

# **AB 1730 SCS Implementation Tracking Report**

## **Progress on Near-Term Actions from the 2021 Regional Plan**

Assembly Bill 1730 (AB 1730) requires the San Diego Association of Governments (SANDAG) to develop a report every two years tracking the implementation of its most recently adopted Sustainable Communities Strategy (SCS), including the progress that has been made at the regional and local level, and any successes and barriers that have occurred since the last report. Pursuant to this requirement, this SCS Implementation Report documents the status of near-term actions from the 2021 Regional Plan that are intended to be completed before the adoption of the 2025 Regional Plan and summarizes successes and barriers that have occurred since adopting the 2021 Regional Plan. Progress on implementation actions is provided in the table below in three categories: i) completed, ii) underway or iii) not started. Actions listed as "completed" are work that has concluded as of January 2024. Actions listed as underway have been initiated but are not yet finished. Actions listed as not started have not yet commenced.

### **Successes and Barriers**

Since the adoption of the Sustainable Communities Strategy (SCS) in 2021, several notable changes have occurred in the region that reflect both successes and barriers to implementation of the 2021 Regional Plan. These changes include completion of key transportation projects, programs and plans; updated plans and policies from local jurisdictions; and continued emergence of new mobility services. Successes and barriers to implementation of the 2021 Regional Plan and its SCS are summarized here.

#### *Successes:*

- Completion of key transportation projects, programs and plans:
  - Completed several Concept of Operations studies necessary to advance the development of the Next Operating System (Next OS).
  - Implementation of the Youth Opportunity Pass pilot program that provides free transit to youth 18 and under in the San Diego region
  - Opened 3 bike projects and initiated construction on 4 bike projects
  - In July 2022, the SANDAG Board of Directors adopted a Regional Vision Zero Resolution to advance traffic safety in the region (Resolution 2023-02). SANDAG was awarded a federal Safe Streets and Roads for All Grant in the amount of \$2.5 million to develop a Regional Vision Zero Strategy.
  - Electric vehicle (EV) charger rebate program funds have continued to be issued to applicants throughout the region, with more than 45% of rebate funds reserved or issued to disadvantaged and low-income communities.

- SANDAG was awarded a Caltrans Planning Grant to research and develop a Regional Zero-Emission Vehicle Incentive Program, which will assist residents with purchasing 100,000 zero-emission vehicles by 2035.
- SANDAG received \$300 million to advance the LOSSAN Rail Realignment project and move the train tracks off the Del Mar Bluffs.
- Notice to Proceed (NTP) for the 30% design phase was issued to the Otay Mesa East Port of Entry (OME POE) Project design team. SANDAG was awarded \$140 million in state funds under Trade Corridor Enhancement Program (TCEP) for the construction phase.
- Initial planning completed for the Airport Transit Connection and funding secured for the environmental phase of the project.
- Funding secured to advance planning for 5 Rapid projects, an Express Bus service, Blue Line Trolley improvements and Purple Line Alternatives Analysis.
- Completed five Comprehensive Multimodal Corridor Plans (CMCPs): Central Mobility Hub and Connections; Coast, Canyons, and Trails; North County, San Vicente, and South Bay to Sorrento. A sixth CMCP is currently in development.
- The 2023 Remote Work Survey is being used to understand post-pandemic remote work practices and to develop the telework assumptions for the 2025 Regional Plan.
- Updated plans and policies from local jurisdictions:
  - Climate Action Plans (CAPs): 18 of the region's 19 jurisdictions have an adopted CAP.
  - Updated Community Plans/Specific Plans have resulted in more capacity for higher-density housing near transit and jobs consistent with the Mobility Hub strategy in the 2021 Regional Plan.
  - 16 of the 19 local jurisdictions have compliant housing elements.
  - Launched the Local Jurisdiction Housing Technical Assistance Program to support local staff with implementation of housing elements and housing policy, comply with state housing legislation, and accelerate the development of affordable housing.
- Emergence of new mobility services:
  - SANDAG developed the Flexible Fleets Implementation Strategic Plan which serves as guidance for implementation of shared mobility services. Additionally, SANDAG has launched a cooperative agreement with capacity for local jurisdictions and non-profits to utilize the competitively awarded contracts for neighborhood electric vehicles (NEV), microtransit, rideshare, carshare, bikeshare and scootershare.
  - In October 2023, the SANDAG Board approved \$5 million dollars to launch a new round of flexible fleet pilots in partnership with the jurisdictions and community based organizations.
  - The neighborhood electric vehicle (NEV) services have continued to grow throughout the region, with the continuation of Free Ride

Everywhere Downtown (FRED) and the launch of Pacific Beach “Beach Bug” and “gO’side” shuttle in Oceanside, “Free Ride Around National City (FRANC)”, and several others expected to launch in 2024. Since services have launched in Summer 2023, gO’side has served 21,611 passengers and the Beach Bug has served 21,700, and the FRANC has served 6,929 riders. Microtransit services have also launched in Chula Vista and Carlsbad, and SANDAG was just awarded a \$1.5 million Clean Mobility Options grant to launch a new service in Southeast San Diego, in partnership with a Community-Based Organization, Urban Collaborative Project.

- An e-bike loan to own pilot program was launched in 2022 increasing bike trips among 120 low-income residents enrolled in the program.

*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 and are needed. Funding for transit operations is needed to support implementation of the transit vision in the 2021 Regional Plan.
- Cross border passenger vehicles and trucks spend hours idling at the busy land port of entry contributing to air pollution in the region. Many of the trucks crossing the border are Mexico-domiciled with limited access to zero emission infrastructure and incentives.
- Coastal Commission parking requirements to maintain public beach access are often in conflict with local incentives and Sustainable Communities Strategies to reduce or eliminate parking requirements for new development.
- California Environmental Quality Act (CEQA) reform is needed to reduce delays and cost increases in processing critical transportation infrastructure projects. SB 149 (Infrastructure Streamlining) and SB 288 (Transportation-related exemption) are a positive step towards providing some much-needed changes. These provisions should be expanded to cover more transportation infrastructure types.

## Implementation Actions

| Actions  | Progress <sup>1</sup>  | Resources  |
|--|--|--|
| <b>1. Apply the Social Equity Planning Framework and ensure that equity is considered throughout 2021 Regional Plan implementation</b>   |  |  |
| <b>Near-Term Actions:</b>  |  |  |
| a) Develop criteria for project prioritization that advances equitable and safe transportation planning, spending, and implementation  | Underway   |  |
| b) Partner with and provide funding for community-based organizations through the SANDAG Social Equity Working Group for the implementation of the 2021 Regional Plan  | Underway   | <a href="#">Social Equity Working Group</a>  |
| c) Complete the following studies, plans, and strategies:<br>1) Regionwide Displacement Study<br>2) Digital Equity Strategy and Digital Equity Action Plan<br>3) Adaptation Equity Guidance Document<br>4) Regional Equity Baseline Conditions Study   | 1.c.1) Underway<br>1.c.2) Underway<br>1.c.3) Completed<br>1.c.4) Completed                       | 1.C.2) <a href="#">Digital Equity Strategy and Action Plan</a> , <a href="#">SANDAG - DigitalEquityProgress</a><br>1.c.3) <a href="#">SANDAG - Holistic Adaptation Planning</a><br>1.c.4) <a href="#">Social Equity Baseline Report</a>  |
| <b>2. Develop CMCPs to refine 2021 Regional Plan projects at the corridor level and qualify the region for future funding opportunities</b>  |  |  |
| <b>Near-Term Actions:</b>  |  |  |
| a) Partner with Caltrans, agency partners, and local governments to develop five initial CMCPs:<br>1) Central Mobility Hub and Connections<br>2) Coast, Canyons, and Trails – State Route 52<br>3) North County – SPRINTER/Palomar Airport Road/State Route 78/State Route 76<br>4) San Vicente – State Route 67<br>5) South Bay to Sorrento – Purple Line/Interstate 805/Blue Line/Interstate 5 South | 2.a.1) Completed<br>2.a.2) Completed<br>2.a.3) Completed<br>2.a.4) Completed<br>2.a.5) Completed | 2.a.1) <a href="#">SANDAG - Central Mobility Hub and Connections</a><br>2.a.2) <a href="#">SANDAG - SR 52 Coast, Canyons, and Trails</a><br>2.a.3) <a href="#">SANDAG - SR 78 North County</a><br>2.a.4) <a href="#">SANDAG - SR 67 San Vicente</a><br>2.a.5) <a href="#">SANDAG - I-805 South Bay to Sorrento</a> |

## Implementation Actions

| Actions  | Progress <sup>1</sup>  | Resources   |
|--|--|---|
| b) Study additional six corridors to inform the next Regional Plan (I-8, SR56, I-15, SR125, SR94, Airport to Airport)  | One underway (Kumeyaay I-8 Corridor), remaining not started. | <a href="#">SANDAG – I-8 Kumeyaay Corridor</a>      |
| <b>3. Update SANDAG policies, including the <i>TransNet</i> Ordinance, to reflect 2021 Regional Plan projects and priorities</b>   |  |   |
| <b>Near-Term Actions:</b>  |  |   |
| a) Update <i>TransNet</i> Ordinance and associated SANDAG Board of Directors policies to reflect projects, policies, and priorities included in the 2021 Regional Plan                                   | Underway   |   |
| b) Update evaluation and monitoring of projects using <i>TransNet</i> local streets and roads funds, including prioritization of safety for vulnerable road users in the development of complete streets | Underway   |   |
| c) Develop Regional Active Transportation Plan, including update of the San Diego Regional Bike Plan   | Underway   | <a href="#">Regional Active Transportation Plan</a> |
| d) Develop Regional Vision Zero Action Plan, including Regional Safety Policy  | Underway   | <a href="#">Vision Zero</a>                         |
| <b>4. Evaluate the transition to free public transit and develop a Value Pricing and User Fee Implementation Strategy</b>  |  |   |
| <b>Near-Term Actions:</b>  |  |   |

<sup>1</sup> Some documents marked complete have yet to be posted on SANDAG's website but can be provided upon request.

## Implementation Actions

| Actions   | Progress <sup>1</sup>                                    | Resources |
|---|--|-----------|
| a) Complete the following studies, plans, and strategies: <ol style="list-style-type: none"> <li>1) Value Pricing and User Fee Implementation Strategy, guided by an advisory working group</li> <li>2) Regional Transit Fare Impact Study, including evaluation of the transition to free public transit</li> <li>3) I-15 Operational Study</li> </ol> | 4.a.1) Not started<br>4.a.2) Underway<br>4.a.3) Underway |           |
| b) Partner with state agencies and other metropolitan planning organizations to design a comprehensive pilot, assess equity impacts, and test mitigation strategies for different congestion pricing and Transportation Demand Management incentives.   | Underway   |           |
| c) Pursue a ballot measure or another mechanism to assess a fee on the fares charged for rides provided by ridehailing service companies that encourages ridesharing  | Not started  |           |
| <b>5. Seek new local funding in addition to pursuing state and federal funding opportunities</b>  |  |           |
| <b>Near-Term Actions:</b>   |  |           |
| a) Secure additional local funding for 2021 Regional Plan investments through a ballot initiative   | Not started <sup>2</sup>                                 |           |
| b) Assist in securing funding through California Senate Bill 1 (Beall, 2017), Federal Transit Administration Maintenance Programs, and additional future funding sources to help fund transportation rehabilitation projects  | Underway   |           |

<sup>2</sup> An independent citizens' initiative is underway.

## 6. Advance Next OS by preparing technical and planning studies and initiating pilot opportunities

### Near-Term Actions:

|   |  |   |
|---|--|---|
| a) Establish a Mobility Transportation System Management and Operations (TSMO) Advisory Working Group to guide the implementation of Next OS, identify enabling operational and technological policies for data sharing, develop cross-agency procedural guidelines for multimodal operations, and provide a forum for mutual technology innovation research  | Not started  |   |
| b) Implement the Next OS Regional Border Management System to support the delivery of Otay Mesa East Port of Entry and pilot project implementation of Smart Intersection Systems, Curb Management, and Mobility Hub technology amenities   | Underway   |   |
| c) Develop and implement a Digital Equity Strategy and Action Plan that will close gaps in high-quality broadband access essential to the future of transportation and advancing equity in the region   | Underway   | <a href="#">SANDAG – Digital Equity Progress</a> ,<br><a href="#">SANDAG - Holistic Adaptation Planning</a>   |
| d) Develop and begin implementation of the following studies, plans, and strategies: <ol style="list-style-type: none"> <li>1) TSMO Plan</li> <li>2) Concept of Operations for Regional Smart Intersection and Curb Management Systems</li> <li>3) Chula Vista Mobility Hub Concept of Operations</li> <li>4) Concept of Operations for Mobility Data Clearinghouse</li> <li>5) Mobility Data Clearinghouse System Requirements</li> <li>6) Regional Intelligent Transportation Systems Architecture Update</li> <li>7) Harbor Drive 2.0 Concept of Operations</li> <li>8) 511 Traveler Information System Concept of Operations</li> </ol> | 6.d.1) Completed<br>6.d.2) Completed<br>6.d.3) Completed<br>6.d.4) Completed<br>6.d.5) Completed<br>6.d.6) Completed<br>6.d.7) Completed<br>6.d.8) Completed | 6.d.1) <a href="#">Regional Transportation System Management and Operations (TSMO) Plan</a><br>6.d.2) <a href="#">Concept of Operations for Curb Access Management</a><br>6.d.6) <a href="#">Appendix DD: 2021 Regional ITS Architecture Update, Regional ITS Architecture Service Packages</a> |

| <b>7. Implement the RTIP and near-term projects</b>  |  |   |
|--|--|---|
| <b>Near-Term Actions:</b>  |  |   |
| a) Implement the 2021 RTIP and build near-term projects:<br>1) Bike Plan Early Action Program<br>2) Los Angeles – San Diego – San Luis Obispo Rail Corridor projects, and<br>3) SR 11/Otay Mesa East Port of Entry   | 7.a.1) Underway<br>7.a.2) Underway<br>7.a.3) Underway  |   |
| b) Pursue applications with the California Transportation Commission and/or pursue legislation to implement Managed Lanes and Part-time Transit Only Lanes by repurposing existing shoulders and general-purpose lanes   | 7b) NA <sup>3</sup>  |   |
| c) Complete the following studies, plans, and strategies:<br>1) San Ysidro Mobility Hub Study<br>2) Innovative Transit Priority Solutions Study<br>3) Next-Generation <i>Rapid</i> Routes Advanced Planning<br>4) Blue Line Trolley study to assess the ability to operate express and 24-hour service along the corridor<br>5) Advanced planning for commuter rail and light rail improvements<br>6) Transit Station Bathroom Access Plan<br>7) Flexible Fleet Implementation Strategic Plan<br>8) Fix It First Implementation Assessment<br>9) San Diego and Imperial Counties Sustainable Freight Implementation Strategy<br>10) Innovative Concepts for Connector Services | 7.c.1) Underway<br>7.c.2) Underway<br>7.c.3) Underway<br>7.c.4) Underway<br>7.c.5) Not started<br>7.c.6) Not started<br>7.c.7) Completed<br>7.c.8) Underway<br>7.c.9) Underway<br>7.c.10) Underway | 7.c.1) <a href="#">SANDAG - San Ysidro Mobility Hub</a><br>7.c.7) <a href="#">Flexible Fleets Implementation Strategic Plan</a><br>7.c.10) <a href="#">SANDAG - Innovative Connector Concepts</a> |
| <b>8. Partner with local jurisdictions, tribal governments, agencies in Mexico, the military, and other agencies on collaborative efforts to implement the 2021 Regional Plan</b>  |  |   |
| <b>Near-Term Actions:</b>  |  |   |
| a) Jointly procure Flexible Fleet technology vendors and partner with member agencies, transit agencies, and community-based organizations to design, launch, and operate Flexible Fleet pilots  | Underway   |   |

<sup>3</sup> SANDAG is monitoring the California Department of Transportation (Caltrans) initiatives related to managed lanes implementation.



|  |  |   |
|--|--|---|
| <p>b) Update evaluation criteria and provisions of SANDAG grant programs to:</p> <ol style="list-style-type: none"> <li>1) Encourage planning and capital projects that allow for higher-density and mixed use development within Mobility Hub areas and/or transit priority areas</li> <li>2) Improve social equity</li> <li>3) Incentivize development of parking- and curb-management plans and pilots</li> <li>4) Advance roadway design with an emphasis on safety for vulnerable road users</li> <li>5) Implement Climate Action Plans (CAPs)</li> <li>6) Provide a process and structure for SANDAG design and review support for agencies regarding projects seeking grant funds to ensure new criteria and standards are met during the application process and project implementation</li> <li>7) Plan and implement Flexible Fleets operations throughout the region</li> </ol> | <p>8.b.1) Underway<br/> 8.b.2) Underway<br/> 8.b.3) Underway<br/> 8.b.4) Underway<br/> 8.b.5) Underway<br/> 8.b.6) Not started<br/> 8.b.7) Completed</p> | <p>8.b.1) <a href="#">Housing Acceleration Program Cycle 2 Projects Awarded</a><br/> 8.b.2) Per equity points offered by <a href="#">Board Policy 33</a><br/> 8.b.3-8.b.5) <a href="#">SANDAG - TransNet Smart Growth Incentive Program</a><br/> 8.b.4) <a href="#">SANDAG - TransNet Active Transportation Grant Program</a><br/> 8.b.7) <a href="#">SANDAG – Flexible Fleets web page and Implementation Strategic Plan</a></p> |
| <p>c) Launch a regional housing incentive program to fund local plan updates in Mobility Hubs and/or transit priority areas that can lead to more housing in transit-rich areas with infrastructure, services, and jobs</p>  | <p>Completed</p>   | <p><a href="#">SANDAG - Housing Acceleration Program, SANDAG - Housing Acceleration Grant Program</a></p>   |
| <p>d) Provide design and review support for projects using local streets and roads funds to ensure new criteria are met</p>  | <p>Underway</p>  |   |
| <p>e) Incentivize implementation of complete streets projects that complement regional investments within Mobility Hubs, along Complete Corridors, and supporting Flexible Fleets</p>  | <p>Underway</p>  | <p><a href="#">SANDAG - TransNet Smart Growth Incentive Program</a></p>   |
| <p>f) Formalize a Quick Build implementation program that includes guidance, resources, and partnerships with local jurisdictions to develop complete streets solutions</p>  | <p>Not started</p>   |   |
| <p>g) Support prioritization of resources and leveraged funding to implement complete streets features and supporting technology, including secure micromobility parking, e-charging for micromobility and other Flexible Fleets, flexible curb-management solutions, support for e-commerce and urban delivery, and other Mobility Hub amenities</p>  | <p>Underway</p>  |   |

|   |  |   |
|---|--|---|
| h) Partner with local jurisdictions to update and refine regional Mobility Hub areas as mobility projects and land use changes are implemented, and periodically prepare an updated Mobility Hub map  | Underway   |   |
| <b>9. Expand regional programs and seek funding to fully support low-carbon transportation options, roadway safety and maintenance, habitat conservation, and nature-based climate solutions</b>  |  |   |
| <b>Near-Term Actions:</b>   |  |   |
| a) Complete the following studies, plans, and strategies:<br>1) Electric Vehicle Charger Management Strategy<br>2) Medium/Heavy-Duty Zero-Emissions Vehicle Blueprint<br>3) Regional Carbon-Reduction Program Feasibility Study<br>4) Regional Resilience Framework<br>5) Regional Transportation Demand Management Ordinance Policy Analysis<br>6) Regional Habitat Conservation Assessment of which the Environmental Mitigation Program is a component | 9.a.1) Completed<br>9.a.2) Completed<br>9.a.3) Not started<br>9.a.4) Completed<br>9.a.5) Underway<br>9.a.6) Underway | 9.a.1) <a href="#">SANDAG - Regional Electric Vehicle Charger Management Strategy</a><br>9.a.2) <a href="#">SANDAG - Regional Medium-Duty &amp; Heavy Duty ZEV Blueprint</a><br>9.a.4) <a href="#">SANDAG - Regional Resilience Framework</a> |
| b) Regional electric vehicle incentive program  | Underway   |   |
| c) A needs-based maintenance program that identifies and prioritizes infrastructure projects following best practices, cost effectiveness, and those most essential to transit operations   | Underway   |   |
| d) Resilient Capital Grants and Innovative Solutions program  | Not started  |   |
| e) Nature-based climate solutions program that enhances habitat conservation, addresses regional stormwater needs, and offers carbon-sequestration benefits   | Not started  |   |
| f) Launch an expanded habitat conservation program that complements the Environmental Mitigation Program, meets regional habitat conservation needs, and continues regional management and monitoring   | Not started  |   |
| g) Transportation demand management grant and incentive programs, including e-bike, carpool, vanpool, and telework incentives   | Underway   | <a href="#">SANDAG - Sustainable Transportation Services, SANDAG - E-Bike Incentive Pilot</a>   |

**10. Advance a data science program to better understand travel behavior and issues in the region, update travel demand modeling tools, and improve transparency and reporting on program effectiveness and project delivery**

**Near-Term Actions:**

|   |           |  |
|---|-----------|--|
| a) Use best available data and analytical tools to understand travel behavior and issues in the region  | Underway  | <a href="#">ActivitySim</a>  |
| b) Update travel demand modeling tools  | Underway  | <a href="#">ActivitySim</a>  |
| c) Develop and implement the Transportation Performance Management Framework to improve transparency and reporting on SANDAG program effectiveness and project delivery | Underway  | <a href="#">Climate Action Data Portal</a><br><a href="#">Housing Policy and Planning Tool</a><br><a href="#">Digital Equity Dashboard</a><br><a href="#">Traffic Safety Dashboard</a><br><a href="#">State of the Commute</a><br><a href="#">Border Crossing Data Portal</a><br><a href="#">Border Wait Time</a><br><a href="#">Sustainable Development Goals</a> |
| d) Prepare updated Regional Parking Inventory   | Completed |  |
| e) Develop Regional Crash Data Collection, Verification, and Analysis Program   | Completed | <a href="#">Traffic Safety Dashboard</a>   |