Appendix D: Progress on Near-Term Actions from the 2021 Regional Plan

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Progress on Near-Term Actions from the 2021 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.

Assembly Bill 1730 (AB 1730) requires 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 and summarizes successes and barriers that have occurred since its adoption. Progress on implementation actions is provided in the table below in four categories: (i) completed, work that has concluded as of April 2025; (ii) underway, actions that have been initiated but are not yet finished; (iii) not started, have not yet commenced; or (iv) ongoing, which have become continuing actions as the action has established a policy or program that will be continuous with no specified end date.

Successes and Barriers

Since the adoption of the SCS in 2021, several notable changes have occurred including completion of key projects, programs, and plans; updated plans and policies from local jurisdictions; funding opportunities; and continued emergence of new mobility services. Successes and barriers to implementation of the 2021 Regional Plan and its SCS are summarized below.

Successes

- Completion of key projects, programs, and plans:
  - Completed several Concept of Operations studies necessary to advance transportation system management, previously known as the Next Operating System (Next OS) in the 2021 Regional Plan.
  - Implemented the Youth Opportunity Pass pilot program that provides free transit to youth 18 and under in the San Diego region.
  - Opened four bike projects and initiated construction on five bike projects.
  - Completed the Regional Vision Zero Action Plan (VZAP) to identify where the most fatal and serious injury crashes occur, provide resources to improve safety in those areas, advance proactive safety, and detail the agency's role in implementing safety solutions.
  - Electric vehicle (EV) charger rebate program funds have continued to be issued to applicants throughout the region, with more than 50% of rebate funds reserved or issued to disadvantaged and low-income communities.

- Completed research and design for a Regional Zero-Emission Vehicle Incentive Program to help low-income residents purchase or lease new and used zero-emission vehicles.

- SANDAG received $300 million to advance the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Realignment project and move the train tracks off the Del Mar Bluffs.

- The Otay Mesa East Port of Entry (OME POE) project team completed 65% design for the facility. SANDAG was awarded an additional $51 million in state funds under the Trade Corridor Enhancement Program for the construction phase. The Board of Directors approved the award of a pre-construction services contract for the project.

- Completed initial planning for the Airport Transit Connection and secured funding for the environmental phase of the project.

- Completed conceptual planning for near-term improvements to the San Ysidro Transit Center to allow for enhanced multimodal connectivity, capacity, and efficiency.

- Funding secured to advance planning for Blue Line Trolley improvements and Purple Line Alternatives Analysis.

- Completed six Comprehensive Multimodal Corridor Plans (CMCPs): Central Mobility Hub and Connections; Coast, Canyons, and Trails; North County, San Vicente, South Bay to Sorrento, and I-8 Kumeyaay Corridor. One additional CMCP is currently in development.

- Constructed one high-occupancy vehicle (HOV) lane in each direction on I-5 from Manchester Avenue to SR 78. Initiated studies and design for I-5 and I-805 HOV lane conversions to managed lanes, including an equity study. Finalized design and initiated construction of HOV lanes on SR 56 from El Camino Real to Carmel Valley Road, which are planned to transition to managed lanes by 2050. Initiated environmental studies and preliminary engineering for: SR 78 managed lanes (from I-5 to I-15), I-5/SR 78 Managed Lane Connector, and I 15/SR 78 Managed Lane Connector. Initiated environmental studies and design for improvements on SR 52 that will allow for the planned managed lanes.

- In October 2023, the Board approved $26.6 million for the development of six new Rapid routes: Rapid 277 (Ramona to the Sabre Springs Transit Center), Rapid 483 (Temecula in Riverside County to the cities of San Marcos and Carlsbad), Rapid 640 (San Ysidro Transit Center to Downtown San Diego), Rapid 688 (San Ysidro Transit Center to Kearny Mesa), Rapid 880 (east county to the Kearny Mesa area), Rapid 625 (Chula Vista and National City to San Diego State University). The current funding will support Rapid 625 through 30% design and environmental clearance, while the other five routes will get to 15% design.

- Completed the San Diego Regional Priority Climate Action Plan (CAP) to identify near-term priorities for reducing greenhouse gas (GHG) emissions from the highest-emitting sectors by 2030.

- Began development of the San Diego Regional Climate Action Roadmap, which serves as a long-term vision for regional collaboration to address climate change and includes a comprehensive set of measures to reduce GHG emissions across economic sectors by 2050.

- Updated plans and policies from local jurisdictions:

  - 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.

  - All 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.

- Funding opportunities:

  - Continued making progress on local funding sources: conducted comprehensive research and interviews to understand implementation of San Francisco's Proposition D Traffic Mitigation Tax; submitted a Caltrans Planning Grant to study a last mile delivery fee; and the MTS Board initiated conversations to consider an MTS local sales tax measure.

  - SANDAG's Housing Acceleration Program (HAP), funded through the Regional Early Action Planning grants, also provides funding for activities that accelerate housing production and facilitate implementation of the 6th Cycle Regional Housing Needs Assessment. To date, a total of 22 grant projects totaling $14.2 million have been awarded to jurisdictions. To complement this effort, SANDAG also provided over $4 million in housing grants for tribal nations and partnered with the San Diego Foundation to establish a $15 million affordable housing trust fund.

- Emergence of new mobility services:

  - In October 2023, the SANDAG Board approved $5 million to develop a flexible fleet pilots grant program for local jurisdictions and agencies.

  - The neighborhood electric vehicle (NEV) services have continued to grow throughout the region, with the continuation of Free Ride Everywhere Downtown, the launch of Pacific Beach "Beach Bug" and "gO'side" shuttle in Oceanside, "Free Ride Around National City", Coronado Island Express and the IB Shuffling.

  - Microtransit services have also launched in Chula Vista and Carlsbad. SANDAG was awarded a $1.5 million Clean Mobility Options (CMO) grant to launch a new service in Southeastern San Diego, in partnership with a Community-Based Organization, Urban Collaborative Project. Through CMO grants, service also launched in North Park/City Heights, the "Mid-City Go", and will be launching in El Cajon in 2025. The North County Transit District (NCTD) is piloting a microtransit service, NCTD+, in San Marcos and plans to expand the pilot to additional cities, Vista, Fallbrook, and Oceanside, over the next two years. A microtransit service, "Via Verde" will be launched by the Chicano Park Museum and Cultural Center to serve residents in Barrio Logan and Sherman Heights communities in fall 2025.

  - An e-bike loan to own pilot program was launched in 2022 increasing bike trips among 102 low-income residents enrolled in the program. The program wrapped up in 2024, 100% of program participants reported that they will continue to ride their bikes after the program is over. A larger e-bike program is planned for future years.

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.

- Funding for transit operations is needed to support implementation of the transit vision in the 2021 Regional Plan.

- Crossborder 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 requirements are often in conflict with SCS to reduce or eliminate parking requirements and price parking.

- California Environmental Quality Act 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.

- The U.S. Department of Transportation has the ability to assign the responsibilities of environmental clearance under the National Envrionmental Policy Act (NEPA) to states. California should capilitaze on more NEPA assignments for its critical infrastructure projects.

- SB 375's regional target update and the 2035 target year is fast approaching. However, a lot has changed since SB 375's adoption in 2008. The state has accelerated transportation electrification through Advancing Clean Cars II so that almost one in four new cars sold is zero emission. Under SB 743, vehicle miles traveled has replaced level-of-service as a critical success metric for transportation projects large and small. The state has also adopted substantial legislative changes to address a state housing crisis. In addition, the global pandemic fundamentally altered travel patterns and land use preferences – creating headwinds that were unforeseen when the law was designed or when targets were last set by the CARB Board. Additionally, funding and staffing for implementation remains far short of what is needed to fully implement these regional plans.

Progress on Near-Term Actions from the 2021 Regional Plan

1. **Apply the Social Equity Planning Framework and ensure that equity is considered throughout 2021 Regional Plan implementation**

Near-Term Actions	Progress[1]	Resources
A. Develop criteria for project prioritization that advances equitable and safe transportation planning, spending, and implementation	Ongoing	**SANDAG - Equity Action Plan**
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	Ongoing	**SANDAG - Social Equity Working Group** **SANDAG - CBO Partners**

C. Complete the following studies, plans, and strategies:
  1. Regionwide Displacement Study
  2. Digital Equity Strategy and Digital Equity Action Plan
  3. Adaptation Equity Guidance Document
  4. Regional Equity Baseline Conditions Study
	Completed	1.C.1. **SANDAG - Anti-Displacement Strategy**
		1.C.2. **SANDAG - Regional Digital Equity Strategy and Action Plan, SANDAG - Digital Equity Progress**
		1.C.3. **SANDAG - Holistic Adaptation Planning**
		1.C.4. **SANDAG - Social Equity Baseline Report**

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[1] Some documents marked "completed" have yet to be posted on SANDAG's website but can be provided upon request.

2. Develop CMCPs to refine 2021 Regional Plan projects at the corridor level and qualify the region for future funding opportunities

Near-Term Actions	Progress[1]	Resources

A. Partner with Caltrans, agency partners, and local governments to develop five initial CMCPs:
  1. Central Mobility Hub and Connections
  2. Coast, Canyons, and Trails – SR 52
  3. North County – SPRINTER/Palomar Airport Road/ SR 78/SR 76
  4. San Vicente – SR 67
  5. South Bay to Sorrento – Purple Line/I-805/Blue Line/I-5 South
	Completed	2.A.1. SANDAG - Central Mobility Hub and Connections
		2.A.2. SANDAG - SR 52 Coast, Canyons, and Trails
		2.A.3. SANDAG - SR 78 North County
		2.A.4. SANDAG - SR 67 San Vicente
		2.A.5. SANDAG - I-805 South Bay to Sorrento

B. Study additional six corridors to inform the next regional plan (I-8, SR 56, I-15, SR 125, SR 94, airport to airport)
  1. I-8
  2. SR 56
  3. I-15
  4. SR 125
  5. SR 94
  6. Airport to Airport
	2.B.1. Completed
	2.B.2. Not started
	2.B.3. Not started
	2.B.4. Not started
	2.B.5. Underway
	2.B.6. Completed
		2.B.1. SANDAG - I-8 Kumeyaay Corridor
		2.B.2.
		2.B.3.
		2.B.4. Caltrans is currently studying the SR 125 for toll removal
		2.B.5. SANDAG - SR 94
		2.B.6. The airport to airport corridor was covered under the South Bay to Sorrento CMCP and Central Mobility Hub and Connections CMCP

3. Update SANDAG policies, including the TransNet Ordinance, to reflect 2021 Regional Plan projects and priorities

Near-Term Actions	Progress[1]	Resources
A. Update TransNet Ordinance and associated Board policies to reflect projects, policies, and priorities included in the 2021 Regional Plan	Underway	
B. Update evaluation and monitoring of projects using TransNet 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	Completed	SANDAG - Regional Active Transportation Plan 2025 Regional Plan – Appendix K: Active Transportation
D. Develop Regional Vision Zero Action Plan, including Regional Safety Policy	Completed	SANDAG - Vision Zero SANDAG - Vision Zero Action Plan

4. Evaluate the transition to free public transit and develop a Value Pricing and User Fee Implementation Strategy

Near-Term Actions	Progress[1]	Resources

A. Complete the following studies, plans, and strategies:
  1. Value Pricing and User Fee Implementation Strategy, guided by an advisory working group
  2. Regional Transit Fare Impact Study, including evaluation of the transition to free public transit
  3. I-15 Operational Study
	4.A.1. Underway
	4.A.2. Completed
	4.A.3. Completed
		4.A.1.
		4.A.2. SANDAG - Transit Fare Discount Study
		4.A.3. SANDAG - I-15 Express Lanes Operational Study

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	Completed	Grant completed to develop pilot in partnership with state and regional agencies
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	

5. Seek new local funding in addition to pursuing state and federal funding opportunities

Near-Term Actions	Progress[1]	Resources
A. Secure additional local funding for 2021 Regional Plan investments through a ballot initiative	Not started[2]	
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	Ongoing	

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[2] An independent citizens' initiative (Measure G) was put on the ballot for the 2024 County of San Diego election, and it did not pass.

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

	Near-Term Actions	Progress[1]	Resources
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	Underway	
B.	Implement the Next OS Regional Border Management System to support the delivery of OME POE and pilot project implementation of Smart Intersection Systems, Curb Management, and Mobility Hub technology amenities	Underway	**SANDAG - Advancing Border Connectivity**
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	Completed	**SANDAG - Regional Digital Equity Strategy and Action Plan**
D.	Develop and begin implementation of the following studies, plans, and strategies: 1. TSMO Plan 2. Concept of Operations for Regional Smart Intersection and Curb Management Systems 3. Chula Vista Mobility Hub Concept of Operations 4. Concept of Operations for Mobility Data Clearinghouse 5. Mobility Data Clearinghouse System Requirements 6. Regional Intelligent Transportation Systems Architecture Update 7. Harbor Drive 2.0 Concept of Operations 8. 511 Traveler Information System Concept of Operations	6.D.1. Completed 6.D.2. Completed 6.D.3. Completed 6.D.4. Completed 6.D.5. Completed 6.D.6. Completed 6.D.7. Completed 6.D.8. Completed	6.D.1. **SANDAG - Regional Transportation System Management and Operations (TSMO) Plan** 6.D.2. **SANDAG - Concept of Operations for Curb Access Management** 6.D.3. 6.D.4. 6.D.5. 6.D.6. **Appendix DD: 2021 Regional ITS Architecture Update**, **SANDAG - Regional ITS Architecture Service Packages** 6.D.7. 6.D.8.

7. Implement the RTIP and near-term projects

Near-Term Actions	Progress[1]	Resources

A. Implement the 2021 RTIP and build near-term projects:
  1. Bike Plan Early Action Program
  2. LOSSAN Corridor projects
  3. SR 11/OME POE
	7.A.1. Underway
	7.A.2. Underway
	7.A.3. Underway
		7.A.1. SANDAG - Bikeway & Walkway Projects
		7.A.2. SANDAG - LOSSAN Corridor Improvements
		7.A.3. SANDAG - SR 11/Otay Mesa East Port of Entry

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	Ongoing	

C. Complete the following studies, plans, and strategies:
  1. San Ysidro Mobility Hub Study
  2. Innovative Transit Priority Solutions Study
  3. Next-Generation Rapid Routes Advanced Planning
  4. Blue Line Trolley study to assess the ability to operate express and 24-hour service along the corridor
  5. Advanced planning for commuter rail and light rail improvements
  6. Transit Station Bathroom Access Plan
  7. Flexible Fleet Implementation Strategic Plan
  8. Fix It First Implementation Assessment
  9. San Diego and Imperial Counties Sustainable Freight Implementation Strategy
  10. Innovative Concepts for Connector Services
	7.C.1. Underway
	7.C.2. Underway
	7.C.3. Completed
	7.C.4. Underway
	7.C.5. Underway
	7.C.6. Underway
	7.C.7. Completed
	7.C.8. Underway
	7.C.9. Completed
	7.C.10. Completed
		7.C.1. SANDAG - San Ysidro Mobility Hub
		7.C.2. SANDAG - On the Move
		7.C.3. SANDAG - Next Gen Rapid Conceptual Planning
		7.C.4. SANDAG - Blue Line Improvements
		7.C.5. SANDAG - LOSSAN Corridor Improvements, SANDAG - Purple Line
		7.C.6. MTS undertaking Transit Amenities Study with SANDAG participation
		7.C.7. SANDAG - Flexible Fleets Implementation Strategic Plan
		7.C.8. SANDAG - 2023 State of the Commute
		7.C.9. SANDAG - San Diego & Imperial Counties Sustainable Freight Strategy
		7.C.10. SANDAG - Innovative Connector Concepts

8. Partner with local jurisdictions, tribal governments, agencies in Mexico, the military, and other agencies on collaborative efforts to implement the 2021 Regional Plan

	Near-Term Actions	Progress[1]	Resources
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	Ongoing	Flexible Fleets Dashboard	SANDAG Open Data Portal SANDAG - Flexible Fleets
B.	Update evaluation criteria and provisions of SANDAG grant programs to: 1. Encourage planning and capital projects that allow for higher-density and mixed-use development within Mobility Hub areas and/or transit priority areas 2. Improve social equity 3. Incentivize development of parking- and curb-management plans and pilots 4. Advance roadway design with an emphasis on safety for vulnerable road users 5. Implement CAPs 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 7. Plan and implement Flexible Fleets operations throughout the region	8.B.1. Completed 8.B.2. Completed 8.B.3. Completed 8.B.4. Completed 8.B.5. Completed 8.B.6. Underway 8.B.7. Completed	8.B.1. Housing Acceleration Program Cycle 2 Projects Awarded SANDAG - TransNet Smart Growth Incentive Program 8.B.2. Per equity points offered by Board Policy No. 033 8.B.3. SANDAG - TransNet Smart Growth Incentive Program 8.B.4. SANDAG - TransNet Smart Growth Incentive Program SANDAG - California Active Transportation Grant Program 8.B.5. SANDAG - TransNet Smart Growth Incentive Program 8.B.6. For support on SANDAG grant programs, grantsapplication@sandag.org 8.B.7. SANDAG - Flexible Fleets SANDAG - Flexible Fleets Implementation Strategic Plan
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	Completed	SANDAG - Housing Acceleration Program, SANDAG - Housing Acceleration Grant Program
D.	Provide design and review support for projects using local streets and roads funds to ensure new criteria are met	Ongoing	
E.	Incentivize implementation of complete streets projects that complement regional investments within Mobility Hubs, along Complete Corridors, and support Flexible Fleets	Ongoing	SANDAG - TransNet Smart Growth Incentive Program

Near-Term Actions	Progress[1]	Resources
F. Formalize a quick build implementation program that includes guidance, resources, and partnerships with local jurisdictions to develop complete streets solutions	Underway	**SANDAG - On the Move**
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	Ongoing	
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	Completed	

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

Near-Term Actions	Progress[1]	Resources

A. Complete the following studies, plans, and strategies:
  1. EV Charger Management Strategy
  2. Medium/Heavy-Duty Zero-Emissions Vehicle Blueprint
  3. Regional Carbon-Reduction Program Feasibility Study
  4. Regional Resilience Framework
  5. Regional Transportation Demand Management Ordinance Policy Analysis
  6. Regional Habitat Conservation Assessment of which the Environmental Mitigation Program is a component
	9.A.1. Completed
	9.A.2. Completed
	9.A.3. Underway
	9.A.4. Completed
	9.A.5. Completed
	9.A.6. Underway
		9.A.1. **SANDAG - Regional Electric Vehicle Charger Management Strategy**
		9.A.2. **SANDAG - Regional Medium-Duty & Heavy-Duty ZEV Blueprint**
		9.A.3. **SANDAG – Regional Climate Action Planning**
		9.A.4. **SANDAG - Regional Resilience Framework**
		9.A.5.
		9.A.6.

B. Regional EV incentive program	Underway	**SANDAG - Zero-Emission Vehicle Incentive Program**
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	**SANDAG - 2023 State of the Commute - Infrastructure Conditions**
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	Underway	**San Diego Collaboration for Conservation Report**
G. Transportation demand management grant and incentive programs, including e-bike, carpool, vanpool, and telework incentives	Underway	**SANDAG - Sustainable Transportation Services** **SANDAG - Vanpool Program**

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	Progress[1]	Resources
A.	Use best available data and analytical tools to understand travel behavior and issues in the region	Completed	Commercial Vehicle Survey Remote Work Survey Cross-Border Travel Behavior Survey Regional Parking Inventory Survey
B.	Update travel demand modeling tools	Completed	SANDAG - ABM3 Code ABM3 Website and Release Information Final Technical Methodology to Estimate GHG for the 2025 Regional Plan and SCS from SANDAG
C.	Develop and implement the Transportation Performance Management Framework to improve transparency and report on SANDAG program effectiveness and project delivery	Completed	SANDAG - Open Data Portal
D.	Prepare updated Regional Parking Inventory	Completed	Regional Parking Inventory Survey
E.	Develop Regional Crash Data Collection, Verification, and Analysis Program	Completed	SANDAG - Traffic Safety Dashboard