

**Appendix M:
Progress on Near-Term
and Continuing Actions
from San Diego
Forward: The 2015
Regional Plan and the
2019 Federal Regional
Transportation Plan**

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Appendix M: Progress on Near-Term and Continuing Actions from San Diego Forward: The 2015 Regional Plan and the 2019 Federal Regional Transportation Plan

Each Regional Plan builds upon the preceding Regional Plan. Regional Plans cover multiple decades and are updated every four years. As a result of the long planning horizon and update frequency, the implementation of the Regional Plan has two distinct phases: near-term actions and continuing actions. Near-term actions are intended to be completed before the adoption of the next Regional Plan. Continuing actions support the longer-term implementation of projects and programs.

Successes and Barriers

Since the adoption of the Sustainable Communities Strategy (SCS) in 2015, several notable changes have occurred in the region that reflect both successes and barriers to implementation of San Diego Forward: The 2015 Regional Plan (2015 Regional Plan). These changes include completion of key transportation projects, updated plans and policies from local jurisdictions, new outlooks on regional growth and funding availability, and emergence of new mobility services. Successes and barriers to implementation of the 2015 Regional Plan and its SCS are summarized here.

Successes:

- Several key transportation projects have been completed (see Action #1 for details).
- Updated plans and policies from local jurisdictions:
 - Climate Action Plans (CAPs): 17 of the region's 19 jurisdictions have an adopted CAP, up from 9 in 2015.
 - Updated Community Plans/Specific Plans have resulted in more capacity for higher-density housing near transit and jobs.
 - Jurisdictions are updating housing elements to reflect the 6th Cycle Regional Housing Needs Assessment (RHNA) Plan allocations and incorporating many new housing laws.

- Emergence of new mobility services:
 - Since 2015, bikeshare and scootershare services launched in several jurisdictions, military bases, and college campuses.
 - In 2017, the San Diego Association of Governments (SANDAG) partnered with Waze Carpool to encourage dynamic ridesharing with major employers, including military bases.
 - The neighborhood electric vehicle (NEV) service known as Free Ride Everywhere Downtown (FRED), operated by Circuit, operates in Downtown San Diego and continues to grow. FRED transported more than 250,000 riders in 2019 compared with 194,600 riders in 2018.
 - In 2018, ridesharing companies Uber and Lyft started providing shared rides, otherwise known as “pooled ridesharing,” which matches passengers with similar origin and destination with the same driver.
 - In 2019, SANDAG, North County Transit District (NCTD), and the City of Carlsbad partnered to deploy a microtransit pilot to serve commuters traveling to the Carlsbad employment center.
 - In 2019, the City of Oceanside partnered with FordX to launch Hoot Rides, a NEV rideshare pilot. The all-electric shuttles served the Downtown Oceanside area, providing residents and visitors with an affordable and convenient connection to the nearby Oceanside Transit Center and community events.
 - In 2020, SANDAG launched the Telework Assistance Program to help employers develop, enhance, or formalize their long-term remote work initiatives.

Barriers:

- Changes to supportive land uses are incremental relative to the timeframe for updating the Regional Plan, and benefits from land use changes are realized over a longer time horizon. Because of rising housing costs in the region, residents are forced to live further away from their jobs.
- Traditional funding sources for transportation are becoming less available, and new funding sources must be considered.
- Limited opportunities to implement pilot projects, coupled with limited funding, leads to constraints in the span of the demonstration period to fully assess the success of the project.
- There is a rapid pace of innovation, and there are risks of early adoption of technologies in the public sector space.

San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) is unique because it was preceded by the 2019 Federal Regional Transportation Plan (2019 Federal RTP) and the 2015 Regional Plan, including its SCS. The 2019 Federal RTP addressed federal planning requirements for the region. The 2015 Regional Plan addressed both federal and state

planning requirements. This appendix documents accomplishments and the status of implementation of near-term and continuing actions for both the 2019 Federal RTP and the 2015 Regional Plan.

Near-Term Actions from San Diego Forward: The 2015 Regional Plan and the 2019 Federal Regional Transportation Plan

1.

Implement the Regional Transportation Improvement Program (RTIP).

2015 Regional Plan Action #1

2019 Federal RTP Action #1

Progress toward this action includes:

- Putting into operation the public transit projects included in the 2015 Regional Plan (Los Angeles – San Diego – San Luis Obispo [LOSSAN] Rail Corridor, COASTER, Trolley, SPRINTER, *Rapid* services, airport services, local bus services, streetcar/shuttles, and specialized services for seniors and people with disabilities). Examples of transit projects that are completed or significantly underway since the adoption of the 2015 Regional Plan are:
 - Mid-Coast Trolley (planned service to begin in November 2021).
 - The **Mid-Coast Trolley** extends the UC San Diego Blue Line Trolley service from Downtown San Diego to the University Community area, with nine new Trolley stations serving major activity centers such as Old Town, UC San Diego, and University Towne Centre.
 - South Bay *Rapid* (service started in 2019).
 - The South Bay *Rapid* route includes **12 stations along a 26-mile route** from the Otay Mesa Port of Entry (POE) to Downtown San Diego via eastern Chula Vista, connecting to employment and activity centers in Downtown San Diego and South County. At the heart of the project is the dedicated transit guideway—a nearly six-mile-long, transit-only lane constructed in the median of East Palomar Street and along Eastlake Parkway in Chula Vista.
 - This project will design and construct new freeway shoulder infrastructure on East Palomar, I-805, and SR 94 and implement technology improvements within the corridor to support *Rapid* operation. The Bus on Shoulder project is under construction, driver training is occurring, and back-office systems development is underway. It is anticipated that *Rapid* 225 will begin using the shoulder in the fall of 2021.

- LOSSAN/COASTER Double Tracking – Selected Segments (both under construction and completed).
 - Five miles of double-tracking has been completed along the LOSSAN Rail Corridor since the adoption of the 2015 Regional Plan, bringing the county total to 75% double-tracked.
 - Construction is underway on the El Portal Undercrossing and will open to the public in 2022.
 - Construction is underway on San Onofre Bridge 208.6 and will open to service in 2022.
 - In December 2020, the Del Mar Bluffs Stabilization Phase 4 project completed construction on stabilizing the bluffs along the LOSSAN Rail Corridor. Del Mar Bluffs Stabilization Phase 5 is in final design.
 - In November 2020, the San Diego River Double-Track Project opened to service.
 - In July 2020, the Elvira-to-Morena double track opened to service.
 - In December 2019, the Poinsettia Station Improvements Project was completed. This project enhances rail operations and increased safety with a pedestrian undercrossing.
 - In 2019, the Chesterfield Drive Rail Crossing Improvement Project opened to service.
 - In 2019, the San Elijo Lagoon Double-Track Project opened to the public.
 - In 2017, the Oceanside Transit Center Platform Improvement Project opened to passengers.
 - In 2017, the Los Peñasquitos Lagoon Bridges Replacement Project opened to service.
 - San Onofre to Pulgas Double Track Phase 2 (final design).
 - Eastbrook to Shell Double Track (final design).
 - Batiquitos Lagoon Double Track (final design).
 - San Dieguito Double Track (final design).
 - Sorrento to Miramar Double Track Phase 2 (final design).
- The Mid-City *Rapid* route was upgraded with the addition of a ten-block exclusive bus lane on El Cajon Boulevard.

- Fulfilling the Active Transportation Program, including regional bike network build-out, safety improvements for people biking and walking, Safe Routes to School, Safe Routes to Transit, education and data-collection efforts, and active transportation improvements when highway and freeway interchanges are improved. Examples of active transportation projects completed since the adoption of the 2015 Regional Plan are:
 - Bayshore Bikeway: Segments 4B and 5 (completed).
 - Inland Rail Trail: Phase 1 (completed).
 - SR 15 Commuter Bike Facility (completed).
 - Coastal Rail Trail Encinitas: E Street to Chesterfield Drive (completed).
 - Inland Rail Trail: Phase 2 (completed).
 - Coastal Rail Trail San Diego: Rose Creek (completed).
 - North Park/Mid-City Bikeways: Georgia-Meade Bikeway (under construction).
 - North Park/Mid-City Bikeways: Landis Bikeway (under construction).
 - Uptown Bikeways: Fourth and Fifth Avenue Bikeways (under construction).
 - San Diego River Trail: Stadium Segment (under construction).
 - Pershing Bikeway (under construction).
 - Bayshore Bikeway: Barrio Logan (final design).
 - Border to Bayshore Bikeway (final design).
 - Coastal Rail Trail: Santa Fe Undercrossing to E Street (final design).
 - Imperial Avenue Bikeway (final design).
 - Central Avenue Bikeway (final design).
 - Inland Rail Trail: Phase 3 (final design).
 - North Park/Mid-City Bikeways: University Bikeway (final design).
 - North Park/Mid-City Bikeways: Orange Bikeway (final design).
 - North Park/Mid-City Bikeways: Robinson Bikeway (final design).
 - Uptown Bikeways: Eastern Hillcrest Bikeways (final design).
 - Uptown Bikeways: Washington Street and Bachman Place Bikeways (final design).
 - Uptown Bikeways: Mission Hills to Old Town Bikeways (final design).
- Improving, rehabilitating, and maintaining local streets and roads.
- Deploying advanced signal technologies to extend green lights for buses and other transit vehicles.
 - Developed improved adaptive signal control for South Bay *Rapid* one-lane bridge operations.

- Developed comprehensive advanced signal technology for the Bus on Shoulder project that will operate with Caltrans ramp signals.
- Instituting technology and management systems that optimize the flow of the Regional Arterial System.
 - The City of Carlsbad completed an agencywide refresh and replacement/upgrade of all traffic signal controllers to smart controller technology/adaptive technology. The city has initiated adaptive operations for several key regional arterials including El Camino Real South, El Camino Real North and Rancho Santa Fe Road corridors, and Palomar Airport Road.
- Supporting a flexible highway system with Managed Lanes, carpool lanes, or transit-only lanes, which will result in a fully interconnected network of Managed Lanes, including direct Managed Lane connectors. Examples of Managed Lanes and flexible highway projects completed or significantly underway since the adoption of the 2015 Regional plan are:
 - I-5 North Coast Corridor (NCC) (under construction).
 - In June 2018, the I-5 Genesee Interchange project was completed.
 - In February 2019, the I-5/Gilman Drive Bridge was completed.
 - In October 2020, the I-5/Genesee Auxiliary Lane was completed.
 - In January 2020, SANDAG and Caltrans held an event to celebrate the halfway point milestone for the I-5 NCC project and announce a traffic shift on the San Elijo Lagoon Highway Bridge. Once complete in 2022, Build NCC will add one new high-occupancy vehicle lane in each direction on I-5 between Lomas Santa Fe Drive in Solana Beach and SR 78 in Oceanside.
 - SR 15 (I-805 to I-8) two transit lanes (completed).
 - SR 76 (Mission Road to I-15) two additional highway lanes (completed).
 - I-805 (SR 52 to Carroll Canyon Road) two Managed Lanes and direct access ramp (completed).
- Enhancing our border crossings to cut delays for individual international crossings and trade.
 - SR 11 (Phase 1 – SR 125 to Enrico Fermi Drive) four future toll lanes (completed).
 - SR 11 (Phase 2 – Enrico Fermi Drive to planned Otay Mesa East POE) four toll lane northbound connectors under SR 11/SR 905 (eastbound SR 905 and westbound SR 11 to northbound SR 125, northbound SR 905 to northbound SR 125) (completed).
 - SR 11/SR 905 connectors (southbound SR 125 to southbound SR 905, southbound SR 125 to eastbound SR 11, southbound SR 125 to westbound SR 905) (under construction).

2.

Develop a long-term specialized transportation strategy through 2050, as part of the next biennial update of the SANDAG Coordinated Plan, to address the increasing specialized service needs of seniors and people with disabilities.

2015 Regional Plan Action #2

2019 Federal RTP Action #2

The SANDAG Coordinated Plan provides a five-year blueprint for the implementation of public transit and social service transportation concepts described in the Regional Plan. That blueprint includes a regional strategy to provide transportation to recognized transportation-disadvantaged groups such as seniors, individuals with disabilities, and persons of limited means. The 2020 Coordinated Plan was adopted by the SANDAG Transportation Committee in July 2020.¹

Through the regional planning process and analysis of the regional demographic changes expected to occur between now and 2050, SANDAG has identified the need for a long-term specialized transportation implementation strategy to identify projects, programs, and needs for seniors and persons with disabilities through the 2021 Regional Plan's horizon year of 2050.

SANDAG worked closely with the region's transit operators, the Consolidated Transportation Services Agency, and specialized transportation providers to research and gather input on specialized transportation services available in the San Diego region, understand the existing resources available, identify opportunities to leverage resources, and develop a long-term Specialized Transportation Strategic Plan to be incorporated in the 2020 biennial update of the Coordinated Plan.

SANDAG and its consultant team produced two working papers regarding this research project:

- Peer Review and Industry Best Practices.
- Specialized Transportation Inventory, Needs Assessment, and Identification of Gaps.

In May 2018, a Peer Review Workshop was held at SANDAG for representatives from various transit agencies across the country to provide feedback and guidance on the draft strategies being developed. Draft Strategies were further developed and presented to the SANDAG Transportation Committee on January 18, 2019. The final Specialized Transportation Strategic Plan was completed in January 2020.²

¹ More information on the SANDAG Coordinated Plan can be found at sandag.org/index.asp?projectid=318&fuseaction=projects.detail.

² The final Specialized Transportation Strategic Plan can be found at sandag.org/uploads/publicationid/publicationid_4645_27080.pdf.

3.

Implement the San Diego Regional Alternative Fuel Readiness Plan.

2015 Regional Plan Action #5

2019 Federal RTP Action #3

The 2015 Regional Plan included a near-term action plan to complete a follow-up study that details ways to reduce greenhouse gases by expanding the use of alternative fuels regionwide. Once completed, this near-term action grew to the implementation of the San Diego Regional Alternative Fuel Readiness Plan as detailed below.

On February 26, 2016, the SANDAG Board of Directors (SANDAG Board) accepted the San Diego Regional Alternative Fuel Readiness Plan (Readiness Plan)³ as a regional resource to advance the deployment of alternative fuel vehicles and infrastructure in support of clean fuel and greenhouse gas emissions-reduction policies. This was done in partnership with the San Diego Regional Clean Cities Coalition and the San Diego County Air Pollution Control District. This effort began in October 2014 with funding from a two-year, \$300,000 California Energy Commission (CEC) grant and established Refuel: San Diego Regional Alternative Fuel Coordinating Council (Refuel San Diego). Refuel San Diego was a multi-stakeholder group composed of public agencies like SANDAG, alternative fuel vehicle manufacturers, industry representatives, and other stakeholders. Alternative fuels included electricity, biodiesel, ethanol, hydrogen, natural gas, and propane autogas. Refuel San Diego provided key input to the Readiness Plan.

Refuel San Diego prepared five audience-specific Alternative Fuel Toolkits (Toolkits) in addition to the Readiness Plan. The Toolkits are intended to address barriers identified by Refuel San Diego. Each Toolkit functions as a single resource focused on the unique needs and barriers faced by the following specific sectors:

- Public Agencies
- Fleet Managers
- Consumers
- First Responders
- Fuel Marketers

Additionally, SANDAG has supported the implementation of the electric vehicle (EV) elements of the Readiness Plan through its Plug-in San Diego program, funded by two additional CEC grants. Plug-in San Diego developed resources to reduce barriers to EV infrastructure installations, including an EV charging infrastructure web-based planning tool that launched in 2019.⁴

³ The final Readiness Plan and Toolkits are available at sandag.org/refuel.

⁴ The EV charging infrastructure planning tool and methodology report associated with the tool are available at evcs.sandag.org.

4.

Promote vehicle miles traveled reduction by applying the Regional Complete Streets Policy⁵ to relevant SANDAG plans, programs, and projects.

2015 Regional Plan Action #3

2019 Federal RTP Action #4

Through the implementation of the Regional Plan, SANDAG is collaborating with the local jurisdictions, transit operators, and Caltrans to create a safe, balanced, multimodal transportation system that supports compact and sustainable development and the reduction of vehicle miles traveled (VMT).

Three key state laws establish policy to guide the region in terms of reducing VMT and promoting smart growth and sustainability principles.

- California's Complete Streets Act of 2008 (California Assembly Bill 1358 [Leno, 2008]) requires jurisdictions to include Complete Streets policies as part of their general plans as they update their local circulation elements.
- The Sustainable Communities and Climate Protection Act of 2008 (California Senate Bill 375 [Steinberg, 2008] [SB 375]) supports the state's climate action goals to reduce greenhouse gas emissions through coordinated transportation and land use planning with the goal of more sustainable communities.
- California Senate Bill 743 (Steinberg, 2013) (SB 743) creates a process to change the way transportation impacts are analyzed under the California Environmental Quality Act (CEQA) to include VMT.

In December 2014, the SANDAG Board adopted a Complete Streets Policy, which requires SANDAG to consider complete streets in the planning, development, and implementation of regional transportation projects, and encourages local jurisdictions to consider complete streets as they implement local transportation projects. Since then, a Complete Streets certification form has been developed for SANDAG project managers and Caltrans corridor directors to use when planning new transportation projects to ensure that all modes of travel are considered in the project-development process. The Complete Streets Policy also calls for development of a regional database and mapping tool, cost-sharing protocols, training opportunities, and monitoring efforts to benchmark progress.

Since its implementation, the Complete Streets certification form has been completed on several major capital improvement projects. These projects range from active transportation to major transit projects. The certification form identified gaps in pedestrian and active transportation movement. The largest project completed to date is the Mid-Coast Trolley.

⁵ Complete streets are streets that accommodate people of all ages and abilities traveling by all modes, including walking, biking, using public transit, and driving cars or commercial vehicles. Tools and resources to assist the region and local governments in implementing complete streets can be found at sandag.org/CompleteStreets.

5.

Incorporate regional transportation model enhancements to provide more robust data regarding bike and pedestrian travel, carpools, vanpools, carshare, and public health.

2015 Regional Plan Action #6

2019 Federal RTP Action #5

As has been the case for many Regional Plan cycles, transportation and land use models have been utilized to perform a very basic, yet vital, set of functions in helping to evaluate the Regional Plan. Currently, SANDAG uses an activity-based model (ABM) to simulate individual and household transportation decisions. People travel for activities such as work, school, shopping, healthcare, and recreation, and the ABM attempts to predict whether, where, when, and how this travel occurs.

Over time, SANDAG modeling tools have been expanded and made more sophisticated to measure and analyze new components that, in times past, have been examined outside the model using other estimation methods. SANDAG has worked on regional travel model enhancements to incorporate more robust data regarding bike and pedestrian travel, carpools, vanpools, carshare, and public health.

Following the adoption of the 2015 Regional Plan, SANDAG completed major version enhancements to the ABM for use in the 2019 Federal RTP (ABM2) and subsequently made additional refinements for the 2021 Regional Plan (ABM2+).

SANDAG conducts the San Diego Regional Transportation Study every ten years to update assumptions in SANDAG regional transportation models. The 2016–2017 study invited approximately one in four households to participate via a new smartphone application. The final report⁶ summarizes results and details the innovative methodology used.

The SANDAG ABM suite, ABM2+, builds upon the ABM2 version used in the 2019 Federal RTP. ABM2+ uses the 2016–2017 SANDAG Household Travel Survey, 2015 Transit On-Board Survey, 2018 Commute Behavior Survey, 2019 SB1 Transportation Network Company (TNC) Survey, and reflection of telecommute travel patterns observed from the surveys and Census American Community Survey (ACS) data. ABM2+ also includes new emerging technologies such as micromobility (e-scooter), TNC mode options (e.g., Uber and Lyft), and microtransit and includes assumptions for increases in e-bike usage. The model development was peer-reviewed by the ABM Technical Advisory Committee (TAC), a panel of national experts in the travel demand forecasting field. A TAC meeting was held in March 2020 to follow up on implementing TAC's short-term model recommendations from May 2019 and to evaluate ABM2+ and its usage for the 2021 Regional Plan. The TAC gave very high remarks on ABM2+, concluding that it not only remained well above the state of the practice, but that some components were state of the art for travel demand models.

⁶ The full 2016–2017 San Diego Regional Transportation Study can be found at sandag.org/uploads/publicationid/publicationid_2145_23025.pdf.

6.

Expand the Integrated Corridor Management Concept and design for up to three corridors.

2015 Regional Plan Action #7

2019 Federal RTP Action #6

The implementation of an Integrated Corridor Management (ICM) concept is a key Transportation System Management Program strategy that focuses on maintaining the greatest mobility benefits through the application of innovative technologies that maximize network efficiencies across modes. Such efficiencies can result in decreases in both fuel consumption and transportation-related emissions.

On April 21, 2016, the final piece of a system designed to guide motorists around major incidents along the I-15 corridor was activated, providing travel choices and improving travel time reliability. The system includes electronic freeway signs, alternate route signs, and coordinated traffic signal and ramp meters.

Since 2010, SANDAG has been working with its local partners (Caltrans, Metropolitan Transit System [MTS], and the cities of San Diego, Poway, and Escondido) to demonstrate the benefits of this concept along the I-15 corridor. The I-15 ICM project focuses on maximizing the operations and management of the I-15 corridor with ramp meters, arterial signals, and the *Rapid* transit system. The ICM concept enables communication between multiple systems to coordinate operations and maximize efficiency regardless of who owns or operates the individual system, monitors changing conditions and congestion based on real-time information, generates automated response plans, and reevaluates and generates new response plans as traffic conditions change. An ICM concept includes the following key features:

- Coordination of all existing networks and systems such as changeable message signs, 511 traveler information, ramp meters, and arterial signal systems to bypass major incidents or manage daily congestion.
- System automation to monitor congestion and select action plans.
- Real-time adjustments to traffic signal and ramp meter timing to better manage traffic entering or exiting the freeway and manage traffic signals across agencies.
- Enhanced response and control: Operating agencies within a corridor or system improve management practices and coordinate decision-making, resulting in enhanced management and response for minimizing congestion levels.
- Provision of actionable multimodal information to travelers, resulting in more personally efficient mode, time of trip start, and route decisions.

Concept of operations reports are an important first step in establishing the institutional and technical partnerships that will be required for successfully working together to achieve a common and unified vision of managing all modes as a single corridor regardless of jurisdictional/institutional boundaries.

In 2019, SANDAG was awarded a Caltrans Planning Grant to complete a Regional Transportation Systems Management & Operations (TSMO) Plan and develop two concepts of operations. SANDAG completed the TSMO Plan in February 2021. The development of the Concept of Operations reports was initiated in early 2020 and focused on aligning key scope activities with the 5 Big Moves and development of the 2021 Regional Plan and specifically to support the advancement of the Next Operating System (Next OS) concept. Three Concept of Operations reports were completed in February 2021 and included the completion of a Smart Intersection, Curb Management, and Mobility Data Clearinghouse Concept of Operations Reports. The TSMO Plan and the Concept of Operations reports will help advance the development of a Next OS – Next Generation ICM system.

7.

Complete implementation of the *TransNet* Ten-Year Comprehensive *TransNet* Program Review recommendations.

2015 Regional Plan Action #8

2019 Federal RTP Action #7

In 1987, San Diego County residents approved the original *TransNet* program, a half-cent sales tax to fund a variety of transportation projects throughout San Diego County. The program ended in 2008 after 20 years and raised \$3.3 billion to upgrade the region's highways, improve local roads, extend trolley and commuter rail lines, and create bike paths that support walkable communities. The *TransNet* Extension, approved by voters in 2004, extended the *TransNet* program to 2048 for transit, highway, local road, bikeways and walking paths, smart growth, and habitat preservation, as well as new *Rapid* transit lines and rail service–expansion projects to help improve mobility within the region.

As part of the *TransNet* Extension, the Ordinance mandates the completion of a ten-year comprehensive review of all projects and programs implemented under the Expenditure Plan “to evaluate the performance of the overall program over the previous ten years and to make revisions to the Expenditure Plan to improve its performance over the subsequent ten years.” The first ten-year review was completed in FY 2019, with additional reviews planned for FY 2029 and FY 2039. While the *TransNet* Independent Taxpayer Oversight Committee, a committee established through the Ordinance to provide an enhanced level of accountability for expenditures made under the Expenditure Plan, provides recommendations for program improvement, the review is conducted by the SANDAG Board acting as the San Diego County Regional Transportation Commission in accordance with Ordinance provisions.

The *TransNet* Ten-Year Review: Look Back was presented to the SANDAG Board on January 26, 2018.⁷ The *TransNet* Ten-Year Review: Look-Ahead Implementation Plan was approved by the SANDAG Board at its July 27, 2018, meeting. Implementation of recommendations resulting from the Ten-Year Review is anticipated to be informed by the adoption of the 2021 Regional Plan.⁸

⁷ The SANDAG Board *TransNet* Ten-Year Comprehensive Program Review 2018 agenda item can be found at sandag.org/uploads/projectid/projectid_549_24477.pdf.

⁸ Additional information can be found on the *TransNet* Ten-Year Comprehensive Program Review webpage at sandag.org/index.asp?classid=30&projectid=549&fuseaction=projects.detail.

8.

Develop innovative financing tools to self-finance near-term projects for the new border crossing at Otay Mesa East.

2015 Regional Plan Action #9

2019 Federal RTP Action #8

SANDAG and Caltrans, along with a number of key local, state, and federal agencies in the United States and Mexico, are working aggressively to expedite the construction of an innovative POE in the San Diego–Baja California region with the objective of dramatically reducing border wait times. Insufficient capacity at existing border crossings in the region costs the United States and Mexico billions of dollars in foregone economic output each year. Hours-long delays are undermining productivity and industry competitiveness at the regional, state, and national levels.

The SR 11/Otay Mesa East POE Project is employing several innovative financing and intelligent transportation system (ITS) tools to deliver border infrastructure that would provide fast, secure, and predictable crossings via tolled approach roads on both sides of the border. The tolled roads would seamlessly link a new, state-of-the-art POE to the regional highway system. By applying variable tolling to the approach roads to the Otay Mesa East POE, the region aims to achieve the goal of operating the new crossing with an average 20- to 30-minute wait time while also generating sufficient revenues to finance most of the project.

In early 2020, the project sponsors finalized an Innovation Analysis study, which determined the POE size, operational innovations, and potential revenues that were used to move into an investment-grade traffic and revenue study. In fall 2020, the project sponsors began the investment-grade traffic and revenue study, which will be completed in late 2021. The project sponsors will use information from the investment-grade traffic and revenue study to develop a financial strategy for funding the construction of the POE and ancillary facilities.

- The tolls generated from the project will serve multiple purposes:
 - Directly fund capital costs.
 - Serve as the basis for bond financing.
 - Attract and leverage unique initial funding.
 - Support a pilot financing approach that galvanizes interest and support from federal and state partners on both sides of the border.
 - Cost-effectively address regional goals of improved mobility, safety, a healthy environment, and economic prosperity.
- Innovative hallmarks of the project include:
 - Building a “Smart Border” pilot by implementing ITS technologies.

- Leveraging freight mobility resources from the state's Trade Corridors Improvement Fund and California Senate Bill 1 (Beall, 2017) (SB 1) Trade Corridor Enhancement Program (TCEP).
- Positioning the project to apply for federal credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA).
- Recent project milestones include:
 - In 2021, SANDAG and Caltrans began construction on two projects from the 2018 SB 1 TCEP awards, which include the Siempre Viva interchange and the fiber-optic network.
 - In 2021, SANDAG started installing northbound border wait times equipment for passenger and commercial vehicles at the Otay Mesa and San Ysidro POEs. The northbound system will be live in 2022.
 - In 2020, Caltrans and SANDAG began construction on the southbound SR 125/ westbound SR 905 connector.
 - In 2020, the California Transportation Commission (CTC) awarded \$42.52 million in state funds (SB 1 TCEP) for the critical work necessary prior to beginning construction on the Otay Mesa East POE.
 - In 2020, the CTC awarded funds for the investment-grade traffic and revenue study and a northbound border wait times pilot project to complement the current southbound border wait time system.
 - In 2019, construction began on the last segment of SR 11 and the SR 11/SR 905/ SR 125 southbound connectors. In addition, all right-of-way for SR 11 and the Otay Mesa East POE has been secured.
 - In 2018, the U.S. Presidential Permit renewal was issued for the project.
 - In September 2018, Caltrans and SANDAG were awarded \$82.5 million in state funds (SB 1 TCEP) for six interrelated border projects in San Diego and Imperial counties. This funding will construct the remaining sections of the SR 11 roadway and develop a fiber-optic network and southbound border wait-time equipment to underpin the tolling and border wait time system.
 - In August 2016, SANDAG and Caltrans secured a \$49 million FASTLANE grant to cover construction costs on Segment 2 of SR 11, which will extend the highway another mile to the border. This funding will also cover the construction costs for the two southbound connectors linking SR 905, SR 125, and SR 11.
 - Segment 1 of SR 11, from SR 905 east to Enrico Fermi Drive, opened in March 2016.
 - Construction of the northbound connectors began in October 2015 and opened to traffic in November 2016.

9.

Participate in the target-setting process and monitoring for federal performance measures and report on progress toward the achievement of these federal performance measure targets in the new System Performance Report.

2015 Regional Plan Action #10

2019 Federal RTP Action #9

The federal Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance- and outcome-based transportation program. The objective of this program is for states and regions to invest resources in projects that collectively will make progress toward the achievement of the national goals. The national goals include safety, infrastructure condition or state of good repair, congestion reduction, transportation system reliability, freight movement and economic vitality, environmental sustainability, and reduced project-delivery delays.

MAP-21 and the Fixing America's Surface Transportation (FAST) Act require the U.S. Department of Transportation, in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the following areas:

- Pavement condition on the Interstate Highway System and on the remainder of the National Highway System (NHS)
- Performance of the Interstate Highway System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per VMT—on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate Highway System
- Transit assets state of good repair
- Public transportation safety

Staff continued to coordinate with Caltrans, local jurisdictions, and transit agencies regarding the establishment of statewide and regional targets for the three performance management (PM) rules from the Federal Highway Administration (FHWA) and two performance management rules from the Federal Transit Administration (FTA). The PM 1 safety targets are established on an annual basis, and the SANDAG Board approved supporting the statewide 2018, 2019, 2020, and 2021 targets.

On December 11, 2020, SANDAG staff provided a mid-performance period update on the infrastructure condition (PM 2) and reliability, freight, and Congestion Mitigation and Air Quality (CMAQ) (PM 3) performance areas to the SANDAG Transportation Committee.

Targets for PM 2 and PM 3 performance areas were approved at the October 5, 2018, SANDAG Transportation Committee meeting. An additional PM 3 performance measure for emissions reductions under the CMAQ program was established on September 15, 2018, in the CMAQ Performance Plan.

Regional transit asset-management targets were approved by the SANDAG Board on February 28, 2020. Regional public transportation safety targets were approved at the SANDAG Board's December 18, 2020, meeting.

The 2021 Regional Plan's Appendix O: Federal System Performance Report documents the target-setting methodology and tracking on progress toward achieving the performance targets.

10.

Develop an Intraregional Tribal Transportation Strategy with tribal nations in the region.

Support the implementation of the Intraregional Tribal Transportation Strategy with tribal nations in the region.

2015 Regional Plan Action #11

2019 Federal RTP Action #10

The 2015 Regional Plan included a near-term action to develop the Intraregional Tribal Transportation Strategy (ITTS). With the 2019 Federal RTP, that near-term action transitioned to supporting the implementation of the ITTS as detailed below.

For more than 15 years, SANDAG and the Southern California Tribal Chairmen's Association (SCTCA) have developed a government-to-government framework to engage in planning dialogue and action at the regional level. The success of this model has demonstrated that, when working collaboratively, public agencies and tribal governments can create a mechanism for timely, meaningful, and effective involvement of tribal governments in the regional and transportation planning process.

The 2021 Regional Plan focuses transportation investments in the most urbanized areas, where there is existing and planned transportation infrastructure. At the same time, the transportation system must support the needs of federally recognized tribal nations whose reservations are located in the sparsely populated eastern rural areas of the region.

SANDAG, in partnership with the SCTCA, successfully competed for a Caltrans Strategic Partnership Planning Grant to develop an ITTS.⁹ Working together, SANDAG and the SCTCA developed a strategy that identifies key multimodal projects that will improve tribal mobility while meeting regional, state, and federal goals. This strategy informed the development of the 2021 Regional Plan.

⁹ The 2018 ITTS is available at sandag.org/itts.

On October 2, 2019, SANDAG staff coordinated a workshop hosted by the Barona Band of Mission Indians with the Interagency Technical Working Group on Tribal Transportation Issues to facilitate a collaborative discussion to analyze how the concepts of the 5 Big Moves could be implemented to support tribal and regional transportation goals. In July 2020, the SCTCA and SANDAG signed a Memorandum of Understanding (MOU) to collaborate on key policy areas including the implementation of the ITTS. On September 14, 2020, a virtual workshop was held to share the Vision for the 2021 Regional Plan and how the tribally identified projects were incorporated into the network.

11.

Explore the development of a regional military base access plan and implementation program.

Develop a regional military base access plan and implementation program.

2015 Regional Plan Action #12

2019 Federal RTP Action #11

The 2015 Regional Plan included a near-term action to explore the development of a regional military base action plan and implementation program. With the 2019 Federal RTP that near-term action transitioned to the development of the plan and implementation program as detailed below.

The San Diego region is home to the largest concentration of military forces in the country, employing over 150,000 personnel. The military presence generates significant positive economic impacts on the region while also contributing to vehicular traffic congestion at key base and port access points. Today, most military personnel and civilians accessing the region's military bases and the Port of San Diego drive alone. As the region's population growth continues, coupled with the military's rebalance to the Pacific, congestion is projected to worsen unless more sustainable transportation options are implemented. Traffic congestion at base and port access points impacts our national security, community livability, and climate change.

In collaboration with the San Diego Regional Military Working Group, SANDAG was awarded a Caltrans Strategic Partnership Planning Grant to fund development of the San Diego regional [Military Multimodal Access Strategy](#) (MMAS) to identify multimodal transportation solutions facilitating access to military installations while reducing greenhouse gas emissions. Bringing together the region's military installations, adjacent local jurisdictions, the Port of San Diego, Caltrans, the region's transit operators, and SANDAG, the MMAS helps plan regional transportation investments with supportive regional and local projects, operational improvements, and programs. The MMAS final report was completed in December 2019 and describes the process undertaken to assemble and prioritize a list of projects, operational improvements, and programs that could be implemented to address traffic congestion at key military base and port access points, providing travelers with alternatives to driving alone.

As a follow-up to the successful collaboration between SANDAG and our military installations in 2020, SANDAG was also awarded its first grant from the Department of Defense's Office of Local Defense Community Cooperation for San Diego Region Military Installation Resilience. This study will add a strong resiliency component to work underway on key transportation corridors in the San Diego region, develop business processes and protocols for data and information sharing between SANDAG and Navy Region Southwest, and support sustaining the Navy's mission readiness and resilience toward implementing the National Defense Strategy. In 2021, SANDAG was awarded a second phase of funding through the program and will continue to build upon the strategies and recommendations established in its first phase. Additionally, transportation recommendations that support military personnel and families traveling the region's priority corridors are being developed as part of the corridor planning efforts being carried out.

SANDAG also collaborates directly with Military Community Planning Liaison Officers to identify challenges, opportunities, and priority projects that support mission readiness and the region's transportation priorities. Examples of these partnerships include collaboration on the Vesta Bridge Environmental Document, Harbor Drive 2.0 project, and Electric Mobility Living Lab at Marine Corps Air Station Miramar. SANDAG will continue to collaborate with our military partners on regional initiatives that support sustaining mission readiness and implementing the National Defense Strategy.

12.

Develop a Regional Mobility Hub Strategy.

2015 Regional Plan Action #4

The Regional Mobility Hub Strategy¹⁰ was completed in 2018 and served as an important precursor to the inclusion of Mobility Hubs¹¹ as one of the 5 Big Moves in the 2021 Regional Plan. It demonstrates how transportation services, amenities, and supporting technologies can work together to make it easier for communities to access transit and other shared mobility choices. Key deliverables included:

- A Mobility Hub Features Catalog that describes the array of travel services, amenities, and technologies comprising a Mobility Hub, such as enhanced transit waiting areas featuring Wi-Fi and real-time travel information; safe walkways and bikeways; secure micromobility parking; mobile retail services; dedicated bus lanes and smart intersection improvements; shared cars, scooters, and bikes; smart parking technology; and more.

¹⁰ More information on the SANDAG Regional Mobility Hub Strategy and the key deliverables (Mobility Hub Features Catalog, Mobility Hub Prototypes, Implementation Considerations, and Equity Considerations) can be found at sdforward.com/mobility-planning/RegionalMobilityHub.

¹¹ More information on how Mobility Hubs are considered in the 2021 Regional Plan can be found at sdforward.com/MobilityHubs.

- Eight Mobility Hub prototypes within the San Diego region showing how mobility hub features could be tailored to different communities. Interactive profile sheets and/or video simulations were developed to envision Mobility Hub solutions in these communities.
- An Implementation Considerations memo that recommends strategies to facilitate Mobility Hubs, including planning and policies, allocating space for hub features, data sharing, and public-private partnerships.
- An Equity Considerations memo summarizing some benefits, challenges, and best practices associated with the equitable implementation of Mobility Hubs to ensure everyone thrives.

The project was partially funded by a Caltrans Emerging Priorities Program grant and was led by SANDAG in conjunction with the Imperial County Transportation Commission.¹² Three mobility hub prototypes were identified in Imperial County. Strategy highlights were presented to the SANDAG Transportation Committee at their September 18, 2018, meeting.

Additionally, a Mid-Coast Mobility Hub Strategy was completed in 2019 to tailor shared mobility, safe streets, and other supporting amenities to the nine new light rail station areas along the forthcoming Mid-Coast light rail extension. The project included several mobility hub visual simulations, station-specific matrices of recommended mobility hub implementation strategies, and a Pepper Canyon Mobility Hub Designathon hosted by UC San Diego on April 6-7, 2019. More than 200 students, professionals, and community members participated in the two-day event, which was held to develop visionary concepts, designs, and proposals for future services and amenities intended to maximize personal mobility at the UC San Diego Central Campus Trolley Station.

¹² More information on Imperial County Transportation Commission's Mobility Hub Strategy can be found at imperialctc.org/mobility-hub-strategy.

Continuing Actions from San Diego Forward: The 2015 Regional Plan and the 2019 Federal Regional Transportation Plan

Healthy Environment and Communities

1.

Continue to provide and/or expand incentive programs that support the reduction of greenhouse gas emissions, protect open space and farmland, and create great places to live, work, and play.

2015 Regional Plan Continuing Action #1

2019 Federal RTP Continuing Action #1

As of April 2021, the *TransNet* Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP) have provided more than \$85 million, leveraging \$52 million in local match (approximately \$132 million invested in the San Diego region) through a competitive grant program to support more than 150 smart growth and active transportation plans, programs, and projects. These two *TransNet* grant programs received an award of planning excellence from the San Diego Chapter of the American Planning Association in May 2016. A fifth cycle of the competitive grant programs is planned for December 2022.

Also, as of January 2021, the *TransNet* Environmental Mitigation Program (EMP) has awarded \$16.4 million through a competitive grant program to support land management throughout the region. An additional \$10.1 million of matching funds has been provided by grantees for their Land Management Grant Projects. In addition, the EMP has provided \$161 million to acquire and/or restore 8,780 acres of sensitive habitat and open space. A tenth cycle of the competitive Land Management Grant Program is planned to be released in the fall of 2021 and awarded by the summer of 2022.

2.

Through incentives and collaboration, continue to work to increase the supply and variety of housing types affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.

2015 Regional Plan Continuing Action #2

2019 Federal RTP Continuing Action #2

SANDAG works to increase the supply and variety of housing types by overseeing the RHNA process, developing and administering grant programs, and supporting jurisdictions in the pursuit of external grant funding.

Regional Housing Needs Assessment

- As the council of governments, SANDAG is responsible for overseeing the RHNA for the San Diego region. In July 2018, the California Department of Housing and Community Development (HCD), in consultation with SANDAG, determined that the region needs to plan for 171,685 housing units in the eight-year planning period from 2021–2029. SANDAG conducted extensive outreach with the SANDAG Board, RHNA

Subcommittee, Regional Planning Technical Working Group, housing interest groups, and the public to develop a methodology to allocate the regional housing need among the 19 jurisdictions in the region. In July 2020, the SANDAG Board approved the 6th Cycle RHNA Plan that allocated housing units based on the availability of transit and jobs. The RHNA Plan is included in Appendix K: Regional Housing Needs Assessment Plan.

- The RHNA Plan aligns with several beneficial land use planning principles, such as promoting infill development and increasing residential densities. State law requires jurisdictions to zone at higher densities to accommodate their low- and very-low-income housing allocations. As jurisdictions plan for and build housing, the mix of housing types will increase.

Developing and Administering Grant Programs

In July 2019, the California Legislature passed Assembly Bill 101 (Committee on Budget, 2019) (AB 101), establishing the Local Government Planning Support Grant Program to provide regional governments with one-time state funding for planning activities. SANDAG is eligible to receive \$6.8 million through AB 101, and the HCD is responsible for administering the programs. Through Assembly Bill 140 (Committee on Budget, 2021), SANDAG will be eligible for additional grant funds in early 2022 for transformative planning and implementation activities. Both funding sources will assist local jurisdictions in meeting the 6th Cycle RHNA Plan. Grant funding is allocated using a population-based formula.

After receiving approval from the SANDAG Board in January 2020, SANDAG applied for and received an advance allocation of 25% of its AB 101 funds (\$1.7 million) from HCD. Similarly, in February 2021, after receiving approval from the Board, SANDAG applied for the remaining 75% of its funds (\$5.1 million) from HCD to continue developing a Regional Housing Incentive Program. In the application, SANDAG committed to the following:

- Performing outreach and developing a needs assessment identifying challenges facing local governments in achieving housing production goals, including funding, data collection, and reporting.
- Developing a Regional Housing Incentive Program to fund local governments planning actions to streamline housing development.
- Developing a housing grant clearinghouse to increase the amount of state and federal grants acquired in the region.
- Developing a housing policy outlining the role of SANDAG in increasing housing development in the region and meeting the goals of RHNA.

SANDAG will take several factors into consideration to ensure the program meets the goals of the 2021 Regional Plan. The program should address climate change and resilience, consistency with the transportation improvements included in the 2021 Regional Plan, and alignment with other SANDAG grant programs, including the

Smart Growth Incentive Grant Program and Active Transportation Grant Program. Additionally, SANDAG will coordinate with the Social Equity Working Group and other interested stakeholders to ensure the housing program promotes equity and addresses issues like gentrification and displacement in historically underserved and disadvantaged communities. SANDAG and the consultant team have begun the outreach process, including the preparation of a needs assessment, and the development of the Regional Housing Incentive Program with input from stakeholders.

SANDAG continues to administer the *TransNet* SGIP and ATGP. These programs provide local jurisdictions with funding to support efforts to increase walking, biking, and transit use throughout the region. The grant programs provide a nexus to housing by funding comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. Since 2009, through four funding cycles, SANDAG has awarded more than \$57 million to support 67 SGIP projects and nearly \$29 million to support 87 ATGP projects.

Supporting Jurisdictions in the Pursuit of External Grant Funding

SANDAG continues to support jurisdictions applying for grant funds through HCD and the Strategic Growth Council's Affordable Housing and Sustainable Communities (AHSC) Program. AHSC is a statewide competitive grant program funded by Cap-and-Trade proceeds that provides funding for housing and transportation projects that will reduce greenhouse gas emissions. Over five rounds of funding, the San Diego region has been successful in receiving approximately \$77 million in grant funds to support six AHSC projects that include affordable housing development, bike and pedestrian improvements, and transit amenities.

Additionally, in 2019, SANDAG hosted workshops with HCD staff and local government representatives to pursue funds under California Senate Bill 2 (Atkins, 2017) (SB 2) Planning Grants and the Infill Infrastructure Grant (IIG). SB 2 Planning Grants provided one-time funds to help cities and counties accelerate housing production and streamline the approval of housing, especially affordable units. According to HCD, 17 of the region's 19 jurisdictions applied for SB 2 Planning Grants. The IIG provides grants for capital improvement projects in support of infill development, assisting in overcoming a significant barrier to housing development in existing communities. In June 2020, the State of California announced a \$6 million IIG award to the City of San Diego.

In 2019, the State of California approved several additional housing funding sources, including the Local Early Action Program (LEAP) and the Regional Early Action Program (REAP). These programs included funds for local governments to update their planning documents and development approval processes to allow for more housing development in the region. As of January 2021, 14 of the 19 jurisdictions in the region had applied for LEAP funds. SANDAG is using its REAP funds to develop the housing incentive program described above.

3.

Continue to refine planning and modeling tools to assess the public health implications of regional and local plans and projects.

2015 Regional Plan Continuing Action #3

2019 Federal RTP Continuing Action #3

The SANDAG ABM strives to be as behaviorally realistic as possible and is based on empirical data collected by SANDAG, Caltrans, and the federal government. This includes (but is not limited to) information related to the public health implications of the Regional Plan. The model development has been regularly peer-reviewed by the ABM TAC, a panel of national experts in the travel demand forecasting field, and a detailed description of the methodology is included as Appendix S: Travel Demand Modeling Tools. Also, a description of the 2021 Regional Plan's performance statistics, including those related to public health implications, is included in Appendix T: Network Development and Performance.

There are two performance measures produced by the SANDAG ABM that help address the public health implications of the 2021 Regional Plan: daily average per person exposure to small particulate matter (PM_{2.5}) and time engaged in transportation-related physical activity. The particulate matter measure is an environmental burden measure and assesses the transportation system for changes in average exposure. This measure is also used in the 2021 Regional Plan's social equity analysis (Appendix H: Social Equity: Engagement and Analysis). Time engaged in physical activity looks at both per capita average and the percentage of the population with 20 minutes or more of transportation-related physical activity. Spending 20 minutes daily doing physical activities is linked to positive health outcomes. These measures were also included in the 2015 Regional Plan. An update to the sub-model (CT EMFAC) used for the PM_{2.5} exposure measure was incorporated into the 2021 Regional Plan measure process.

4.

Continue to support wildlife and habitat conservation through the acquisition, management, and monitoring of the region's habitat preserve areas through the *TransNet* Environmental Mitigation Program incentive program and implementation of the Multiple Species Conservation Program and Multiple Habitat Conservation Program.

2015 Regional Plan Continuing Action #4

2019 Federal RTP Continuing Action #4

The *TransNet* EMP has supported the acquisition and management of properties throughout the region to preserve the integrity of existing regional habitat preserves. Land purchases are made strategically according to targets set in regional habitat-conservation plans.

In the SR 76 corridor, for example, the EMP's land purchases combine with acquisitions by other agencies to create a continuous wildlife corridor spanning thousands of acres along the San Luis Rey River and its tributaries. By focusing on early, large-scale, and cost-effective investments in critical habitats, the EMP has become a model for other agencies, demonstrating how to proactively protect and conserve the environment while responsibly delivering critical transportation infrastructure.

In February 2019, the SANDAG Board approved a new Memorandum of Agreement that outlines the implementation strategy for the EMP and secures funding for regional management and biological monitoring for an additional ten years to help fill the gaps needed to maintain the health of our preserve system. In addition, the SANDAG Board approved \$4 million in funding on October 23, 2020, for FY 2021 regional management and biological monitoring activities. A portion of this funding is allocated and distributed through a competitive *TransNet* EMP Land Management Grant Program to maintain the integrity of existing regional habitat preserves through enhanced land management. To date, 117 Land Management Grant awards have been provided to land management entities in the region, totaling approximately \$16.6 million in *TransNet* funding. The next cycle of the EMP Land Management Grant Program will be awarded in 2022. In addition, this funding has also allowed SANDAG to work with the EMP Working Group, regional partners, and land managers to develop preserve metrics and integrate them into an online dashboard that will communicate the state of the preserve system with stakeholders and the public.

5.

Promote the use of both zero-emission vehicles and alternative fuels and ensure that we have the infrastructure to support these innovations.

2015 Regional Plan Continuing Action #5
2019 Federal RTP Continuing Action #5

The 2015 Regional Plan initiated, and the 2019 Federal RTP continued, a call for SANDAG to establish an incentive program for public EV chargers and committed \$30 million over 30 years, beginning in 2020. SANDAG was awarded a \$600,000 Caltrans SB 1 planning grant to plan for and develop the regional EV charging infrastructure program.¹³ In 2019, two research reports were completed.

SANDAG has collaborated with local and state agencies, industry, the local utility, and other key stakeholders to inform program development and identify more resources to support EV infrastructure. SANDAG is partnering with the San Diego County Air Pollution Control District, the CEC, and Center for Sustainable Energy on this regional charger program through the CEC's California Electric Vehicle Infrastructure Project (CALeVIP).¹⁴ The San Diego County CALeVIP opened on October 27, 2020, and effectively combined state and regional incentives for EV chargers into one unified program under CALeVIP. The program is providing \$21.7 million in rebates over three years to offset the purchase and installation costs for public and workplace EV chargers. The first year of program funds of \$17.76 million across both DC fast chargers and Level 2 chargers has been either reserved or provisionally reserved, and 38% of funds have been reserved or issued to disadvantaged and low-income communities in San Diego County.

¹³ More information regarding the SANDAG regional EV charging infrastructure program, including two research reports completed in 2019, can be found at sandag.org/index.asp?classid=17&subclassid=46&projectid=603&fuseaction=projects.detail.

¹⁴ More information about CALeVIP can be found at calevip.org.

6.

Support the efforts of local jurisdictions to implement their Energy Roadmaps to save energy in their own operations and in their larger communities.

*2015 Regional Plan Continuing Action #6
2019 Federal RTP Continuing Action #6*

SANDAG executed a five-year contract with San Diego Gas & Electric to continue the Energy Roadmap Program (Roadmap Program), which was funded through the end of 2020. The Roadmap Program provided no-cost energy assessments and energy-management plans to SANDAG member agencies, with a focus on implementation and expanding subregional efforts. This effort was coordinated with CAP support.

The SANDAG Roadmap Program also offered no-cost technical services to support preparation, implementation, and monitoring of local jurisdictions' CAPs. The SANDAG Board accepted the Regional Climate Action Planning Framework (ReCAP) in June 2018; an update to ReCAP was completed in December 2020.¹⁵ SANDAG also prepared two rounds of ReCAP Snapshots, including greenhouse gas inventories (years 2016 and 2018) and climate-monitoring data, for 16 local jurisdictions; these data were incorporated into the Climate Action Data Portal, which was launched in fall 2020 and was funded by a Caltrans planning grant.¹⁶ The Climate Action Data Portal is updated annually, and a third round of ReCAP Snapshots (including a greenhouse gas inventory for the year 2020) will be completed in 2022.

Through the Roadmap Program, SANDAG provided direct energy-efficiency technical support to 9 cities and customized climate action planning technical support to 11 cities.

SANDAG developed a series of Climate Change Solutions Reports, which identify statewide climate change policies and programs, describe how SANDAG currently supports state and local climate goals, and identify and analyze opportunities for SANDAG to implement new or expanded climate activities in the region that could further support the needs of member agencies and the region. This work serves as an update to the Climate Action Strategy (2010) and Regional Energy Strategy (2014); builds on previous SANDAG climate change strategies and plans, including the Climate Change White Paper (2018); and supports the 2021 Regional Plan development.

SANDAG also recently procured professional services for On-Call Climate Resilience Services for the next five years, funded in part by Caltrans formula funding, which includes the formation of a "consultant bench" to provide this professional services support. A task order to support ongoing climate data collection and analysis kicked off in summer 2021.

¹⁵ The 2020 ReCAP report, ReCAP Snapshots, and Energy Roadmaps can be downloaded at sandag.org/index.asp?classid=17&subclassid=46&projectid=565&fuseaction=projects.detail.

¹⁶ The Climate Action Data Portal can be viewed at climatedata.sandag.org.

7.

Develop strategies to enhance our region's ability to adapt to the consequences of climate change, including planning and design strategies to help communities cope with hazardous events such as storms, heat waves, wildfires, or ongoing drought.

2015 Regional Plan Continuing Action #7

2019 Federal RTP Continuing Action #7

The Shoreline Preservation Working Group (SPWG) advises SANDAG on issues related to the adopted Shoreline Preservation Strategy and opportunities for beach sand replenishment and other sea-level rise (SLR) adaptation strategies. SPWG members include elected officials from the coastal cities, the U.S. Navy, and Port of San Diego and representatives from community groups, environmental groups, state and federal agencies, and the Scripps Institution of Oceanography.

SANDAG was awarded three SB 1 Caltrans adaptation planning grants focused on regional climate resilience and adaptation. The first grant focused on analyzing SLR impacts to regional transportation facilities and developing adaptation strategies to reduce impacts. The Regional Transportation Infrastructure Sea Level Rise Assessment and Adaptation Guidance was approved by the SANDAG Board in May 2020.¹⁷ The SPWG participates in discussions regarding how to implement various SLR adaptation strategies identified as part of this grant.

The second grant qualitatively assessed the non-SLR adaptation needs of the region; two rounds of interviews, which included local jurisdictional staff, technical experts, and other informed state and federal agencies, were conducted and analyzed, then documented in the Regional Adaptation Needs Assessment.¹⁸ A [factsheet](#) for this grant was also completed. This grant concluded in 2020.

The third grant will develop tools to guide local investments in climate adaptation and resilience strategies. Work on this effort began in 2020 and is expected to be completed in December 2021.

Building off these SB 1 efforts and mirroring the structure and style of ReCAP, SANDAG plans to utilize its On-Call Climate Resilience Services to prepare a Regional Adaptation Framework. Work is expected to begin by late 2021.

SANDAG staff continues to integrate climate adaptation and resilience considerations into other SANDAG priority projects and program areas such as the Comprehensive Multimodal Corridor Plans (CMCPs). The Office of Local Defense Community Cooperation has awarded SANDAG funding to collaborate with the Navy and other partner agencies to identify climate resilience strategies related to Naval installations near and adjacent to the Central Mobility Hub and the South Bay to Sorrento CMCP.

¹⁷ The approved Regional Transportation Infrastructure Sea Level Rise Assessment and Adaptation Guidance can be found on the SANDAG website at: sandag.org/uploads/projectid/projectid_510_28075.pdf.

¹⁸ The Regional Adaptation Needs Assessment can be found at: sandag.org/uploads/projectid/projectid_510_28074.pdf.

SANDAG continues to seek funding to explore project alternatives and estimate the costs and benefits of a future regional beach sand nourishment project and other nature-based adaptation strategies. SANDAG continues to participate in the San Diego Regional Climate Collaborative as a member of the Advisory Board, on their Adaptation Policy Working Group, and to coordinate climate adaptation efforts throughout the region.

8.

Continue to help improve our regional air quality through the implementation of transportation investments detailed in the Regional Plan, coupled with improvements in fuel and vehicle technologies.

*2015 Regional Plan Continuing Action #8
2019 Federal RTP Continuing Action #8*

Through the implementation of the RTIP shared in Near-Term Action #1, SANDAG continues to evaluate and document air quality conformity assessments and performance. Also, see Near-Term Action #3 related to the implementation of the San Diego Regional Alternative Fuel Readiness Plan and Continuing Action #5 related to promoting the use of zero-emission vehicles and alternative fuels and ensuring the region has the infrastructure to support these innovations.

Innovative Mobility and Planning

9.

Work with partner agencies to implement the transportation projects contained in the Regional Plan.

*2015 Regional Plan Continuing Action #9
2019 Federal RTP Continuing Action #9
See response to Near-Term Action #1.*

10.

Conduct advanced planning on the highest-priority segments of the proposed new transit services included in the Regional Plan.

*2015 Regional Plan Continuing Action #10
2019 Federal RTP Continuing Action #10*

Advanced planning work has begun on the Purple Line Trolley. A comprehensive study was completed in early 2016 to determine a route and alignment. Since that time, additional analysis has concluded that the potential ridership on the Purple Line would warrant a higher level of service (e.g., passenger rail). Further study is ongoing to determine the feasibility of the passenger rail and identify alignments and station locations. The South Bay to Sorrento CMCP conducted an additional feasibility analysis and determined that a Purple Line rail station in City Heights would perform better than one in North Park. This analysis will be reflected in the alignment moving forward. SANDAG also is seeking to advance three of the highest-rated *Rapid* routes from the 2019 Federal RTP into the environmental phase.

MTS is finalizing a new *Rapid* route (Route 950) that will connect the Otay Mesa border crossing to Imperial Beach, which will provide an important east-west transit connection that does not currently exist. Additionally, MTS is making significant progress toward implementing its zero-emission vehicles.

SANDAG, in partnership with NCTD, is conducting a planning study of the LOSSAN Rail Corridor that will seek to develop the locations of the Del Mar tunnel and the Miramar tunnel. Development of these tunnels will help speed up operation of the COASTER and Amtrak as well as provide more direct travel throughout the corridor.

On September 21, 2017, the MTS Board of Directors unanimously approved changes to the MTS bus network, adding \$2 million in new service. The changes added significantly to the network of high-frequency services (15 minutes or better) and shortened some travel times.

The changes are the result of the Transit Optimization Plan (TOP), which MTS launched in fall 2016. The project was a comprehensive evaluation, including an extensive customer outreach effort, to ensure that MTS services are efficient and effective for the region's travel needs. TOP is an update of the 2004–2006 Comprehensive Operational Analysis that resulted in major changes to the system's bus and Trolley services. MTS began implementing TOP changes in phases starting in January 2018.

NCTD completed a Strategic Multimodal Transit Implementation Plan in March 2021. There are several recommendations in the plan that will be implemented over the course of five years.

SANDAG, in partnership with MTS and NCTD, is conducting a planning study that will analyze potential route alignments, station locations, and transit priority measures on three Next Generation *Rapid* routes (routes 41, 471, and 625, serving the cities of San Diego, Escondido, Chula Vista, and National City) to ready them for design and implementation. This advanced planning will allow SANDAG to line up quality, shovel-ready projects to compete for state and federal funding and help achieve local, state, and national climate action goals.

11.

Continue to seek funding for transportation investments that provide a variety of choices, reduce greenhouse gas emissions, and promote healthy lifestyles through more active transportation.

2015 Regional Plan Continuing Action #11
2019 Federal RTP Continuing Action #11

Historically, SANDAG has been successful in applying for and receiving federal and state grant funding for priority projects. These efforts were carried out on a project-to-project basis and were primarily led by the project managers of the individual projects. Beginning in 2020, SANDAG has consolidated efforts in pursuing discretionary funding under a new team called the Grants Division. The Grants Division actively seeks new funding opportunities, brings together SANDAG teams to discuss funding strategies agency wide, and coordinates the development of competitive grant applications for priority capital improvement projects and planning efforts.

In 2020, with help from the Grants Division, SANDAG submitted 19 applications for state and federal grant programs to support regional projects. SANDAG was successful in obtaining nine grant awards through these efforts and received a total of more than \$194.6 million in federal and state funds for regional projects. State funding sources included the CTC's TCEP, Local Partnership Program, Active Transportation Program, and Transit and Intercity Rail Capital Program; the Caltrans Sustainable Transportation Planning Grant Program; and the CEC's Clean Transportation Program. Federal funding sources included the Department of Defense's Military Installation Resilience Program and the FHWA's Advanced Transportation and Congestion Management Technology Deployment Program.

Given fiscal constraints, which were heightened by the COVID-19 health emergency, the SANDAG Grants Division focuses on pursuing discretionary funding opportunities that will supplement existing revenues to support implementation of current and planned programs and projects. SANDAG priority projects include the Del Mar Bluffs Stabilization, Otay Mesa East POE, LOSSAN Rail Corridor double-tracking, other transit infrastructure improvement projects, and regional bikeway projects.

One of the five strategic initiatives for SANDAG in 2021 is to pursue funding sources. The Grants Division will accomplish this by identifying adequate funding using equitable frameworks including grants, partnerships, cooperative arrangements, and innovative financing solutions from all available sources to supplement existing revenues and support implementation of programs and projects. This will be achieved through the development of a more mature process for unsolicited proposals and public-private partnerships that will result in a proven track record for the agency. The Grants Division will be focused on networking, identifying, developing, and applying for traditional and innovative funding and financing for SANDAG programs and projects.

12.

Continue to provide capital and planning grants to local jurisdictions to support smart growth, biking, and walking, and seek additional funds to leverage existing grant programs.

2015 Regional Plan Continuing Action #12

2019 Federal RTP Continuing Action #12

There have been four cycles of funding for two competitive *TransNet* grant programs: SGIP and ATGP. In the four cycles of funding, the SGIP awarded \$55 million in funds to a total of 67 projects, including 34 capital grants, 32 planning grants, and 1 climate action planning grant. The ATGP awarded approximately \$29 million in funds to a total of 87 projects, including 37 planning, bike parking, and education program grants and 50 capital grants.

In 2014, SANDAG became the administrator of the San Diego regional competitive process for the CTC's Active Transportation Program (ATP). This program is funded through various state and federal funding sources and consists of two competitive programs: a statewide component, where 50% of the funding is distributed through

projects submitted throughout California, and a regional component, which distributes funding through a separate competitive process in each MPO's jurisdiction. The ATP is used by local agencies to supplement grants received through the *TransNet* ATGP. In 2017, the ATP received an additional \$100 million per year in funding through the passage of SB 1. Since the ATP's inception, the region has successfully secured \$173 million in funding for 56 active transportation projects.

13.

Help interested local jurisdictions implement the CEQA streamlining provisions of SB 375 for Transit Priority Projects.

2015 Regional Plan Continuing Action #13

SB 375 provided for new CEQA streamlining available for local agencies to use in conjunction with their MPO's approved SCS or Alternative Planning Strategy. Specific streamlining for projects included Transit Priority Projects (P.R.C. 21155.1), Sustainable Communities Environmental Assessment (P.R.C. 21155.2), and Limited Analysis for "Mixed-Use Residential Projects" (P.R.C. 21159.28). In the San Diego region, there has been limited use of these streamlining provisions.

On the heels of SB 375, SB 743 was signed into law and provided additional CEQA streamlining for projects that are consistent with a Specific Plan in transit priority area if consistent with the MPO's SCS (P.R.C. 21155.4). The most recent focus for SANDAG, as an MPO, has been on the transition of the region toward the implementation of SB 743 by working with its local jurisdictions.

SANDAG has worked collaboratively with its member agencies, Caltrans, and other MPOs in California to coordinate the rollout of SB 743, which went into effect on July 1, 2020. Through a series of workshops, SANDAG has assisted with providing a forum for discussion of the local jurisdictions' approach to implementation of the provisions of SB 743. Each local jurisdiction has adopted its own approach for compliance with CEQA.

The SANDAG Board will be considering adoption of the 2021 Regional Plan and SCS in December 2021. After adoption, SANDAG will be implementing provisions of the 2021 Regional Plan and SCS and will continue to work with the jurisdictions to facilitate the streamlining provisions of SB 375 and SB 743 to promote the use of these CEQA streamlining provisions.

14.

Implement state-of-the-art technologies and Transportation Demand and Systems Management Programs to provide more mobility choices and allow the transportation system to function more efficiently.

*2015 Regional Plan Continuing Action #14
2019 Federal RTP Continuing Action #13*

Continued expansion of regional Transportation Demand Management (TDM) programs and services include the following highlights:

- Worked with two vanpool vendors, both of which now offer zero-emission vehicle options.
- Continued partnership with Waze for an on-demand carpool pilot.
- Ongoing bike education services for employers and schools.
- Ongoing employer outreach.
- Launched a telework pilot to assist employers interested in developing, enhancing, or formalizing their long-term telework or remote working initiatives.
- Continued upgrading of mechanical bike lockers to electronic lockers at transit stations.
- Support for member agencies with the development of TDM programs, plans, and policies.
- Continued to implement recommendations from the Commuter Services Strategic Plan for improvements to the bike parking and Guaranteed Ride Home programs.
- Continued convening a Regional Micromobility Coordination group with member agencies, transit operators, universities, and military.
- Completed Regional Park & Ride Strategy.
- Completed Mobility Management Toolbox to support member agencies with quantifying the VMT and greenhouse gas benefits associated with TDM and Transportation Systems Management (TSM) investments.
- Continued statewide TNC data collection and analysis in partnership with the Metropolitan Transportation Commission and the Southern California Association of Governments (SCAG).
- Strengthened partnerships with NCTD and MTS to plan and implement Flexible Fleets pilots at COASTER and Mid-Coast Trolley stations.
- Launched Shared Streets mini-grants to assist member agencies in their response to the COVID-19 pandemic.
- Launched Bike Anywhere Week as an alternative to Bike to Work Day so people could learn about biking options whether they were working from home or in the office during the pandemic.
- Executed campaigns for Rideshare Week and Clean Air Day to promote transportation alternatives to employers.

Deployment of TSM strategies is predicated on the application of technologies to make all transportation networks operate efficiently and maximize the use of existing and future transportation networks. Consideration of new TSM technologies is identified as a key focus area in the 2021 Regional Plan through the advancement of Next OS and Complete Corridors. Specifically, proposed program areas include the implementation of a regional Smart Intersection System (SIS) and Active Transportation and Demand Management technologies.

These program areas provide benefits across modes as means to improve overall traffic flows on local streets and highways while maintaining mobility and reducing emissions. Planning for the deployment of TSM strategies included the completion of a SIS, Curb Management, and Mobility Data Clearinghouse Concept of Operations Reports in 2021. These efforts will help advance the development of Next OS and the SIS Complete Corridors program included in the 2021 Regional Plan.

15.

Work with partner agencies to develop a regional TSMO strategy. TSMO focuses on establishing multiagency partnerships to allow transportation systems and services to work together regardless of institutional boundaries. For example, an objective under TSMO can include using real-time congestion data to improve signal timing across agencies under a common and established shared objective and providing coordination to better manage traffic entering and exiting the freeway during major incidents. A TSMO strategy will set forth opportunities for efficiently managing the transportation system to its full performance potential under a common, multimodal, and shared multiagency perspective.

2015 Regional Plan Continuing Action #15

2019 Federal RTP Continuing Action #14

In July 2018, Caltrans conducted a corridor needs assessment workshop that provided insight and input on overall operational and performance needs for the I-805 Regional TSMO Plan. In 2019, SANDAG, in coordination with Caltrans, completed the I-805 South Corridor TSMO Plan. In 2019, SANDAG also initiated the development of a regional TSMO Plan. Initial efforts included aligning the TSMO Plan scope of efforts with the 5 Big Moves and development of the 2021 Regional Plan. The regional TSMO Plan was completed in February 2021 and will complement the advancement of the TSMO Program Strategy in the 2021 Regional Plan to help advance the development of Next OS.

16.

Continue to work with member agencies on parking management solutions.

2015 Regional Plan Continuing Action #16

2019 Federal RTP Continuing Action #15

SANDAG has created a regional Parking Management Toolbox as a means of providing the communities within the San Diego region a framework for evaluating, implementing, and managing parking management strategies that support their individual economic development, sustainability, and mobility goals. This interactive document provides a broad set of tools and step-by-step instructions for shaping successful parking management programs that address the unique challenges and needs of different types of communities.

SANDAG completed a revision to the local parking inventory in 2020. A subsequent update to the Parking Management Toolbox will ensue. SANDAG continues to collect regional parking data and partner with jurisdictions to identify parking management solutions.

For example, in 2021 SANDAG partnered with the City of San Diego during the establishment of a new priced parking district Pacific Beach. A portion of parking meter revenues coupled with a subsidy from SANDAG will fund the operation of a NEV rideshare pilot in the commercial core, with the goal of connecting the service to the Balboa Avenue Transit Center.

17.

Link technologies in vehicles and mobile devices to improve the way people travel and reduce VMT. These include emerging technologies such as autonomous vehicles, expansion of the regional communications network, smart parking systems, and universal transportation payment systems.

2015 Regional Plan Continuing Action #17

2019 Federal RTP Continuing Action #16

In 2016, the U.S. Department of Transportation designated the San Diego region as one of ten proving grounds for autonomous vehicles in the nation. The region has advanced features in its local transportation network and has earned a global reputation as a high-tech hub for research and wireless innovations. SANDAG, Caltrans, and the City of Chula Vista jointly submitted the application to the federal government for this designation. The application garnered support from major auto manufacturers and technology companies. Public agency partners are continuing to engage with affiliates from industry and academia. In 2020, Caltrans served as the lead, with the support of SANDAG, to carry out the first pilot project under this program, which focused on evaluating connected highway roadside infrastructure with Caltrans vehicles.

2020 efforts have progressed with initial planning and pilot project implementation as a result of a recently awarded FHWA grant under the Advanced Transportation and Congestion Management Technologies Deployment Program. This project will deploy intelligent transportation solutions like improved real-time traveler information, smart intersections, on-demand ride services, trip-planning tools, and connected vehicle technology and will develop and deliver a Regional Border Management System to support the completion of the future SR 11/ Otay Mesa East POE. This grant supports the advancement of the 5 Big Moves concepts and specifically supports the implementation of Next OS, which is the digital infrastructure that enables the Complete Corridors, Transit Leap, Mobility Hubs, and Flexible Fleets to work seamlessly and optimize the transportation system for all users.

18.

Continue to pursue opportunities to expand shared mobility services near Smart Growth Opportunity Areas. Examples of shared mobility services include carsharing, shared bikes and scooters, real-time ridesharing, TNCs (e.g., Uber and Lyft), NEVs, and on-demand shuttle and jitney services.

2015 Regional Plan Continuing Action #18

2019 Federal RTP Continuing Action #17

SANDAG continues to pursue opportunities to expand shared mobility services near Smart Growth Opportunity Areas in the region.

A few examples of how SANDAG promotes shared-use mobility within the region include:

- Launched a Regional Micromobility Coordination effort among municipalities, transit agencies, universities, and military to establish best practices for effective shared micromobility operations.
- Completed the Mid-Coast Mobility Hub Strategy and submitted the deliverables to the FTA.
- Collaborated with local developers to integrate mobility hub features into their projects.
- Continued partnership with Waze for an on-demand Carpool Incentive Pilot.
- Expanded the Regional Vanpool Program to offer zero-emission vehicle options to commuters.
- Developed campaign partnerships with Waze and Commute with Enterprise for shared-ride incentives during annual rideshare campaign.
- Completed a dockless micromobility data privacy impact assessment for the Mobility Data Clearinghouse.
- Served as a strategic advisor on an NEV rideshare pilot in the City of Oceanside (i.e., HOOT Rides).
- Continues assisting North County coastal cities with bikeshare and NEV rideshare planning.
- Deployed a microtransit pilot in partnership with NCTD and the City of Carlsbad (i.e., Carlsbad Connector).
- Continues to promote shared mobility services and supporting technologies through the intergovernmental review process.
- Conducted community-based mobility needs assessment to support planning for shared mobility services in underserved communities.
- Initiated partnership with the City of San Diego to deploy an NEV microtransit pilot in the Pacific Beach Mobility Hub to enhance access to the Balboa Avenue Trolley Station.

- Initiated the Flexible Fleets Implementation Strategic Plan to identify opportunities for shared mobility pilots in the region.
- Completed a Mobility Hub Concept of Operations for Downtown Chula Vista.
 - The Concept of Operations demonstrates how shared transportation can be integrated with active modes and public transit to expand mobility for disadvantaged communities, reduce greenhouse gas emissions, and lead to more efficient operations and service delivery.
- Supported National City and Chula Vista on the development of the Clean Mobility Options Voucher grant applications.
 - Both cities were awarded funding and SANDAG will continue to serve as advisors as the cities deploy local electric shuttle pilots.

19.

Support the development of policies, programs, and funding for moving goods in the state and nation and for infrastructure in the region that supports moving goods.

2015 Regional Plan Continuing Action #19

2019 Federal RTP Continuing Action #18

SANDAG staff has worked with the U.S. Department of Transportation regarding the National Strategic Freight Plan to ensure that the San Diego region's freight infrastructure is adequately represented within national surface transportation programs, including the FAST Act.

Additionally, staff continued work to implement strategies outlined in the Sustainable Freight Action Plan Pilot Project Work Plan: Advanced Technology Corridors at Border Ports of Entry, which was one of three statewide pilot projects identified in the California Sustainable Freight Action Plan.

Staff has worked with Caltrans District 11 to install a southbound border wait time system (funded by 2018 SB 1 TCEP) at the region's land POEs, began a pilot project to install a northbound border wait time system at the San Ysidro and Otay Mesa POEs, and secured federal Advanced Transportation and Congestion Management Technologies Deployment funding to implement the Regional Border Management System, which will manage crossborder traffic as a network.

Staff were also successful in securing \$148 million in 2020 SB 1 TCEP funds for freight projects on the LOSSAN Rail Corridor and Otay Mesa East POE. In addition, SANDAG, in collaboration with the Imperial County Transportation Commission, has completed the 2021 Freight Gateway Study Update and began outreach engagement through the SANDAG Borders Committee and Freight Stakeholder Working Group, a SANDAG standing committee.

Staff continue to participate in statewide workshop meetings and conference calls to develop freight-planning comments and input on the Caltrans Truck Parking Study, the California Freight Advisory Committee, and several evolving alternative fuel and emissions containment programs for freight projects.

20.

Coordinate with the Airport Authority to implement the Regional Aviation Strategic Plan and the Airport Multimodal Accessibility Plan to maximize the efficiency and effectiveness of existing and planned aviation facilities. Collaboratively, explore options and identify transportation solutions to improve connectivity to the San Diego International Airport.

2015 Regional Plan Continuing Action #20

2019 Federal RTP Continuing Action #19

The San Diego County Regional Airport Authority released the 2021 Regional Aviation Strategic Plan (RASP) Implementation Report in April 2021. The 2021 RASP continues to build on the scenarios identified in the 2011 RASP. The airport operators in the San Diego region—San Diego County Regional Airport Authority, County of San Diego, City of San Diego, and City of Oceanside, as well as the operators of the Cross Border Xpress (CBX) and Tijuana International Airport (TIJ)—have collectively made significant progress in implementing the 2011 RASP. Since 2011, capital improvements and operational modifications have been completed at nearly all 12 public-use airports, plus CBX/TIJ, which help to optimize the San Diego Regional Airport System.

The RASP's five scenarios to help balance and meet the regional demand for commercial and general aviation traffic remain valid, but many of the individual measures identified under each scenario have evolved and will likely continue to do so. The 2011 RASP and the 2021 RASP Implementation Report also continue to inform SANDAG's regional transportation planning efforts, including the 2021 Regional Plan. In addition to the RASP, the San Diego County Regional Airport Authority is working with SANDAG on the development of a Central Mobility Hub that would directly connect the airport with public transit.

21.

Continue to seek innovative financing tools and new funding sources to implement the Regional Plan.

2015 Regional Plan Continuing Action #21

2019 Federal RTP Continuing Action #20

See progress in Continuing Action #11 related to discretionary funds sought for Regional Plan implementation. Additionally, SANDAG manages a large portfolio of debt financing to deliver its regional program of transportation projects and to leverage state and federal funds. SANDAG maintains excellent credit ratings, most recently affirmed on its senior lien debt at AAA from Standard & Poor's (S&P) and Fitch Ratings (Fitch), representing the highest possible rating for both rating agencies. On its subordinate lien, SANDAG is rated AA by both S&P and Fitch, and on the junior subordinate lien, SANDAG is

rated A+ by both agencies. Since 2015, the region has completed ten transactions (refinance/refunding/new money issuances) resulting in over \$1.4 billion in proceeds for projects and over \$390 million in debt service savings. The SANDAG debt portfolio includes a commercial paper program for use by local jurisdictions to expedite project delivery and reduce project costs.

In June 2017, the region executed a TIFIA loan for the Mid-Coast Trolley, and in January 2021, it executed a replacement loan for the project, which lowered costs and freed up borrowing capacity for projects. In 2020, SANDAG executed a contract for on-call consultant services for unsolicited proposals and public-private partnership (P3) projects and continues to work on P3 and TIFIA funding potential for regionally significant projects.

SANDAG and its local jurisdictions also compete for state and federal discretionary grants to leverage local funds for capital projects and have secured more than \$1.6 billion in funding since 2015.

Vibrant Economy

22.

Continue to apply social equity and environmental justice considerations in the implementation of SANDAG projects and programs.

2015 Regional Plan Continuing Action #22

2019 Federal RTP Continuing Action #21

Transit, freeways, and other transportation infrastructure may have a significant effect on the quality of life for a region's residents by shaping access to jobs, education, housing, services, and recreational opportunities. Achieving social equity in the development of a comprehensive transportation system is vital to the sustainability goals for the region. It requires making investments that provide everyone—regardless of age, race, color, national origin, income, or physical ability—with opportunities to work, shop, study, be healthy, and play.

In developing the Regional Plan, SANDAG conducts outreach and seeks input from everyone in the San Diego region. SANDAG realizes, however, that certain communities have been systemically marginalized and discriminated against by structural racism. These vulnerable populations can be harder to reach due to lack of representation, language barriers, limited resources, lack of trust in public agencies, and other factors.

With each iteration of the plan, SANDAG convenes—through a competitive process—a Partner Network of Community-Based Organizations (CBOs) from environmental justice communities in the region to ensure that social equity issues are woven into the design and development of the 2021 Regional Plan. SANDAG used CalEnviroScreen 3.0, a statewide mapping tool that identifies socioeconomic and environmental vulnerability, to identify these communities.

The CBO Partner Network collaborates with SANDAG on two levels. First, at a policy level, the 13 selected organizations in the network form the 2021 Regional Plan Social Equity Working Group to provide input on all social equity considerations for the development of the 2021 Regional Plan as well as other regionwide issues of concern. At a technical level, the 13 organizations are tasked with educating their communities on the development of the 2021 Regional Plan and facilitating input to the 2021 Regional Plan from their communities. In February 2021, the SANDAG Board approved a Commitment to Equity Statement to guide its actions going forward.

23.

Continue to collaborate with key partners and stakeholders, including representatives from low-income and minority communities, and actively involve the public in the planning process.

*2015 Regional Plan Continuing Action #23
2019 Federal RTP Continuing Action #22*

Social equity is a shorthand term we use for an overarching goal that combines the concepts of environmental justice, the federal laws in Title VI of the Civil Rights Act, and various other federal and state laws intended to promote an equitable distribution of benefits and burdens resulting from SANDAG projects and programs.

To truly promote social equity and environmental justice in regional planning, we are proactively engaging with communities that have traditionally been underserved and underrepresented in the planning process.

In 2020, the CBO Partnership Network carried out a Community Mobility Needs Assessment in all 13 environmental justice communities to determine mobility strategies for inclusion in the 2021 Regional Plan.

California Assembly Bill 805 (Gonzalez Fletcher, 2017) (AB 805) (Chapter 658, Statutes of 2017) requires, among other things, that the 2021 Regional Plan identify disadvantaged communities, and include transportation strategies to reduce pollution exposure in these communities. In accordance with AB 805, SANDAG has identified the location of disadvantaged communities as designated pursuant to Section 39711 of the Health and Safety Code. Appendix A, Attachment 2 includes the AB 805 strategies to reduce pollution exposure in disadvantaged communities.

24.

Leverage available funds in order to maximize every dollar, and advocate for legislation that supports implementation of the Regional Plan.

*2015 Regional Plan Continuing Action #24
2019 Federal RTP Continuing Action #23*

In 2020, SANDAG was awarded more than \$180 million in discretionary grant funding (equivalent to about 15% of the entire FY 2022 annual budget, with a more than 50% success rate). Additionally, SANDAG secured support for the Central Mobility Hub in the

National Defense Authorization Act to allow for flexible funding mechanisms for the Navy and Army Corps; secured language in the Water Resources Development Act to support Del Mar Bluff stabilization efforts; joined the California State Transportation Agency to convene the LOSSAN San Diego Regional Rail Corridor Working Group and identified the funding needed to complete Del Mar Bluffs stabilization work; partnered with the Lieutenant Governor and California State Transportation Agency to pursue high-level dialogue with the Government of Mexico to advance the Otay Mesa East POE, executed an MOU with Mexico to open the new port by late 2024, and established a team to support future negotiations with U.S. Customs and Border Protection; secured passage of California Assembly Bill 2731 (Gloria, 2020) CEQA streamlining legislation; and increased outreach to regulatory agencies to demonstrate sound policy initiatives that will yield funding for the region and improved processes.

25.

Continue to leverage our crossborder economic relationships with binational and global interests to become more globally competitive and strengthen our megaregion.

2015 Regional Plan Continuing Action #25

2019 Federal RTP Continuing Action #24

In 2021, SANDAG, in partnership with Caltrans and the Imperial County Transportation Commission, completed the Impacts of Border Delays at California–Baja California Land Ports of Entry study. Building from previous efforts and data collected in the border region, the study assessed the economic and air quality/climate impacts caused by border delays at California–Baja California POEs. The study also estimated future impacts that consider planned border infrastructure investments (including the Otay Mesa East–Mesa de Otay II POE) and includes recommendations for reducing border delays through further investment in POE infrastructure and physical capacity, strategies for improving operations, enhancing transportation access and services connecting to a POE, and long-term strategies for supporting binational coordination and planning.

On November 9, 2020, SANDAG, in collaboration with the City of Tijuana and the State of Baja California, held a webinar to discuss issues and explore solutions for improving crossborder mobility. The discussion was highlighted by presentations from each agency describing current approaches to mobility planning for both people and goods, as well as unique applications of 5 Big Moves concepts in the context of crossborder movements. Additionally, the 2021 California–Baja California Border Master Plan effort, which represents the consolidated long-term vision of several local, regional, state, and national stakeholder agencies in the binational megaregion, concluded in 2021. Details on this effort are included in Appendix J: Megaregion and Borders Planning and Collaboration.

26.

Coordinate intergovernmental planning with our crossborder and interregional partners and with tribal governments within the San Diego region to promote collaborative solutions.

*2015 Regional Plan Continuing Action #26
2019 Federal RTP Continuing Action #25*

Binational coordination efforts include regular meetings of the Borders Committee, as well as two special meetings on the Vision for the 2021 Regional Plan in 2020. The Committee on Binational Regional Opportunities also holds regular meetings and participates in special joint meetings with the Borders Committee to discuss issues of binational interest, including a joint meeting in June 2020 and two joint meetings in February and March 2021. Coordination with tribal governments took place through various forums. The Interagency Technical Working Group on Tribal Transportation Issues held regular quarterly meetings. In April 2018, the San Diego Regional Tribal Summit was held to discuss collaborative strategies for inclusion in the 2021 Regional Plan. In an effort to discuss policy issues more frequently, a Tribal Symposium—a joint meeting between the SCTCA and the Borders Committee—was inaugurated on June 28, 2019, with the Governor’s Tribal Advisor as keynote. The second Tribal Symposium was held on November 20, 2020. Among the items discussed were evolution of cultural resource legislation, California Public Utilities Commission Tribal Land Transfer Policy, and best practices in tribal cultural use water standards. Details on tribal consultation can be found in Appendix I: Tribal Consultation Process: Communication, Cooperation, and Coordination.

Interregional coordination with neighboring counties (Orange, Riverside, and Imperial) included a webinar on November 18, 2020, to share information on the 2021 Regional Vision and discuss mobility issues with partner agencies representing each region. Meetings to discuss planning efforts in San Diego County and Orange County are held four times each year with Orange County Transportation Authority, SCAG, and Caltrans partners. Meetings to discuss planning efforts in San Diego County and Imperial County also are held quarterly with Imperial County Transportation Commission, SCAG, and Caltrans partners.