Joint Session Mobility and Sustainable Communities Working Groups Agenda

Thursday, August 8, 2024, 9:30 a.m.

Welcome to SANDAG. The Joint Mobility Working Group (MOBWG) and Sustainable Communities Working Group (SCWG) meeting scheduled for Thursday, August 8, 2024, will be held in person in the SANDAG Board Room. While Working Group members will attend in person, members of the public will have the option of participating either in person or virtually.

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Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference the Joint MOBWG/SCWG meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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Vision Statement: *Pursuing a brighter future for all*

Mission Statement: *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

Our Commitment to Equity: *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

Mobility Working Group

Thursday, August 8, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Mobility Working Group (MOBWG) or Sustainable Communities Working Group (SCWG) on any issue within the jurisdiction of MOBWG/SCWG that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Working Group members and SANDAG staff also may present brief updates and announcements under this agenda item.

Reports

+2. 2025 Regional Plan: Modeling the Initial Concept Discussion

Antoinette Meier, Tuere Fa'aola, Bhargava Sana, SANDAG

Staff will present an update to the 2025 Regional Plan on the initial concept development and initial modeling. Working Group members will be invited to participate in a Q&A session with staff following the presentation.

2025 Regional Plan Initial Concept
Att. 1 - 2025 Regional Plan Initial Concept June 2024
Att. 2 - Proposed Policies and Programs Summary
Supporting Materials

+ next to an agenda item indicates an attachment

SANDAG

Joint Mobility Working Group and Sustainable Communities Working Group

Item: 2

August 8, 2024

2025 Regional Plan: Modeling the Initial Concept

Action: Discussion
Staff will present an update on the initial concept development and initial modeling. Working Group members will be invited to participate in a Q&A session with staff following the presentation.

Fiscal Impact:
Development of the 2025 Regional Plan is funded through Overall Work Program Element Nos. 3103000 and 3100407.

Schedule/Scope Impact:
The 2025 Regional Plan is expected to be brought to the Board of Directors for approval in late 2025.

Overview

As the Metropolitan Planning Organization (MPO) for the San Diego region, a fundamental responsibility of SANDAG is to develop a Regional Plan that meets state and federal requirements. A Regional Plan is a long-range blueprint for how the San Diego region will grow and how the transportation system will develop. It provides at least a 20-year outlook for transportation priorities and investments and is the basis for both federal and state funding for transportation projects. It must be updated and approved by regulatory agencies every four years. SANDAG is currently in the process of developing the 2025 Regional Plan.

Over last year, staff worked closely with the SANDAG Board of Directors, member agencies, and regional stakeholders to develop an initial concept of transportation projects, programs and policies for the 2025 Regional Plan that was presented to the Board for feedback on January 26, 2024 and February 9, 2024. The Board presentations were followed by consultation with member agency staff. Based on feedback received, staff made minor refinements to the initial concept including: the transition of the SR 125 toll road to a managed lane facility by 2035, minor revisions and expansions to the flexible fleet service areas, and minor refinements to some highway segments to align with state planning efforts. The updated initial concept maps and details on the supportive programs and policies are included in Attachments 1 and 2, respectively.

The initial concept also includes a proposed land use strategy that was developed in coordination with member agency staff and presented at the April 18, 2024, Sustainable Communities Working Group meeting. The proposed land use strategy (SCS Scenario 1) uses the most recent planning assumptions consistent with local cities and the county's general plan land use designations and closely mirrors the Series 15 forecast that was developed in coordination with member agency staff while meeting the requirements of SB 375.

Staff have been testing the initial concept and land use assumptions in the new SANDAG Activity Based Model (ABM) to determine if it meets state requirements for reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT) as well as federal requirements for air quality. Staff will provide an update on the initial concept modeling for discussion with working group members.

Key Considerations

Meeting federal and state requirements and having an approved plan is critical for our region to continue receiving funding for regional and local transportation projects. The ABM is the primary tool used to evaluate how the proposed projects, programs, policies, and land use assumptions in the Regional Plan will affect travel behavior in the future. It also provides the regional performance measure outputs and data needed for use in CARB's emissions factor tool (EMFAC) to demonstrate that the Regional Plan meets both the SB 375 GHG reduction target[1] and federal air quality[2] conformity standards.

SANDAG uses the ABM to account for residents, visitors, Border crossers, interregional trips, commercial vehicles, freight trucks, and air passengers traveling in the San Diego region. This includes simulating travel for trips that are made to places such as work, school, shopping, recreation, healthcare, and more. The ability for the ABM to simulate trip making throughout our region is done through the use of a wide range of data sources and survey information on land use, demographics, economic attributes, transportation infrastructure and investments, costs, how people and goods travel, and more. Initial modeling shows that the types and number of trips that are made within our region are primarily influenced by investments in transit, land use assumptions, and policy assumptions such as frequent and faster transit and pricing strategies (e.g. parking pricing, decreased transit costs).

SANDAG's ABM is state of practice for large MPOs. Prior to use for the Regional Plan, the ABM is peer reviewed by national experts, peer MPO agency staff, and CARB technical staff. The technical methodology and assumptions applied in the ABM are documented in the Draft Technical Methodology to Estimate GHG for the 2025 Regional Plan and SCS (April 2024). CARB is currently reviewing the Draft Methodology and will provide formal comments in the coming weeks. SANDAG also consults with federal and state agencies about federal air quality requirements. SANDAG's methodology for federal air quality conformity standards is overseen by the SANDAG Conformity Working Group which consists of staff from the Air Pollution Control District, Caltrans, Federal Transit Administration, U.S. EPA, Federal Highway Administration, San Diego County, and Port of San Diego.

Next Steps

SANDAG will complete initial modeling and present results to the Board of Directors in September 2024 prior to starting the Draft Plan and Draft Environmental Impact Report (EIR). At the September 2024 Board meeting, staff will provide a comparison between the TransNet ordinance projects and the proposed projects for the 2025 Regional Plan. As part of the development of the Draft Plan, staff will also model regional performance measures and finalize the proposed transportation projects costs and revenues. The Draft Plan is anticipated to be released in Spring 2025 and the Draft EIR in Summer 2025.

In late July, CARB initiated consultation with MPO's across the state on the SB 375 target setting process for the next cycle of Regional Plans. The new target would be effective for SANDAG's 5th cycle RTP/SCS anticipated for 2029. Over the coming months, staff will discuss the target setting process with the Sustainable Communities Working Group, Mobility Working Group and the Board of Directors.

Antoinette Meier, Senior Director of Regional Planning

Attachments: 1. Initial Concept for the Draft 2025 Regional Plan (June 2024)
2. Proposed Programs and Policies for the Draft 2025 Regional Plan

[1] The SB 375 target is set by CARB and is currently set at a 19% per capita reduction in GHG by 2035 from 2005 levels. The GHG reduction is primarily achieved based on reducing VMT.
[2] SANDAG is required to demonstrate that the Regional Plan does not exceed specific levels of reactive organic gases (ROG) and nitrogen oxides (NOx) for the conformity years of 2026, 2029, 2032, 2040, and 2050.

2025 Regional Plan Project Type Glossary

Arterial Improvement
Helps a high-traffic neighborhood street connect to a freeway more efficiently.

Bus Layover
Designated area where buses can wait between trips so drivers can take breaks, and where vehicles can be fueled, charged, or cleaned.

Circulator Route
A bus that comes frequently and stops at major local destinations in a specific area.

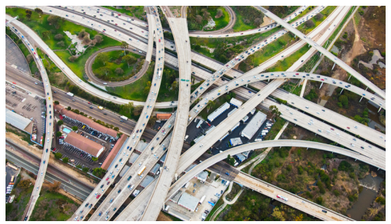
Connector
A ramp that connects one highway to another.

Direct Access Ramp (DAR)
A special highway entrance where buses, carpoolers, or people who pay a toll can directly enter managed lanes without having to merge from the right side.

Express Route
Bus routes that connect suburban areas to major urban centers that have very few stops at major destinations.

Highway Intersection Improvements
Improves safety, and traffic flow in places where a highway crosses a major road.

Highway Straightening
Removes curves from highways.



Interchange
Where a freeway and a major road or other freeway cross each other.

LOSSAN Improvements
Making the railway that connects San Diego to Los Angeles and San Luis Obispo safer, faster and more efficient.

Local Route
A bus route that travels around neighborhoods that are near one another.

Managed Lanes (ML)
Separated highway lanes set aside for multi-passenger transportation like buses or carpools, or for people who pay a toll.

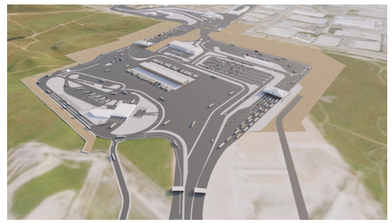
Managed Lane Connector
Ramps that connect managed lanes on different freeways.

Microtransit
On-demand public shuttle service for short trips within a neighborhood.

Mobility Hub
Transit centers where many types of transportation connect (ex. public transit routes, bike lanes, or shuttles).

Multimodal Corridor Improvements
Projects that make all transportation on the same route more efficient, including walking, biking, transit, trains, and/or vehicles.

Neighborhood Electric Vehicle (NEV) Service
Small, on-demand electric shuttle available for short trips in a small area (ex. FRED San Diego).



Otay Mesa East Port of Entry (OME POE)
A new U.S./Mexico border crossing.

Purple Line
Future transit route connecting the border region to University Town Center (UTC) and Sorrento Mesa.

Rapid Bus
A bus route that gets priority in high-traffic areas to speed up trips.

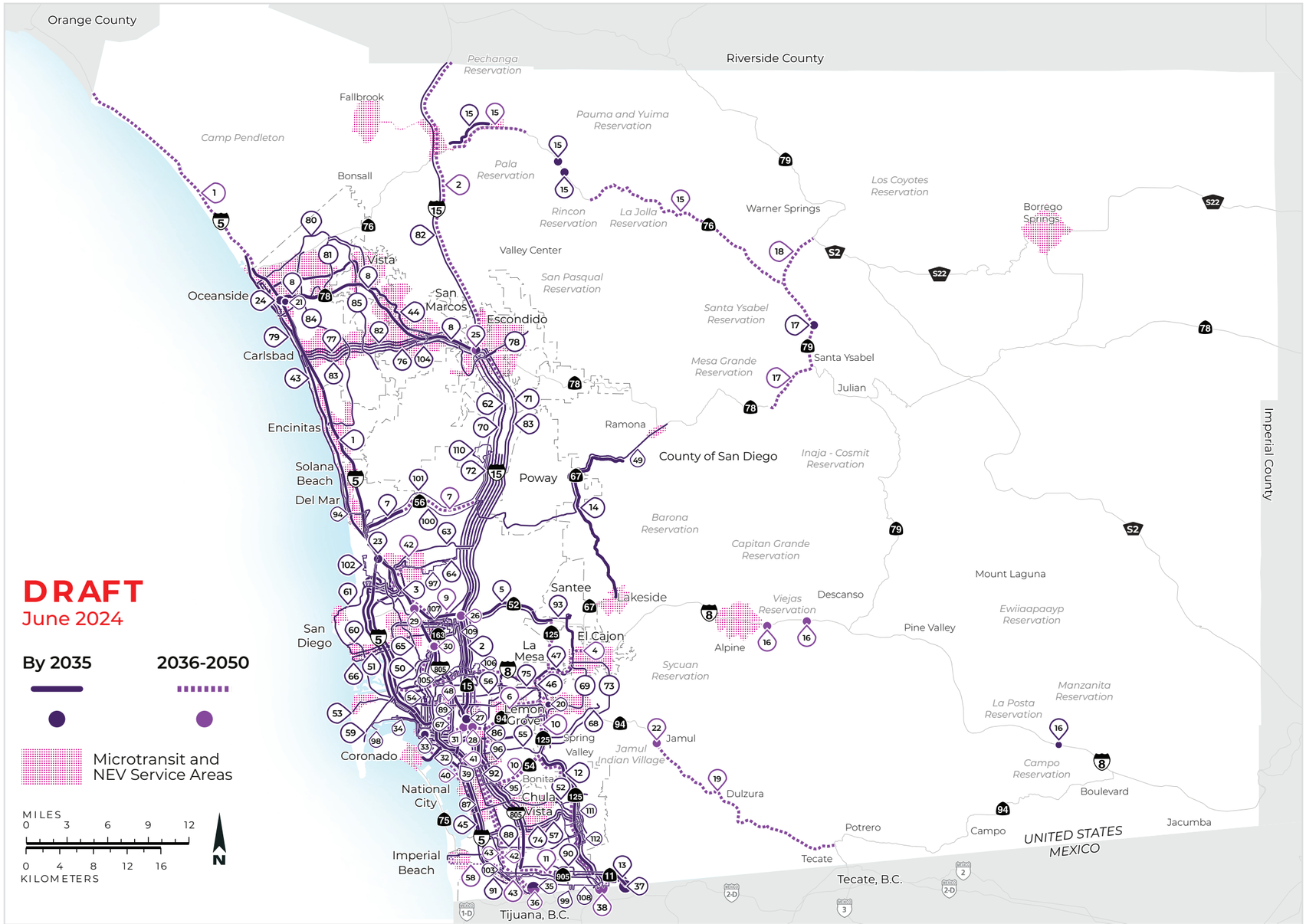
Reversible Managed Lanes
A managed lane that can change traffic direction depending on the time of day or traffic conditions.

Shoulder Widening
Project that widens pavement on the side of a freeway for safety in case of emergencies.

Train and Trolley Improvements
(ex. on the Blue, Green, or Orange Line, SPRINTER, or COASTER) Projects that make rail trips more efficient: for example, separating rail tracks from car traffic with a bridge.

Transportation Investment Areas
Denser areas with many popular destinations where expanding amenities (ex. bike lanes, electric vehicle charging stations, etc.) make it easier for people to get around and to access public transit.

Initial Concept for the Draft 2025 Regional Plan: San Diego Region



DRAFT
June 2024

By 2035 **2036-2050**

Microtransit and NEV Service Areas

1 I-5 Managed Lanes
2 I-15 Managed Lanes
3 I-805 Managed Lanes
4 I-8 Managed Lanes
5 SR 52 Managed Lanes*
6 SR 94 Managed Lanes
7 SR 56 Managed Lanes
8 SR 78 Managed Lanes
9 SR 163 Managed Lanes
10 SR 54 Managed Lanes
11 SR 905 Managed Lanes
12 SR 125 Managed Lanes
13 SR 11 Roadway Connection to Otay Mesa East POE
14 SR 67 Improvements
15 SR 76 Safety & Operational Improvements
16 I-8 Interchange Improvements
17 SR 79 Intersection Improvements
18 SR 79 Shoulder Widening
19 SR 94 Shoulder Widening/ Straightening
20 SR 125/SR 94 Interchange/ Arterial Improvements
21 I-5/SR 78 Interchange/ Arterial Improvements
22 SR 94 Intersection Improvements
23 I-5/I-805 ML Connector
24 I-5/SR 78 ML Connector
25 I-15/SR 78 ML Connector
26 I-15/SR 52 ML Connectors
27 I-15/I-805 ML Connector
28 SR 94/I-805 ML Connector
29 I-805/SR 52 ML Connector
30 I-805/SR 163 ML Connector
31 I-15/SR 94 ML Connector
32 SR 75 Coronado Bridge Reversible Managed Lane
33 Downtown Bus Layover
34 Airport Transit Connection
35 San Ysidro Mobility Hub
36 U.S.-Mexico Border Transit Connection
37 Otay Mesa East POE
38 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility
39 Vesta Bridge: Phase 1
40 Harbor Dr Multimodal Corridor Improvements
41 I-5 Working Waterfront Access
42 Purple Line
43 LOSSAN Improvements
44 SPRINTER Improvements
45 Blue Line Improvements
46 Orange Line Improvements
47 Green Line Improvements
48 Balboa Park Perimeter Streetcar
49 Rapid 277: Ramona to Sabre Springs Transit Station
50 Rapid 120: Kearny Mesa to Downtown
51 Rapid 207: Pacific Beach to Kearny Mesa
52 Rapid 209: H St Trolley Station to Millennia
53 Rapid 210: La Mesa to Ocean Beach
54 Rapid 211: SDSU to Downtown via Adams Ave
55 Rapid 212: Spring Valley to Downtown
56 Rapid 215: SDSU to Downtown
57 Rapid 225: South Bay Rapid
58 Rapid 227: Otay Mesa East POE to Imperial Beach
59 Rapid 228: Point Loma to Kearny Mesa
60 Rapid 229: Downtown to Pacific Beach
61 Rapid 230: Balboa Station to UTC
62 Rapid 235: Escondido to Downtown
63 Rapid 237: UC San Diego to Rancho Bernardo
64 Rapid 238: UC San Diego to Rancho Bernardo
65 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
66 Rapid 243: Pacific Beach to Kearny Mesa
67 Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
68 Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College
69 Rapid 259: El Cajon Transit Center to Lemon Grove Depot
70 Rapid 265: Otay to Escondido
71 Rapid 280: Downtown San Diego to Escondido
72 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
73 Rapid 292: El Cajon to Otay Mesa
74 Rapid 293: Imperial Beach to Otay Ranch
75 Rapid 295: South Bay to Clairemont
76 Rapid 440: Carlsbad to Escondido Transit Center
77 Rapid 450: Oceanside to Escondido
78 Rapid 471: Downtown Escondido to East Escondido
79 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
80 Rapid 474: Oceanside to Vista
81 Rapid 477: Carlsbad Village to SR 76
82 Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poinstettia Station
83 Rapid 484: Carlsbad to Kearny Mesa
84 Rapid 485: Oceanside to Encinitas
85 Rapid 486: Oceanside to Carlsbad/ San Marcos
86 Rapid 625: SDSU to Palomar Station
87 Rapid 630: Iris Trolley/Palomar to Kearny Mesa
88 Rapid 635: Eastlake to Palomar Trolley
89 Rapid 637: North Park to 32nd St Trolley Station
90 Rapid 638: Iris Trolley to Otay Mesa
91 Rapid 640: San Ysidro to Santa Fe Depot
92 Rapid 688: San Ysidro to UTC
93 Rapid 880: El Cajon to UC San Diego
94 Local Route 89: Solana Beach to UTC
95 Local Route 195: 8th St Trolley to Plaza Bonita
96 Local Route 196: 8th St Trolley to Plaza Blvd
97 Local Route 984: Mira Mesa to Sorrento Valley
98 Express Route 993: Shelter Island to Convention Center
99 Express Route 121: Cross-Border Xpress to Iris Transit Center
100 Express Route 246: Rancho Bernardo to UC San Diego
101 Express Route 247: Escondido to UC San Diego
102 Circulator Route 985: UC San Diego Shuttle
103 Circulator Route 193: Iris Transit Center to San Ysidro High School
104 Circulator Route 449: Palomar College area
105 Circulator Route 647: Mission Valley Loop
106 Circulator Route 648: Mission Valley Loop
107 Circulator Route 649: Kearny Mesa Loop
108 Circulator Route 661: Otay Mesa Loop
109 Circulator Route 668: Kearny Mesa Loop
110 Circulator Route 675: Rancho Bernardo Business Park Loop
111 Circulator Route 715: Otay Ranch Loop
112 Circulator Route 716: Lower Otay Ranch Loop

See reverse for Additional Map Information | * Includes addition of truck climbing lane

Additional Map Information

Unmapped Projects

2025 Bike Network

Transit Frequency Enhancements

Transit Amenities & Transportation Investment Areas (WiFi, restrooms, security)

Existing Network

Unmapped Policies

Climate (includes Zero-Emission Vehicle Infrastructure)

Digital Equity

Fix it First

Habitat Conservation

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acroynms

ML = Managed Lane

NEV = Neighborhood Electric Vehicle

POE = Port of Entry

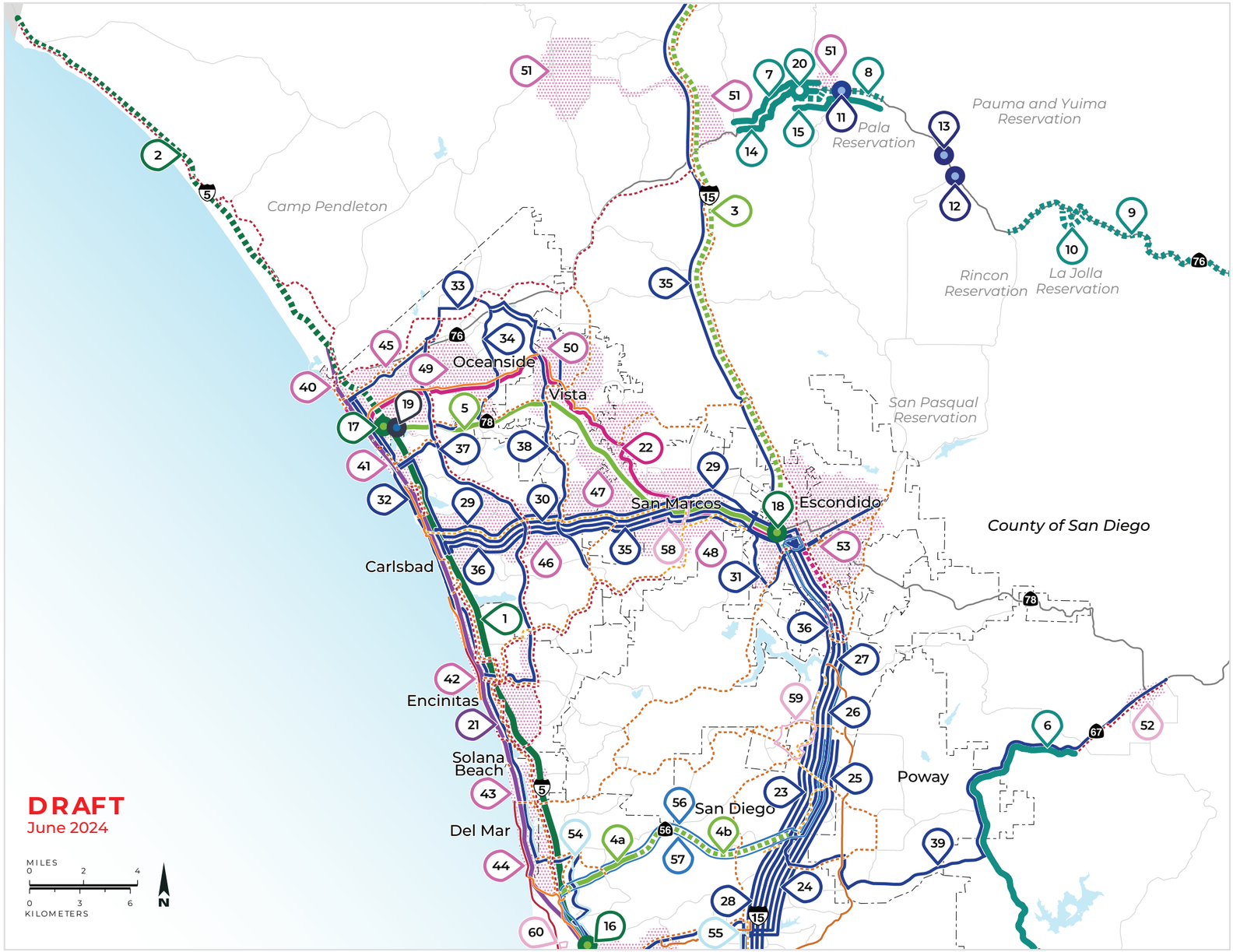
OME = Otay Mesa East

San Diego Region residents told us they needed ***safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.***

Recurring Feedback and Impact on the Concept

Across the region, people said they needed:	What we're considering (and much more, as seen on the map):
Local public transportation improvements to speed up short neighborhood trips as well as regional improvements to speed up commutes and other longer trips in the short-term.	Prioritizing transit projects that can be made a reality in the next decade; adding more Rapid regional bus routes and neighborhood circulator routes, along with increased service on local bus routes and projects to speed up trolley trips.
Improved public transit that's faster, more efficient, safe, and reliable.	Funding for better transit amenities such as bathrooms, lighting, shelter, WiFi, and security; as well as funding to increase how often transit comes and adding some expanded weekend and night service.
Highway improvements: adding lanes and finishing highway connectors or improving existing interchanges.	Setting aside key lanes and shoulders to move more people at once in multi-passenger vehicles; this will reduce traffic while supporting Rapid bus routes and carpooling on these highways .
A safe network of bikeways throughout the region.	Continuing to deliver key regional bikeway projects and expanding the bikeways across the region.
Pedestrian and cyclist paths that are protected when crossing highways and major streets to safely access key neighborhood destinations.	An active transportation network that includes connections crossing over highways and major streets that are safe for all ages and abilities.
Microtransit and shuttles for short trips and to connect people to public transit stops, especially for older adults and those that are transit dependent.	Adding more neighborhood shuttles and microtransit that can connect people to common destinations and transit stops.
Electric vehicle discounts and infrastructure.	Continuing to support electric vehicle infrastructure and programs to incentivize people buying electric vehicles.
Projects that improve air quality and reduce greenhouse gas emissions.	Prioritizing improvements to our transportation network that reduce pollution and emissions.
No regional road usage charge.	No regional road useage charge; other flexible funding sources are proposed.
Make transportation more accessible and affordable for people with disabilities, children and seniors, and for low-income households.	▸ Funding for transit amenities which can improve access for those with disabilities ▸ Continued funding for free youth transit and studying expanded transit discounts
Better connections between different types of transportation.	Planning ways to create seamless connections between transportation modes such as safer biking and walking paths, shuttles and microtransit, secure parking, and e-charging stations
Safer roads and more transit options in rural, unincorporated communities, and especially providing emergency evacuation solutions.	▸ Exploring shoulder widening, reducing road curves, and technology solutions to improve travel and enhance safety in emergencies ▸ Planning further improvements to rural transit routes; new opportunities for community-based microtransit services

Initial Concept for the Draft 2025 Regional Plan: North County



1 I-5 Managed Lanes: I-805 to SR 78

2 I-5 Managed Lanes: SR 78 to County Line

3 I-15 Managed Lanes: SR 78 to County Line

4a-b SR 56 Managed Lanes: I-5 to I-15

5 SR 78 Managed Lanes: I-5 to I-15

6 SR 67 Improvements: Mapleview St to Dye Rd

7 SR 76 Straightening: Rice Canyon Rd to Pala Reservation

8 SR 76 Shoulder Widening for Adding Bike Lanes: West Reservation Boundary to East Reservation Boundary

9 SR 76 Improvements: SR 79 to Valley Center Rd

10 SR 76 Straightening: Harolds Rd to Pauma Rancho

11 SR 76 Intersection Improvements: SR 76 to Pala Mission Rd

12 SR 76 Intersection Improvements: SR 76 to Cole Grade Rd

13 SR 76 Intersection Improvement: SR 76 to Pauma Reservation Rd

14 SR 76 Improvements: Pala Casino to Rice Canyon Rd

15 SR 76 Safety: Shoulder Widening

16 I-5/I-805 ML Connector

17 I-5/SR 78 ML Connector

18 I-15/SR 78 ML Connector

19 I-5/SR 78 Interchange/ Arterial Improvements

20 SR 76 Safety: Dynamic Messaging Sign

21 LOSSAN Improvements

22 SPRINTER Improvements

23 Rapid 235: Escondido to Downtown

24 Rapid 237: UC San Diego to Rancho Bernardo

25 Rapid 238: UC San Diego to Rancho Bernardo

26 Rapid 265: Otay to Escondido

27 Rapid 280: Downtown San Diego to Escondido

28 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station

29 Rapid 440: Carlsbad to Escondido Transit Center

30 Rapid 450: Oceanside to Escondido

31 Rapid 471: Downtown Escondido to East Escondido

32 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego

33 Rapid 474: Oceanside to Vista

34 Rapid 477: Carlsbad Village to SR 76

35 Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poinstettia Station

36 Rapid 484: Carlsbad to Kearny Mesa

37 Rapid 485: Oceanside to Encinitas

38 Rapid 486: Oceanside to Carlsbad/ San Marcos

39 Rapid 277: Ramona to Sabre Springs Transit Station

40 NEV Service Area: Oceanside

41 NEV Service Area: Carlsbad Village

42 NEV Service Area: Encinitas

43 NEV Service Area: Solana Beach

44 NEV Service Area: Del Mar

45 Microtransit: Oceanside Eastern Core

46 Microtransit: Carlsbad Poinsettia

47 Microtransit: Buena Creek

48 Microtransit: San Marcos

49 Microtransit: Oceanside El Corazon

50 Microtransit: Vista

51 Microtransit: Fallbrook-Pala

52 Microtransit: Ramona

53 Microtransit: Escondido

54 Local Route 89: Solana Beach to UTC

55 Local Route 984: Mira Mesa to Sorrento Valley

56 Express Route 246: Rancho Bernardo to UC San Diego

57 Express Route 247: Escondido to UC San Diego

58 Circulator Route 449: Palomar College area

59 Circulator Route 675: Rancho Bernardo Business Park Loop

60 Circulator Route 985: UC San Diego Shuttle

Projects Outside Map Extent

Borrego Springs Microtransit

By 2035	2036-2050
Regional Rail	
Light Rail	
Next Gen Rapid	
Express Bus	
Local Bus	
Circulator	
4 Managed Lanes	
2 Managed Lanes	

By 2035	2036-2050
Managed Lanes Connector	
Interchange/Arterial Operational Improvements	
Intersection Improvements	
Rural Corridor Improvements	
Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)	

By 2035	2036-2050
On-Street Bikeway	
Off-Street Bikeway	
On-Street & Off-Street Bikeway	

See reverse for detailed Managed Lanes Key and Additional Map Information

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: I-805 to SR 78	X	
2	I-5 Managed Lanes: SR 78 to County Line	X	X
3	I-15 Managed Lanes: SR 78 to County Line	X	
4a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
4b	SR 56 Managed Lanes: Carmel Valley Rd to I-15		X
5	SR 78 Managed Lanes: I-5 to I-15		X

DRAFT

Unlisted Projects

2025 Bike Network

Unmapped Projects

Transit Frequency Enhancements

Transit Amenities & Transportation Investment Areas (WiFi, restrooms, security)

Existing Network

Unmapped Policies

Climate (includes Zero-Emission Vehicle Infrastructure)

Digital Equity

Fix it First

Habitat Conservation

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acroynms

ML = Managed Lane

NEV = Neighborhood Electric Vehicle

POE = Port of Entry

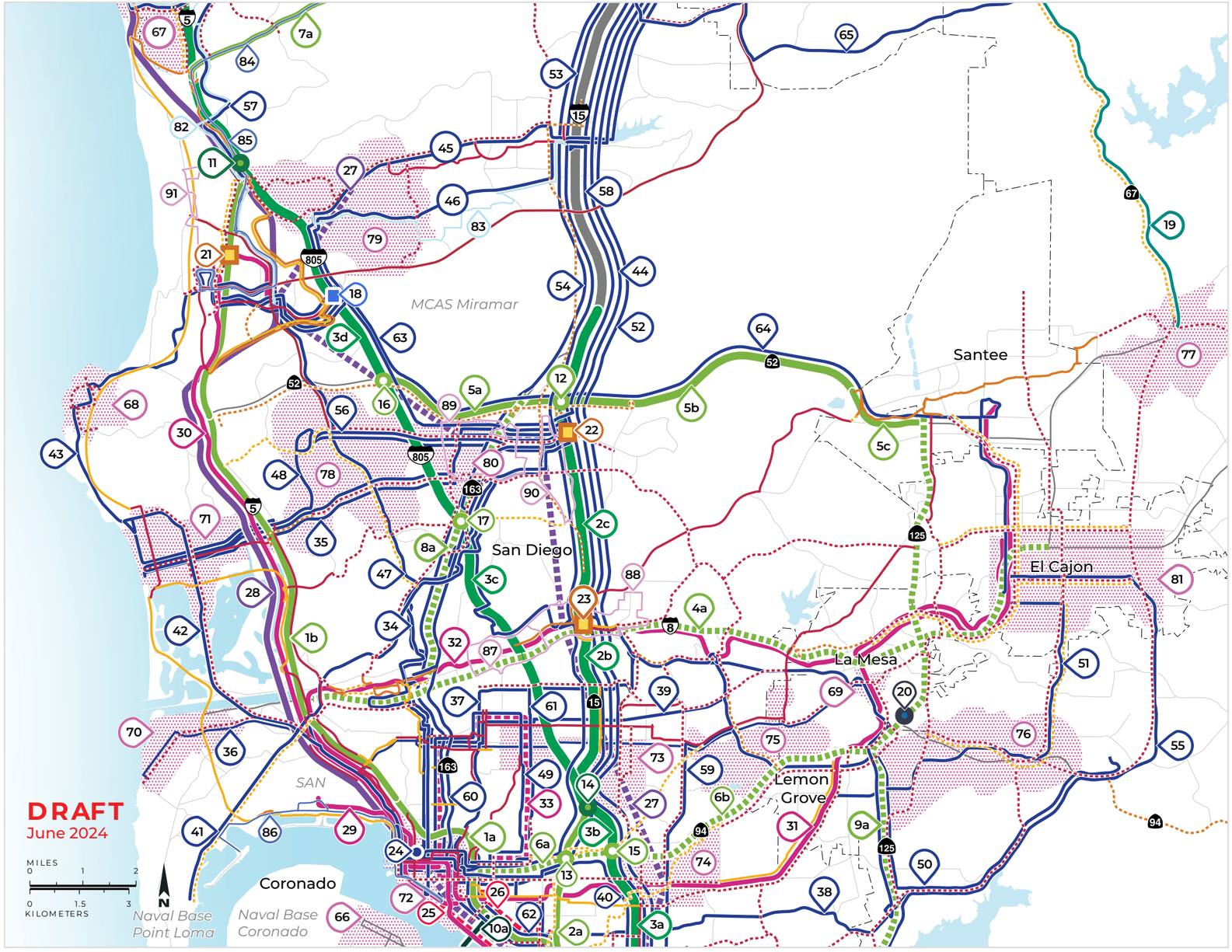
OME = Otay Mesa East

North County residents told us they needed *better traffic flow on SR 78, SR 76, and I-15, more frequent COASTER and SPRINTER service with expanded night and weekend hours, safer walking and biking routes, shuttle and microtransit services to connect to transit stations, and connections to Palomar Airport and Riverside County.*

Recurring Feedback and Impact on the Concept

In North County, people said they needed:	What we're considering (and much more):
▸ Better traffic flow on highways: especially the SR 78, SR 76 and I-15 ▸ Safer/easier connector between I-5 and SR 78	▸ Managed lanes on the SR 78 and managed lane connectors between the SR 78 and I-5 and I-15 ▸ Straightening out SR 76 from Rice Canyon to the Pala Reservation, Harolds Rd to Pauma Rancho, adding intersection improvements in three places, and widening the shoulder for emergencies ▸ Connector between I-5 and SR 78
Better public transit service: ▸ COASTER, SPRINTER, and buses that come more often and that can make faster trips ▸ More service at night and on weekends ▸ Expanded transit or microtransit access for communities where routes don't currently go such as San Elijo Hills, Rancho Santa Fe, Fallbrook ▸ Connection to Riverside County ▸ Access to Palomar Airport	▸ Improving the SPRINTER and COASTER routes by increasing frequency, making rail improvements to speed up trip times, and adding more evening and weekend service ▸ More Rapid routes, including one from Otay to Escondido and another connecting Carlsbad and San Marcos to Riverside County
Better transit, shuttle and microtransit options to make it easier to access COASTER and SPRINTER stations and community destinations.	Twelve shuttle or microtransit service areas which will increase access to common local destinations, including transit stops; includes service area providing access to Palomar Airport.
▸ Safer walking and biking routes, either improving existing routes or expanding the network ▸ Protected bike lanes on major roads to connect to the coast	▸ Upgrading existing bike routes or adding new ones across the region with separated bikeways on high-speed roads ▸ Bike trails with coastal access, along with other east to west bikeway connections

Initial Concept for the Draft 2025 Regional Plan: Central & East County



By 2035		2036-2050
	Regional Rail	
	Light Rail	
	Next Gen Rapid	
	Express Bus	
	Local Bus	
	Circulator	
	4 Managed Lanes	
	2 Managed Lanes	
	1 Reversible Managed Lane	

By 2035		2036-2050
	Managed Lanes Connector	
	Direct Access Ramp (DAR)	
	Interchange/Arterial Operational Improvements	
	Rural Corridor Improvements	
	Downtown Bus Layover	
	Transit Operational Improvement	

By 2035		2036-2050
	On-Street Bikeway	
	Off-Street Bikeway	
	On-Street & Off-Street Bikeway	
	Goods Movement	
	Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)	

1a-b I-5 Managed Lanes
2a-c I-15 Managed Lanes
3a-d I-805 Managed Lanes
4a I-8 Managed Lanes
5a-c SR 52 Managed Lanes*
6a-b SR 94 Managed Lanes
7a SR 56 Managed Lanes
8a SR 163 Managed Lanes
9a SR 125 Managed Lanes
10a SR 75 Coronado Bridge Reversible Managed Lane
11 I-5/I-805 ML Connector
12 I-15/SR 52 ML Connectors
13 I-15/SR 94 ML Connector
14 I-15/I-805 ML Connector
15 SR 94/I-805 ML Connector
16 I-805/SR 52 ML Connector
17 I-805/SR 163 ML Connector
18 I-805 @ Nobel Dr Transit Operational Improvement
19 SR 67 Improvements: Mapleview St to Dye Rd
20 SR 125/SR 94 Interchange/ Arterial Improvements
21 I-5 @ Voigt DAR
22 I-15 @ Clairemont Mesa Blvd DAR
23 I-15 @ SDSU West DAR
24 Downtown Bus Layover
25 Harbor Dr Multimodal Corridor Improvements
26 I-5 Working Waterfront Access
27 Purple Line
28 LOSSAN Improvements
29 Airport Transit Connection
30 Blue Line Improvements
31 Orange Line Improvements
32 Green Line Improvements
33 Balboa Park Perimeter Streetcar
34 Rapid 120: Kearny Mesa to Downtown
35 Rapid 207: Pacific Beach to Kearny Mesa
36 Rapid 210: La Mesa to Ocean Beach
37 Rapid 211: SDSU to Downtown
38 Rapid 212: Spring Valley to Downtown
39 Rapid 215: SDSU to Downtown
40 Rapid 225: South Bay Rapid
41 Rapid 228: Point Loma to Kearny Mesa
42 Rapid 229: Downtown to Pacific Beach
43 Rapid 230: Balboa Station to UTC
44 Rapid 235: Escondido to Downtown
45 Rapid 237: UC San Diego to Rancho Bernardo
46 Rapid 238: UC San Diego to Rancho Bernardo
47 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
48 Rapid 243: Pacific Beach to Kearny Mesa
49 Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
50 Rapid 256: SDSU to Rancho SD/Cuyamaca College
51 Rapid 259: El Cajon Transit Center to Lemon Grove Depot
52 Rapid 265: Otay to Escondido
53 Rapid 280: Downtown San Diego to Escondido
54 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
55 Rapid 292: El Cajon to Otay Mesa
56 Rapid 295: South Bay to Clairemont
57 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
58 Rapid 484: Carlsbad to Kearny Mesa
59 Rapid 625: SDSU to Palomar Station
60 Rapid 630: Iris Trolley/Palomar to Kearny Mesa
61 Rapid 637: North Park to 32nd St Trolley Station
62 Rapid 640: San Ysidro to Santa Fe Depot
63 Rapid 688: San Ysidro to UTC
64 Rapid 880: El Cajon to UC San Diego
65 Rapid 277: Ramona to Sabre Springs Transit Station
66 NEV Service Area: Coronado
67 NEV Service Area: Del Mar
68 NEV Service Area: La Jolla
69 NEV Service Area: La Mesa
70 NEV Service Area: Ocean Beach
71 NEV Service Area: Pacific Beach
72 NEV Service Area: Downtown/Little Italy
73 NEV Service Area: City Heights/North Park
74 Microtransit: Southeast San Diego
75 Microtransit: Eastern San Diego
76 Microtransit: Casa De Oro
77 Microtransit: Lakeside
78 Microtransit: Clairemont Mesa
79 Microtransit: Sorrento Valley
80 Microtransit: Kearny Mesa Convoy
81 Microtransit: El Cajon
82 Local Route 89: Solana Beach to UTC
83 Local Route 984: Mira Mesa to Sorrento Valley
84 Express Route 246: Rancho Bernardo to UC San Diego
85 Express Route 247: Escondido to UC San Diego
86 Express Route 993: Shelter Island to Convention Center
87 Circulator Route 647: Mission Valley Loop
88 Circulator Route 648: Mission Valley Loop
89 Circulator Route 649: Kearny Mesa Loop
90 Circulator Route 668: Kearny Mesa Loop
91 Circulator Route 985: UC San Diego Shuttle

Projects Outside Map Extent

Microtransit: Alpine

See reverse for detailed Managed Lanes Key and Additional Map Information | * Includes addition of truck climbing lane

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 905 to Pacific Highway	X	
1b	I-5 Managed Lanes: Pacific Highway to I-805	X	
2a	SR 15 Managed Lanes: I-5 to I-805		X
2b	SR 15 Managed Lanes: I-805 to I-8	X	
2c	I-15 Managed Lanes: I-8 to SR-163	X	X
3a	I-805 Managed Lanes: Palomar St to SR 94	X	
3b	I-805 Managed Lanes: SR 94 to I-8	X	X
3c	I-805 Managed Lanes: I-8 to SR 52	X	X
3d	I-805 Managed Lanes: SR 52 to I-5	X	
4a	I-8 Managed Lanes: I-5 to SR 67	X	
5a	SR 52 Managed Lanes: I-805 to I-15	X	
5b	SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
5c	SR 52 Managed Lanes: Mast Blvd to SR 125		X
6a	SR 94 Managed Lanes: I-5 to I-15	X	
6b	SR 94 Managed Lanes: I-15 to SR-125	X	
7a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
8a	SR 163 Managed Lanes: I-8 to SR-52	X	
9a	SR 125 Managed Lanes: SR 54 to SR 52	X	
10a	SR 75 Coronado Bridge Reversible Managed Lane	X	

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Unlisted Projects

2025 Bike Network

Unmapped Projects

Transit Frequency Enhancements

Transit Amenities & Transportation Investment Areas (WiFi, restrooms, security)

Existing Network

Unmapped Policies

Climate (includes Zero-Emission Vehicle Infrastructure)

Digital Equity

Fix it First

Habitat Conservation

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acroynms

DAR = Direct Access Ramp

ML = Managed Lane

NEV = Neighborhood Electric Vehicle

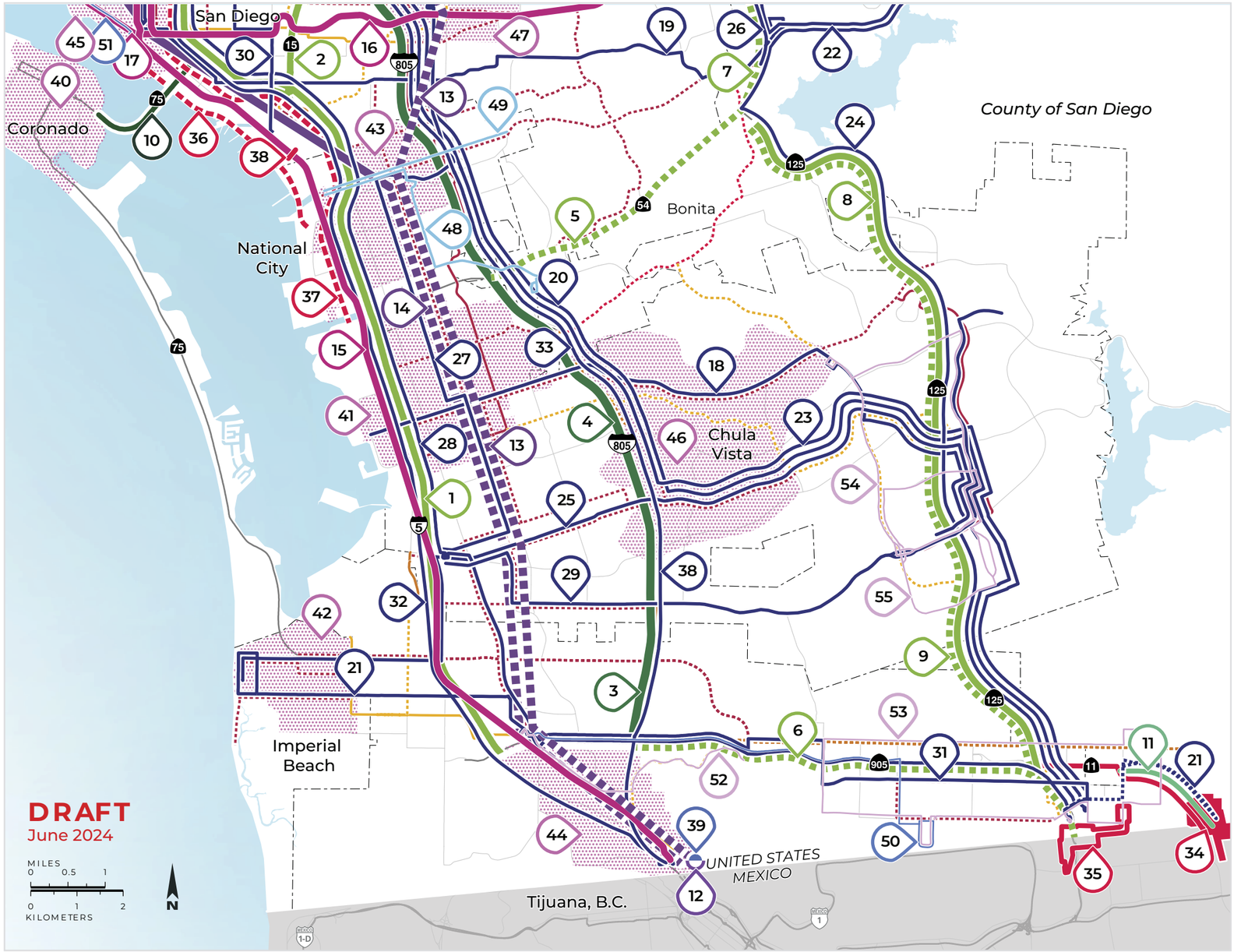
Central & East County residents told us they needed ***improved traffic flow on SR 52, I-8, and SR 67, the completed SR 94/SR 125 connector, faster connections to job centers, beaches, the airport, more frequent transit connections with expanded night and weekend hours, and safer walking and biking routes.***

Recurring Feedback and Impact on the Concept

In San Diego, people said they needed:	What we're considering (and much more):
Better public transit including: ▸ Expanded routes and more frequent service, including later evening and more weekend hours ▸ Faster connections east to west including beach access, and east of the I-15 ▸ More connections to job centers, beaches, and major landmarks ▸ Faster transit to the airport ▸ Faster trips through high-traffic areas ▸ More bus lanes on major streets ▸ Transit station amenities like shade and lighting	▸ More Rapid buses and trolley improvements ▸ More frequent service and expanded night and weekend hours ▸ Routes maximize access to jobs and high-traffic destinations
Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking	Twelve microtransit and/or shuttle service areas; parking district funds will partially fund shuttle service in those areas
Better traffic flow on and between highways including: ▸ Smoother connections to the SR 52 ▸ I-5 and I-8	▸ Managed lanes and truck climbing lane on SR 52, and connecting the I-15 and SR 52 managed lanes ▸ Converting existing lanes to managed lanes on I-8 ▸ Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 56, 163, and part of the 125
More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including: ▸ Between Point Loma and the Marina along the coast ▸ Around SDSU ▸ Routes that go over a freeway such as I-5 ▸ Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old Town ▸ Better connections from the I-15 bikeway over I-8	Our Regional Bike Network includes existing bikeway improvements, additions, or finishing routes addressing all of these location-specific concerns. For more information, visit **the interactive map** on our website.
More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers).	Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.

In East County, people said they needed:	What we're considering (and much more):
To improve highways by: ▸ Finishing the SR 94 and SR 125 connector project ▸ Helping traffic flow on State Routes 52 and 67	▸ Improving the SR 94/125 connector ▸ Managed lanes and a truck climbing lane on SR 52 and connecting managed lanes between I-15 and SR 52 ▸ Widening the shoulder for emergency purposes on SR 67
Public transportation improvements: ▸ More Rapid transit and transit options for Cuyamaca College and La Presa ▸ Transit that comes more often and for extended hours in the evening	▸ More Rapid buses including routes 256: SDSU to Rancho SD/Cuyamaca College; and 292, El Cajon to Otay Mesa via La Presa ▸ Next Gen Rapid bus routes may include infrastructure and technology to speed up trips ▸ Green and Orange Line trolley improvements ▸ More transit frequency and evening hours
Microtransit and shuttles: ▸ Connecting suburban East County to transit stops ▸ Service from unincorporated communities to San Diego	Shuttles and microtransit in El Cajon, La Mesa, and in several unincorporated communities in the County.
▸ Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roads ▸ More bike routes east to west	Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.

Initial Concept for the Draft 2025 Regional Plan: South County



1 I-5 Managed Lanes: SR 905 to Pacific Hwy
2 I-15 Managed Lanes: I-5 to I-805
3 I-805 Managed Lanes: SR 905 to Palomar St
4 I-805 Managed Lanes: Palomar St to SR 94
5 SR 54 Managed Lanes: I-805 to SR 125
6 SR 905 Managed Lanes: I-805 to Otay Mesa East Port of Entry
7 SR 125 Managed Lanes: SR 54 to I-8
8 SR 125 Managed Lanes: transition toll road to a fully managed facility from SR 905 to SR 54
9 SR 125 Managed Lanes: transition to a combination of general-purpose and managed lanes from SR 905 to SR 54
10 SR 75 Coronado Bridge Reversible Managed Lane
11 SR 11 Roadway Connection to Otay Mesa East POE
12 U.S.-Mexico Border Transit Connection
13 Purple Line
14 LOSSAN Improvements
15 Blue Line Improvements
16 Orange Line Improvements
17 Green Line Improvements
18 Rapid 209: H St Trolley Station to Millennia
19 Rapid 212: Spring Valley to Downtown
20 Rapid 225: South Bay Rapid
21 Rapid 227: Otay Mesa East POE to Imperial Beach via 905
22 Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College
23 Rapid 265: Otay to Escondido
24 Rapid 292: El Cajon to Otay Mesa
25 Rapid 293: Imperial Beach to Otay Ranch
26 Rapid 295: South Bay to Clairemont
27 Rapid 625: SDSU to Palomar Station
28 Rapid 630: Iris Trolley/Palomar to Kearny Mesa
29 Rapid 635: Eastlake to Palomar Trolley
30 Rapid 637: North Park to 32nd St Trolley Station
31 Rapid 638: Iris Trolley to Otay Mesa
32 Rapid 640: San Ysidro to Santa Fe Depot
33 Rapid 688: San Ysidro to UTC via 805
34 Otay Mesa East POE
35 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility
36 Harbor Dr Multimodal Corridor Improvements
37 I-5 Working Waterfront Access
38 Vesta Bridge: Phase 1
39 San Ysidro Mobility Hub
40 NEV Service Area: Coronado
41 NEV Service Area: Downtown Chula Vista
42 NEV Service Area: Imperial Beach
43 NEV Service Area: National City
44 NEV Service Area: San Ysidro/ U.S.-Mexico Border
45 NEV Service Area: Downtown/Little Italy
46 Microtransit: Central Chula Vista
47 Microtransit: Southeast San Diego
48 Local Route 195: 8th St Trolley to Plaza Bonita
49 Local Route 196: 8th St Trolley to Plaza Blvd
50 Express Route 121: Cross-Border Xpress to Iris Transit Center
51 Express Route 993: Shelter Island to Convention Center
52 Circulator Route 193: Iris Transit Center to San Ysidro High Schoool
53 Circulator Route 661: Otay Mesa Loop
54 Circulator Route 715: Otay Ranch Loop
55 Circulator Route 716: Lower Otay Ranch Loop

By 2035	2036-2050
Regional Rail	
Light Rail	
Next Gen Rapid	
Express Bus	
Local Bus	
Circulator	
4 Managed Lanes	
2 Managed Lanes	

By 2035	2036-2050
1 Reversible Managed Lane	
Freeway Connection to OME POE	
Managed Lanes Connector	
Goods Movement	
U.S.-Mexico Border Transit Connection	
Mobility Hub	

By 2035	2036-2050
On-Street Bikeway	
Off-Street Bikeway	
On-Street & Off-Street Bikeway	
Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)	

* See reverse for detailed Managed Lanes Key

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: SR 905 to Pacific Highway	X	
2	I-15 Managed Lanes: I-5 to I-805		X
3	I-805 Managed Lanes: SR 905 to Palomar St	X	X
4	I-805 Managed Lanes: Palomar St to SR 94	X	
5	SR 54 Managed Lanes: I-805 to SR 125	X	
6	SR 905 Managed Lanes: I-805 to Otay Mesa East Port of Entry	X	
7	SR 125 Managed Lanes: SR 54 to I-8	X	
8	SR 125 Managed Lanes: transition toll road to a fully managed facility from SR 905 to SR 54	X	
9	SR 125 Managed Lanes: transition to a combination of general-purpose and managed lanes from SR 905 to SR 54	X	X
10	SR 75 Coronado Bridge Reversible Managed Lane	X	

Unlisted Projects

2025 Bike Network

Unmapped Projects

Transit Frequency Enhancements

Transit Amenities & Transportation Investment Areas (WiFi, restrooms, security)

Existing Network

Unmapped Policies

Climate (includes Zero-Emission Vehicle Infrastructure)

Digital Equity

Fix it First

Habitat Conservation

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acroynms

ML = Managed Lane

NEV = Neighborhood Electric Vehicle

POE = Port of Entry

OME = Otay Mesa East

DRAFT

South County residents told us they needed

faster, more direct transit access to and from the border and CBX, more transit routes to major destinations and housing, faster access to the airport, more protected bike and pedestrian routes, and to remove the toll on SR 125.

Recurring Feedback and Impact on the Concept

In South County, people said they needed:	What we're considering (and much more):
▸ Better and faster transit options coming from the border, including a rail connection directly at the border ▸ Expanded network of transit with service to major destinations such as job centers, shopping areas, event venues, and schools	▸ Adding more Rapid routes and eventually a COASTER connection to the border and improvements to the Blue Line; San Ysidro Transit Center improvements and surrounding connections; exploring options for additional border transit ▸ Managed lanes with bus priority on various south-to-north highways ▸ Purple Line transit route from the border to Sorrento Valley via City Heights and Kearny Mesa
More transit routes to reach housing developments in areas isolated from transit and microtransit service for shorter trips.	Six new microtransit or shuttle service areas in Southeast San Diego, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, and San Ysidro.
More transit access to the Cross Border Express (CBX).	Express bus from Iris Ave trolley station to CBX and a bus route between Otay Mesa and CBX.
Faster transit access to San Diego International Airport from South County.	Adding an airport transit connection based on potential concepts currently being studied.
More protected bike lanes, pedestrian walkways, and signals overall, and specifically: ▸ Connections to parks, transit stations, malls, and other commercial areas ▸ Connections from communities near Sweetwater reservoir to central Chula Vista	▸ Improving and expanding separated bikeways on high-speed roads across the region, including intersection improvements such as bike signals ▸ On street, protected bikeways to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista
To remove the toll on SR 125.	By 2035, changing the SR 125 toll road to a fully managed facility (use of lanes may vary depending on demand). By 2050, add lanes and change to a regular highway with a mix of free and managed lanes.

Proposed Policies and Programs Summary

The policies and programs in the Regional Plan are significant contributors to meeting our requirements for air quality and reducing greenhouse gas emissions, as well as advancing our goals for equity, safety, and healthy communities. These strategies maximize the benefits of the region's investments in transportation infrastructure. They can also serve as the foundation for mitigation measures in the Environmental Impact Report for the Regional Plan.

The policies and programs that make up the initial concept for the draft 2025 Regional Plan fall under the categories below:

- **Climate** programs address climate impacts through mitigation and adaptation efforts including regional clean transportation programs, climate action planning, and resilience planning. This includes incentive programs for zero emission vehicles and charging infrastructure.
- **Digital Equity** programs expand affordable and reliable internet service and improve digital literacy. Technology and connectivity also are an important part of how we manage the transportation system.
- **Fix it First** invests in the maintenance and rehabilitation of existing transportation infrastructure to provide a system that is resilient to natural disasters and safe and reliable for all users.
- **Habitat conservation** protects and preserves the region's wealth of open space and natural resources and serves as mitigation for our regional transportation projects.
- **Health** policies identify measures that reduce the health impacts caused by the transportation sector, especially in the region's most affected communities.
- **Housing and Land Use** programs encourage locating more housing near jobs and activity centers and in transit-rich parts of the region. This includes grant funding for local projects and technical assistance to accelerate housing production and smart growth.
- **Pricing Strategies** refer to the cost of using various components of the transportation system. This includes providing subsidized transit (specifically, continuing the Youth Opportunity Pass and providing a discount for other fares), charging for parking in select locations, allowing carpool drivers to drive free in an Express Lane, adding fees for certain ride-hailing or delivery services, or paying to drive in an Express Lane to pass traffic.
- **Transportation Demand Management** programs provide regional vanpool incentives, bike education services, a guaranteed ride home program, support for employers to implement customized commuter benefit programs, and secure bicycle parking to support commuters with traveling to/from work using an alternative to driving alone.
- **Transportation Technology and Operational Improvements** help to make the transportation system reliable and convenient**.** Proactive coordination of transportation technologies improves travel times, decreases fuel consumption and emissions, and enhances safety. This includes connected vehicle infrastructure, dynamic operations of Managed Lanes, a connected network of smart intersections, and advanced traveler information systems.
- **Vision Zero** strategies improve safety for all modes of transportation with the goal of eliminating traffic-related deaths and serious injuries.

The policies and programs identified in previous Regional Plans have brought many tangible benefits to the region, including the Youth Opportunity Pass, nearly 400 vanpools, a Smart Growth Incentive program that has distributed nearly $60 million in funds to local jurisdictions, an environmental mitigation program that has preserved 9,195 acres of sensitive land, 990 electric vehicle chargers through the region's California Electric Vehicle Infrastructure Project (CALeVIP), expanded access to broadband, and more.

DRAFT

2025 Regional Plan

Modeling the Initial Concept

Joint Session Mobility and Sustainable Communities Working Groups
Item 2
Bhargava Sana, Manager of Regional Models
Tuere Fa'aola, Deputy Director of Sustainable Communities Antoinette Meier, Senior Director of Regional Planning August 8, 2024

What is a Regional Plan?

A guide to improve the ways we get around

- Prepares for how the region will grow and transportation needs over the next 20+ years
- Developed **every 4 years**
- Has to meet federal and state **requirements**
- Uses the **latest data** and planning **assumptions**
- Includes **projects, policies, programs** and a **financial plan**

Major Requirements

Equity

Air Quality

Greenhouse Gas Emissions

The Region's Initial Concept of the 2025 Plan

- 7 Board of Directors Workshops
- 8 Community Workshops
- 5 Joint Workshops with PACs/WGs
- 45 pop-up events by CBO partners in social equity-focus communities
- More than 2,000 comments online
- More than 8,000 unique visits to website
- Online engagement regionwide

Feedback

Improve our Highways

Transit isn't convenient needs to be faster and more frequent

School connections

Improve rural transportation services

Microtransit needed to reach neighborhood destinations

Expand transit more places

Problems connecting between different types of transportation

Biking and walking safety issues

Initial Concept Update

Regional Transportation Improvements

SCS Scenario 1

- Looks similar to Series 15 Regional Growth Forecast
- Each city and the County's buildout estimate to meet the state's housing targets
- Uses most recent planning assumptions; aligned with general plan land uses that jurisdictions decided

Policies and Programs

Pricing Strategies

Climate

Housing and Land Use

Transportation Technology

Transportation Demand Management

Policies and Programs

Vision Zero

Digital Equity

Habitat Conservation

Fix it First

Health

Calculating If Our Concept Will Meet the Requirements

Initial Concept Network

Sustainable Communities Strategy (SCS) Land Use Scenario

Policies and Programs

CARB SB375 Tech Memo Coordination

inputs

SANDAG Activity-Based Model (ABM)

outputs

Emission Factors (EMFAC CARB tool)

State Requirement SB 375

19% Reduction Reached

Federal Requirement

Air Quality Conformity

What is an Activity-Based Model?

How Does the ABM Work?

Inputs

- Land-Use Scenario
  - Socio-demographic attributes
  - Land-use and economic attributes
- Networks
  - Highway, Transit and Active Transportation
  - Travel times and costs

SANDAG Activity-Based Model (ABM)

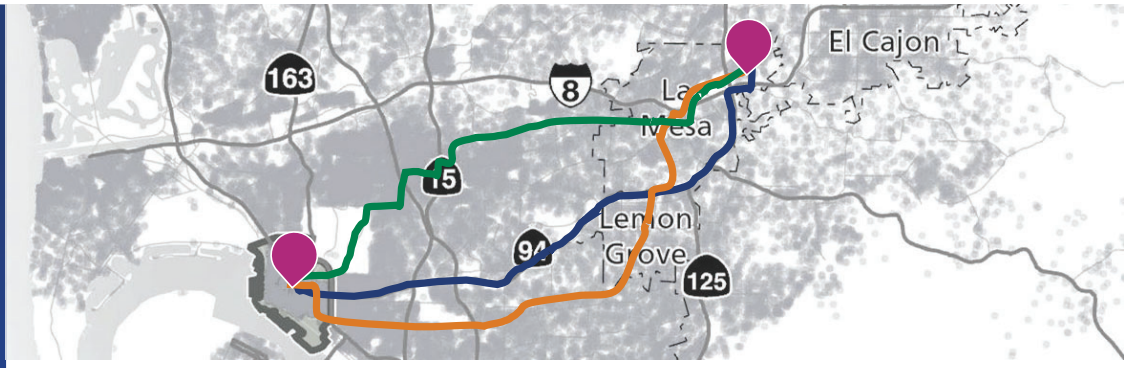
Outputs

- Vehicle miles traveled
- Trips
- Mode of travel
- Traffic volumes
- Traffic congestion
- Transit ridership

ABM Example

"Lisa"

- 50 years old
- Lives in La Mesa
- Married
- Son (12 years old)
- Works downtown
- 2 car family
- Moderately high income



25 min
$2 fuel & maintenance
$8 parking
97.2%

- Added freeway capacity?
- Increased parking costs?
- Vehicle was AV?

50 min
$2.50 fare
2.7%

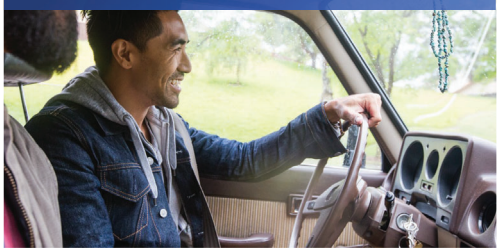
- Increased travel speed?
- Decreased transit fares?
- Increase how often transit comes?

1 hour
free
0.1%

- Added Separated Bike Facilities?
- E-bikes?

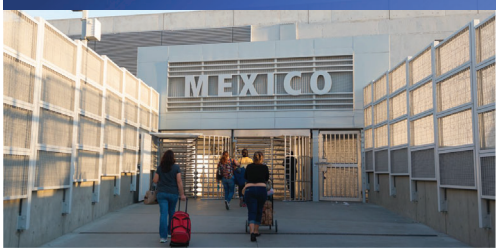
Types of Travelers in San Diego

Residents



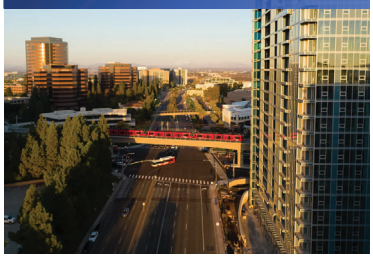
Visitors

Border Crossers



Air Passengers

Interregional Trips



Commercial Vehicles

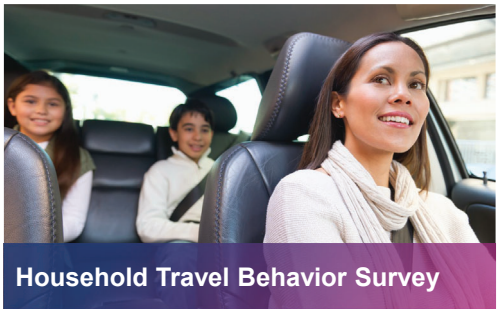
External Heavy Trucks

Collecting Data Not Available Elsewhere

Parking Survey

Commercial Vehicle Survey

Telecommute Survey


Household Travel Behavior Survey

On-Board Transit Survey

Cross-Border Travel Survey

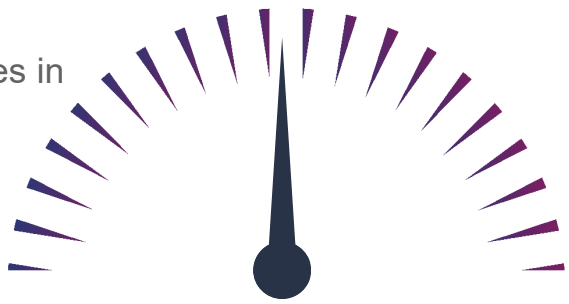
What reduces emissions and how often people drive alone?

Less Driving
(Less VMT and emissions)

- Increasing how often transit comes
- Increasing transit speeds
- Increasing parking costs
- Decreasing transit costs*
- Creating denser communities in urban centers with common destinations near transit

More Driving
(More VMT and emissions)

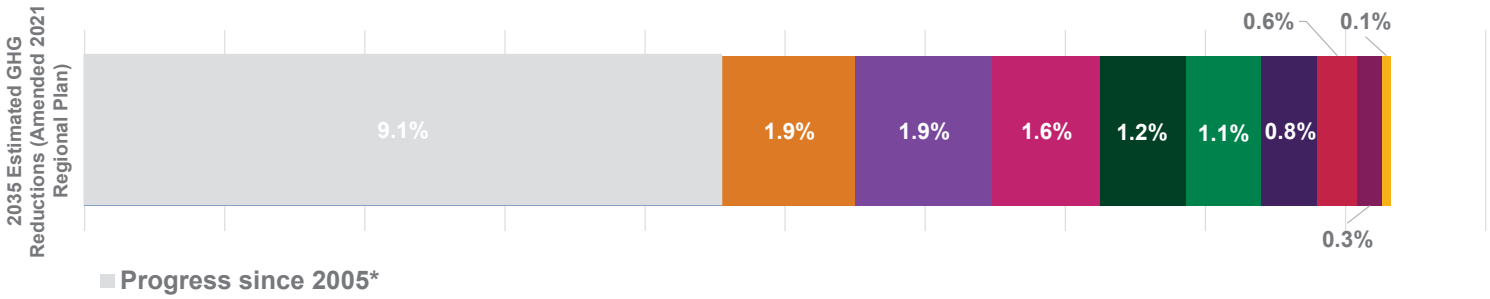
- Adding highway lanes
- Expanding development away from urban centers



Amended 2021 Regional Plan

What strategies did we use to meet our emission reduction targets?

GHG Reduction Target: 19% GHG Reductions: 18.6%



*Projects, services, and policies

Calculating If We'll Meet Our Air Quality Targets

ABM outputs

- Vehicle miles traveled (VMT) of all vehicle classes (including trucks) by speed bin

Emission Factors
(EMFAC)

- Vehicle fleet assumptions **(light/heavy duty, fuel-type, etc.)**
- Emission rates by vehicle type for pollutants **(e.g., CO2, NOx, PM)**

Air Quality Conformity

Federal Requirement
(2026, 2029, 2032, 2040, 2050)

- Targets are by year and pollutant **(e.g. 15.9 tons/day NOx in 2029)**

Next Steps

Continuing initial modeling
Air quality and social equity requirements

Modeling regional performance measures against goals
Convenient, equitable, healthy, and safe

Final preferred scenario
With costs and funding

Develop Draft Regional Plan
Release Spring 2025

Begin Draft Environmental Impact Report (EIR)
Release Summer 2025

Final Regional Plan and EIR
Late 2025

Coordinate with CARB on next SCS target setting
Summer 2024 to Spring 2026

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