

The vision of the Regional Habitat Conservation program is to protect, connect, and respect species and their natural habitats to prevent their extinction in San Diego County.

- **Protect** existing native species through strategic acquisition, management, and monitoring of critical habitat areas identified in the Regional Habitat Conservation Plan.
- **Connect** habitat areas through wildlife corridors and linkages and enhance people's access, where appropriate, to natural areas.
- **Respect** local, native species and habitat. Balance the demands for recreation opportunities with the desire for intact, natural landscapes. Encourage community respect for natural lands through increased public outreach and education. Help the public connect to and deepen their respect for nature, furthering conservation efforts in the region.

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CHAPTER THREE

Implementation Actions

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IMPLEMENTATION ACTIONS

Overview

The 2025 Regional Plan is the foundation for how the San Diego region will grow, where people will live, and how they will move around in the future. To bring this vision to life, the region must take concrete actions. This chapter serves as the action element of the Regional Plan. It outlines the plan's performance measures and identifies specific implementation actions.

To assess how well the transportation network will perform under the plan, SANDAG uses an advanced activity-based travel demand model. This model simulates future travel behaviors, such as mode choice and trip patterns, and helps forecast outcomes for travel time, access, and emissions. The results are evaluated using a structured set of performance measures, which are categorized into primary and supporting measures (details listed in **Appendix N**). These performance measures reflect how effectively the plan advances its overarching goals: a transportation network that is **convenient**, **equitable**, **healthy**, and **safe** for all.

The transportation network and its performance are directly tied to the implementation actions identified in this chapter. These are the tangible steps that turn policies and projects into real-world outcomes. Each action is grounded in federal and state mandates, regional priorities, and performance expectations, and contributes to a system that reduces travel times, increases access to basic needs and opportunities, promotes physical activity, and improves safety.

Implementation of the plan is structured around two types of actions:

- **Near-term actions** focus on high-priority improvements and are intended to be started before the next Regional Plan update.
- **Continuing actions** provide sustained support for longer-term investments, planning, and program delivery.

The most immediate mechanism for near-term implementation is the Regional Transportation Improvement Program (RTIP), a federally required, five-year capital improvement program. To support delivery, the Regional Plan's implementation actions are incorporated into SANDAG's annual budget as funding becomes available, aligning resources and staff capacity with projects and programs.





PERFORMANCE Measures

As discussed in **Chapter 2**, the 2025 Regional Plan includes transportation network projects, policies, and programs designed to meet evolving state and federal requirements. To evaluate how these strategies impact the region, SANDAG uses an advanced travel demand model known as an activity-based model. This model simulates individual trips throughout the region and captures key travel behaviors, such as transportation mode choice, travel time, and trip frequency.

The implementation of the 2025 Regional Plan is guided by how well the transportation system performs in achieving the region’s goals for a convenient, equitable, healthy, and safe future for all. Performance measures help track our progress toward these goals and inform adjustments as needed.

The table below illustrates how the performance measures are connected and aligned with the Regional Plan’s goals.

| Goal Area | Performance Measures |
|--|---|
| Convenient and reliable movement of people and goods | <ul style="list-style-type: none"> Access to Basic Needs Access to Opportunities Vehicle Miles Traveled (VMT) Measures |
| Equitable access to essential needs and opportunities | <ul style="list-style-type: none"> Access to Basic Needs Access to Opportunities |
| Healthy communities and environment for everyone | <ul style="list-style-type: none"> Access to Basic Needs Greenhouse Gas Emissions Measures VMT Measures |
| Safe transportation network for all users | <p>The activity-based model does not predict safety performance. Safety is monitored through the Traffic Safety Dashboard which informs implementation of the Regional Vision Zero Action Plan.</p> |

There are four areas in which our primary performance measures are categorized: Access to Basic Needs, Access to Opportunities, SB 375 Greenhouse Gas Emissions (GHG), and vehicle miles traveled (VMT).

A summary of these key performance measures is included below, with additional detail available in **Appendix N**.

- **Access to Basic Needs:** Our model looks at how many people can reach places like retail, parks, and medical facilities within a short trip – 15 minutes to retail or parks and 30 minutes to healthcare – using different modes of transportation to get around. The investments in the 2025 Regional Plan show that more people in our communities now have better access to everyday essential needs.
- **Access to Opportunities:** Our transportation system also provides access to employment centers and higher education which helps people advance economically. Our model looks at how many adults can reach these places by transit within 30 or 45 minutes. The 2025 Regional Plan shows that more people across the region will be able to get to work or school by transit.
- **SB 375 Greenhouse Gas (GHG) Emissions:** Reducing vehicle emissions is one way our transportation system supports a healthier environment. We measure how much these emissions will go down compared to 2005 levels. Unlike the other performance areas, the state sets a required target under SB 375 to reduce our per capita GHG emissions by 19% by 2035 from 2005 levels. The 2025 Regional Plan achieves a 19.3% GHG reduction per capita by 2035.
- **Vehicle Miles Traveled (VMT):** Reducing the number of miles driven across the region is a key strategy in advancing a more sustainable and efficient transportation system. VMT is calculated both regionally and on a per capita basis to evaluate how well the transportation network supports shorter and fewer drive alone trips. The 2025 Regional Plan reduces VMT by investing in high-quality transit, active transportation infrastructure, and a land use pattern that supports such investments. These investments help more people meet their daily needs closer to home and provide viable alternatives to driving alone. Lower VMT supports regional goals to improve air quality, reduce congestion, and enhance quality of life throughout the San Diego region.



Implementation ACTIONS

As mentioned in **Chapter 1**, the 2025 Regional Plan identifies implementation actions—specific steps that will bring projects, policies, and programs to life.

This Chapter identifies how the region’s investments and programs will be carried out through a set of targeted near-term actions, rooted in state and federal mandates, local priorities, and measurable near-term actions. The 2025 Regional Plan performance measures are categorized into primary and supporting measures. Primary performance and supporting performance measures are listed in detail in Appendix N.

Near-Term and Continuing Actions

The 2025 Regional Plan will be implemented with a combination of both near-term actions and continuing actions. As discussed in Chapter 2 and Appendix A, transportation projects and programs will be phased (2035 and 2050) over the life of the plan. The actions we identify below are either “near-term” (intended to be started before the adoption of the next Regional Plan) or “continuing” (supporting the longer-term implementation of projects and programs). Both the near-term and continuing actions are necessary to implement the Regional Plan. The plan helps SANDAG set budget priorities, and its actions are incorporated into the agency’s annual budget as funding becomes available.

The most important near-term action related to transportation is to implement the **Regional Transportation Improvement Program (RTIP)**, which includes the transportation projects and improvements scheduled to be built in this region over the next five years. Examples include:

- Adding **11 miles of express lanes** on Interstate 805
- Adding **28 miles of Bikeway** to the overall network
- Continuing to **double-track** the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor, our region’s coastal rail line
- Northbound State Route 125, southbound State Route 125, and eastbound State Route 94 **auxiliary lanes**

The full list of projects is included in Chapter 3 of the RTIP, adopted by the SANDAG Board of Directors in September 2024. RTIP projects, which include identified funding sources and detailed implementation schedules, are the concrete next steps of the region’s transportation capital improvement plan. They also provide a foundation for the additional, longer-term transportation projects included in this Regional Plan. The following tables list each near-term and continuing action and its associated goals for this Regional Plan.



Near-Term Actions

| Near-Term Actions | | Goals Achieved |
|-------------------|---|--|
| A. | Develop the remaining three Comprehensive Multimodal Corridor Plans (CMCP) in partnership with Caltrans, agency partners, and local governments | Convenient |
| B. | Complete the Concept of Operations and System Requirements for Managed Lanes | Convenient |
| C. | Develop a phased implementation strategy for the regional Managed Lanes system in partnership with Caltrans | Convenient |
| D. | Complete the California-Baja California Border Resiliency Plan to strengthen regional coordination on climate adaptation and environmental issues in the border region | Equitable Healthy |
| E. | Complete the Regional Habitat Conservation Assessment | Healthy |
| F. | Update SANDAG coastal resilience policies and strategies, and initiate a beach sand replenishment project to protect critical coastal infrastructure | Healthy |
| G. | Advance implementation of the Harbor Drive 2.0 and Vesta Bridge projects | Convenient |
| H. | Deliver the Otay Mesa East Port of Entry project and a Regional Border Management System to improve cross border travel | Convenient Healthy Safe |
| I. | Develop partnerships and assess opportunities to strengthen freight resiliency in the region | Convenient Safe |
| J. | Support the cities and county with designating truck routes under California Assembly Bill 98 and update the region's FHWA Critical Urban and Rural Freight Corridor designations | Convenient |
| K. | Analyze and pilot Public Private Partnerships and alternative delivery methods that can reduce costs and time for delivering critical projects | Convenient |
| L. | Complete a regional Reconnecting Communities Study to identify projects that can improve safety, accessibility and mobility for the most impacted communities | Convenient Equitable Healthy Safe |
| M. | Advance implementation of the regional Vision Zero Action Plan (VZAP) | Safe |
| N. | Complete regional bike projects in active construction | Convenient Healthy Safe |
| O. | Continue assessing feasibility of a vehicle miles traveled (VMT) mitigation bank that can provide funding for transit and Flexible Fleets | Convenient Equitable Healthy |

| Near-Term Actions | | Goals Achieved |
|-------------------|--|--|
| P. | Administer the Flexible Fleets grant program to pilot new Flexible Fleet services in the region and sustain existing services that have proven successful | Convenient Healthy |
| Q. | Identify sustainable funding to continue the Youth Opportunity Pass (YOP) | Convenient Equitable Healthy |
| R. | Complete a comprehensive update of the Coordinated Plan and seek funding opportunities to expand specialized transportation services for older adults and people with disabilities | Convenient Equitable Healthy Safe |
| S. | Implement near-term improvements that better connect transit to the airport | Convenient Healthy |
| T. | Continue the design, engineering, and environmental clearance for six Rapid routes | Convenient |
| U. | Develop a strategy for implementing grade separation projects that improve safety and rail operations | Convenient Safe |
| V. | Complete the Blue Line Trolley study to assess the ability of operating express and 24-hour service along the corridor | Convenient |
| W. | Advance design and environmental clearance for station improvements at the San Ysidro Transit Center | Convenient |
| X. | Study the feasibility of extending the LOSSAN corridor to the U.S.-Mexico border | Convenient |
| Y. | Continue implementing LOSSAN Rail Corridor improvement projects | Convenient Safe |
| Z. | Develop feasibility studies analyzing the potential for TOD within the MTS and NCTD service areas | Convenient Equitable Healthy |
| AA. | Complete design and environmental for two tribal priority projects: I-8 at West Willows Road and realignment to SR-76 | Convenient Equitable Safe |
| BB. | Partner with Tribes to seek funding to implement priority projects in the Intraregional Tribal Transportation Strategy | Convenient Equitable Safe |

Continuing Actions

| Continuing Actions | | Goals Achieved |
|--------------------|---|--|
| A. | Collaborate with local, regional, and state agencies to advance clean transportation programs | Healthy |
| B. | Continue to support Climate Action Plan (CAP) implementation and monitoring | Healthy |
| C. | Partner with federal and state resource agencies, land managers, local jurisdictions, and the environmental science community to implement the Regional Habitat Vision as described in Appendix Q of the 2025 Regional Plan | Healthy |
| D. | Advance regional partnerships and seek funding for projects that improve goods movement | Convenient Equitable |
| E. | Continue advancing projects in the regional sustainable freight strategy | Convenient |
| F. | Advance pavement and bridge condition monitoring following Fix It First best practices | Convenient Equitable Healthy Safe |
| G. | Continue SANDAG's Housing Acceleration Program (HAP) to support local jurisdictions with accelerating housing production | Convenient Equitable Healthy |
| H. | Continue to grow participation in SANDAG's Sustainable Transportation Services program by providing regional rideshare services, employer outreach, bike education, and secure bike parking at transit stations | Convenient Equitable Healthy Safe |
| I. | Continue seeking sustainable funding for transit operations and Flexible Fleets in partnership with MTS and NCTD | Convenient Healthy |
| J. | Continue to incentivize local Complete Streets and Smart Growth projects through SANDAG grant programs | Convenient Equitable Healthy Safe |
| K. | Continue to support local jurisdictions with advancing regional bike projects | Convenient Equitable Healthy Safe |

| Continuing Actions | | Goals Achieved |
|--------------------|--|--|
| L. | Continue to coordinate with Caltrans to advance Managed Lanes projects | Convenient |
| M. | Continue partnering with community-based organizations across the region to support implementation of the 2025 Regional Plan | Equitable |
| N. | Continue to coordinate with agencies in Imperial County, Riverside County, and Orange County on interregional planning efforts, and collaborate with partner agencies in Mexico to improve border infrastructure | Convenient Equitable |
| O. | Continue to coordinate with the region's tribal nations on shared issues, including transportation, housing, energy, conservation planning and data sharing | Convenient Equitable Healthy Safe |
| P. | Continue to implement performance-based planning for federal performance measures related to safety; infrastructure condition; and system performance, freight, and congestion mitigation and air quality | Convenient Equitable Healthy Safe |
| Q. | Use the intergovernmental review process to evaluate consistency of development projects with the SCS | Convenient Equitable Healthy Safe |

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CHAPTER FOUR
Finance Plan

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FINANCIAL PLAN Overview

The Financial Plan identifies potential funding sources that can support the region's transportation investments, including new projects and programs and maintaining our existing transportation system. Federal law requires SANDAG to develop a Regional Plan built on reasonable assumptions of the revenue that will be available during the life of the plan. Over the next 25 years, the Regional Plan anticipates that federal, state, and local funds totaling approximately \$130 billion will be available to fund projects, programs, and services. Not all of the money will be available immediately, and a majority of the funding is tied to certain types of projects (such as transit infrastructure or highway operations and maintenance). SANDAG does not have the authority to move those funds to different types of projects. The plan has to be consistent with requirements set by Congress and/or the state legislature.



FUNDING Sources

The 2025 Regional Plan will be funded by a combination of federal, state, and local revenue. Federal funds amount to 22% (Figure 4.1), state funds make up 20%, and local funds account for 58% of the total project revenue. The revenue sources described in Appendix I reflect the best estimates of what may reasonably be collected from various sources. Some of the sources require state and federal legislation to pass before going into effect. Others require voter approval. Because funding will not be available all at once, projects will be constructed as money becomes available, as shown in Figure 4.2. For more details, **Appendix I** outlines a summary and assumptions for each revenue category source.

Figure 4.1 2025 Regional Plan Funding Sources (2024\$)

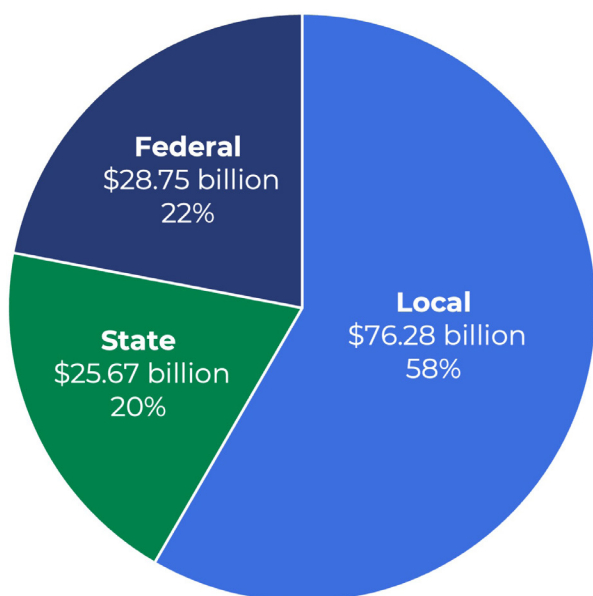
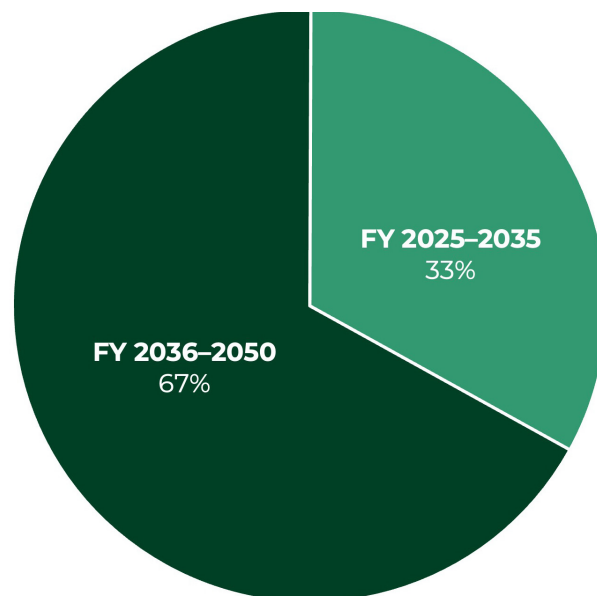


Figure 4.2 2025 Regional Plan Phased Revenues



Summary of Funding Sources

Below is a summary of each federal, state, and local funding revenue source and the assumptions this plan makes for each source. All revenues have been escalated to the year those dollars are expended, and they are based on the escalation factor appropriate for that specific revenue source. Additional details for each funding source are included in **Appendix I**.

Federal

Federal sources of revenue that support regional planning efforts include a variety of funding programs administered by the Federal Transit Administration (FTA)—such as discretionary grants for transit capital projects and service improvements. Additionally, allocations from the Federal Highway Administration (FHWA) provide critical funding for surface transportation infrastructure through programs like the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ). Other federal funding may also come from competitive grant programs such as Infrastructure for Rebuilding America (INFRA) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE).

State

State funding sources are essential to advancing SANDAG's regional planning and transportation initiatives. These include revenues from the Road Maintenance and Rehabilitation Account (RMRA), established by Senate Bill 1 (SB 1), which provides dedicated funding for the maintenance and improvement of local and regional transportation infrastructure. The State Highway Operation and Protection Program (SHOPP) also contributes significant resources to preserve and enhance the safety and performance of the state highway system. In addition to these, SANDAG leverages funding from programs such as the Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), and Solutions for Congested Corridors Program (SCCP), which support projects aimed at increasing mobility, reducing greenhouse gas emissions, and improving transportation network connectivity throughout the region.

Local

Local funding sources are a critical component of SANDAG's financial strategy for regional planning and transportation improvements. Historically, SANDAG has been successful in leveraging local funding to attract state and federal funding to help fund projects. Through FY 2025, SANDAG has been able to leverage funding with a 3.1 to 1 ratio, which means that every \$1 of TransNet brings in over \$3 of state/federal funding. A primary source is TransNet, the region's voter-approved half-cent sales tax dedicated to transportation projects, which supports a wide range of capital, transit, and active transportation investments. General local funds, including contributions from member agencies and other local sources, provide flexibility to support planning activities, project development, and match requirements for state and federal grants.





Assumptions

New Revenue Sources

It is harder to predict how much money we'll get from new funding sources than from existing ones. The Regional Plan takes into account assumptions for new funding sources at the local, state, and federal levels. These new sources could include new taxes, fees, or advertising and naming rights agreements. The actual timing and amount of these funds may vary. However, given how funding sources have been approved historically, it is reasonable to assume that new funding sources will continue to be established. We assume that none of the new sources will begin prior to 2028, and they would be required to complete all of the projects in the Regional Plan. Most of this new funding will be locally based, with the remaining funding coming through the state. We do not anticipate any new federal funding for the plan. **Appendix I** contains details on the various types of reasonably anticipated new revenues we can expect to receive, along with their respective risk assessments.

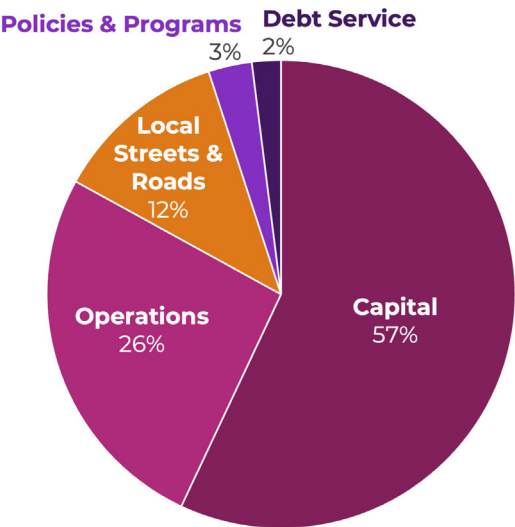
Transportation Investments

The 2025 Regional Plan allocates investments across several essential categories, which collectively provide an overview of the financial commitments outlined in the plan. These categories include capital investments, operational expenditures, investments in local streets and roads, program funding, and debt service, as illustrated in Table 4.1.

Table 4.1 2025 Regional Plan Transportation Investments

Note: Totals may not add up due to rounding

| Expenditure Category | Cost (millions of 2024\$) | Cost (% of Total) |
|-------------------------|---------------------------|-------------------|
| Capital | \$71,919 | 57% |
| Operations | \$32,540 | 26% |
| Local Streets and Roads | \$14,830 | 12% |
| Policies and Programs | \$3,611 | 3% |
| Debt Service | \$2,596 | 2% |
| TOTAL | \$125,496 | 100% |



More than half of our planned expenditures are related to capital projects, while another quarter is allocated to operating and maintaining the transportation network. Capital expenditures primarily consist of Complete Corridors (including TransNet Major Corridor projects), transit, and active transportation projects. Operation and maintenance costs support highways, transit, and microtransit/Flexible Fleets. In addition, \$14.8 billion will be allocated for local streets and roads projects. Programs and policies are budgeted at \$3.6 billion, with debt service costs amounting to \$2.6 billion. Expenditures are shown in Table 4.2 with more detail about project types in [Appendix A](#).

Table 4.2 2025 Regional Plan Planned Expenditures

Note: Totals may not add up due to rounding

| Expenditure Category | FY 2025-2035 | FY 2036-2050 | Cost (millions of 2024\$) |
|----------------------------------|--------------|--------------|---------------------------|
| Complete Corridors | \$11,271 | \$13,517 | \$24,787 |
| Active Transportation | \$1,079 | \$4,272 | \$5,351 |
| Transit | \$23,675 | \$50,209 | \$73,883 |
| Flexible Fleets | \$55 | \$146 | \$201 |
| Transportation System Management | \$109 | \$128 | \$237 |
| Supporting Policies and Programs | \$1,418 | \$2,193 | \$3,611 |
| Local Projects | \$6,543 | \$8,287 | \$14,830 |
| Debt Service | \$1,380 | \$1,216 | \$2,596 |
| TOTAL | \$45,529 | \$79,967 | \$125,496 |



Cost Escalation

Over the next 25 years, we plan to deliver many projects, programs, and policies. We allocate project expenses across several years to align with standard development timelines, while program and policy costs are distributed to correspond with expected investment levels over time. We have provided all costs in both current dollar values (2024\$) and in year-of-expenditure (YOE) dollars. Cost estimates in YOE dollars incorporate escalation rates to reflect the anticipated cost to construct, operate, and maintain all of the elements of the plan over time. By comparing estimated costs and revenues in YOE dollars, we can effectively determine a suitable strategy for phasing our investments, which is essential for meeting both state and federal requirements for a financially constrained plan. Additional information can be found in [Appendix H](#).



Unplanned Funding Shifts

Planning for investments funded with anticipated revenue can be challenging. Table I.4: Revenue Sources: Availability Assumptions and Risk Assessment, in [Appendix I](#), highlights potential risk and risk mitigation for each revenue source and how we might be able to address them in the future. Although future revenue is based on trends for existing revenue sources, there may be significant changes that cannot be predicted. These include political shifts, economic downturns, and the approval of new funding sources. The Regional Plan is updated every four years to take into account these changes and to make the necessary adjustments to the timing and availability of revenue for projects.

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