



**REGIONAL PLANNING AND  
TRANSPORTATION COMMITTEES**

**JUNE 2, 2017**

**ACTION REQUESTED – INFORMATION**

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**SAN DIEGO FORWARD: THE REGIONAL PLAN:  
PROGRESS ON IMPLEMENTATION ACTIONS**

File Number 3100400

**Introduction**

On October 9, 2015, the Board of Directors adopted San Diego Forward: The Regional Plan. In accordance with Senate Bill 375 (Steinberg, 2008), the Regional Plan and its Sustainable Communities Strategy demonstrate how development patterns and the transportation network, policies, and programs will work together to achieve the greenhouse gas emission reduction targets set by the California Air Resources Board for cars and light trucks, and provide a more sustainable future for the region.

The Regional Plan includes implementation actions to achieve its vision, goals, and policy objectives. The Regional Plan includes 12 near-term actions, which are intended to be completed prior to the adoption of the next Regional Plan in 2019; and 28 continuing actions to support the longer-term implementation of Regional Plan projects and programs.

**Discussion**

Since the Regional Plan adoption, progress continues on its implementation actions and this report summarizes that progress. Previously, a report on Regional Plan implementation was brought to the Regional Planning and Transportation Committees in June 2016. The list of all the near-term actions and current progress on those actions, not necessarily in order of priority, is included as Attachment 1. Additionally, progress made on several selected continuing actions is included as Attachment 2. This information also is posted on the Implementation Actions page of the San Diego Forward website at: [www.sdfoward.com/actions](http://www.sdfoward.com/actions).

**Next Steps**

Staff will continue to provide updates on progress toward the implementation of both near-term and continuing actions to the Regional Planning and Transportation Committees. The website will be updated periodically to reflect new information or to report on key milestones reached. Information collected will be used for the Regional Plan Performance Monitoring Report, which is anticipated in 2018.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

- Attachments:
1. Status of Near-Term Actions: Progress since the Adoption of San Diego Forward: The Regional Plan
  2. Status of Select Continuing Actions: Progress since the Adoption of San Diego Forward: The Regional Plan

Key Staff Contact: Phil Trom, (619) 699-7330, [phil.trom@sandag.org](mailto:phil.trom@sandag.org)

**Status of Near-Term Actions:  
Progress since the Adoption of San Diego Forward: The Regional Plan**

#	Near-Term Actions	Status
1	Implement the Regional Transportation Improvement Program (RTIP)	<p>SANDAG is moving forward with implementation of the projects included in the Regional Plan through the RTIP – a multi-year, multi-modal document that programs funds for major transportation projects identified for development and construction in five-year increments. Progress continues to be made on several key near-term projects such as the Mid-Coast Trolley, North Coast Corridor, South Bay <i>Rapid</i>, COASTER Double Tracking, Interstate 805 improvements, and several bike and pedestrian improvement projects. iCommute and Intelligent Transportation System programs and projects also continue to be implemented.</p> <p>The 2016 RTIP was approved by the SANDAG Board on September 23, 2016. Amendment No. 2, an Administrative Modification to the 2016 RTIP, was approved by the Transportation Committee on February 17, 2017, to add Highway Safety Improvement Program projects.</p>
2	Develop a long-term specialized transportation strategy through 2050, as part of the next biennial update of the SANDAG Coordinated Plan, to address the increasing specialized service needs of seniors and people with disabilities	<p>SANDAG is working closely with the region’s transit operators, the Consolidated Transportation Services Agency, and specialized transportation providers to research and gather input on specialized transportation services available in the San Diego region, understand the existing resources available, identify opportunities to leverage resources, and set the stage for a long-term Specialized Transportation Strategic Plan to be incorporated in the 2018 biennial update of the Coordinated Plan.</p>

#	Near-Term Actions	Status
3	Promote Vehicle Miles Traveled (VMT) reduction by applying the Regional Complete Streets Policy to relevant SANDAG plans, programs, and projects	To promote per capita VMT reduction, as well as safety and access to a variety of transportation modes, progress is under way to implement the Regional Complete Streets Policy. A dedicated website has been established at <a href="http://sandag.org/CompleteStreets">sandag.org/CompleteStreets</a> that provides access to tools and resources available to assist the region and local governments in implementing Complete Streets. One of the new tools is a certification form that has been developed for SANDAG project managers and Caltrans Corridor Directors to use when planning new transportation projects to ensure that all modes of travel are considered in the project development process. Since the completion of the most recent update to the certification form, SANDAG staff has worked with working groups and SANDAG project managers to provide education of how to utilize the form during project implementation.

#	Near-Term Actions	Status
4	Develop a Regional Mobility Hub Implementation Strategy	<p>Mobility hubs are places of connectivity where different modes of travel – walking, biking, ridesharing, <i>Rapid</i>, commuter rail, and light rail services – come together seamlessly, and where there is a concentration of employment, housing, shopping, and/or recreation. Staff has completed public outreach comprised of a web-based, interactive exercise that collected input on mobility hub site selection criteria, services and amenities to include at these sites, and potential locations for mobility hubs. As a result, concept plans are being prepared for eight prototype sites to show how mobility hubs could be tailored based on community context. The prototype sites are:</p> <ul style="list-style-type: none"> <li>• Oceanside Transit Center</li> <li>• Grossmont Transit Center</li> <li>• Vista Transit Center</li> <li>• Barrio Logan Transit Station</li> <li>• Sorrento Valley COASTER/Amtrak station</li> <li>• 8th Street Trolley Station (National City)</li> <li>• State Route-15 at University Avenue (City Heights)</li> <li>• Otay Ranch Town Center</li> </ul> <p>An interactive catalog of mobility hub features, amenities, and implementation considerations also is being prepared to describe the wide range of elements that can contribute to a mobility hub, from transit improvements, to pedestrian and bicycle amenities, to emerging technologies and motorized transportation amenities and services, including those that are provided by private entities. The catalog will serve as a resource for member agencies, transit operators, and private service providers as they work together to design and implement mobility hubs in their communities.</p>

#	Near-Term Actions	Status
5	Complete a follow-up study that details ways to reduce greenhouse gases by expanding the use of alternative fuels regionwide	In February 2016, the SANDAG Board of Directors accepted the San Diego Regional Alternative Fuel Readiness Plan. SANDAG continues to coordinate with the San Diego Regional Clean Cities Coalition and San Diego County Air Pollution Control District to distribute the toolkits developed in conjunction with the plan. In addition, a second annual joint workshop was held between the Regional Energy Working Group and the Regional Planning Technical Working Group in November 2016 to highlight resources on electric vehicle charging available to local jurisdictions, workplaces, and multi-family properties, and continue coordination efforts on reducing greenhouse gases.
6	Incorporate regional transportation model enhancements to provide more robust data regarding bike and pedestrian travel, carpools, vanpools, carshare, and public health	Every decade SANDAG conducts a Household Travel Behavior Survey (Survey). The data collected is used to update assumptions in SANDAG regional transportation models. In March 2017, data collection using a new smartphone application was completed. The final report, expected in June 2017, will summarize the results, including new measures tracked (e.g., use of ride sourcing services). The results will help inform updates to the regional transportation model.
7	Expand the Integrated Corridor Management (ICM) Concept and design for up to three corridors	On April 21, 2016, the final piece of a system designed to guide motorists around major incidents along the Interstate 15 corridor was activated, providing travel choices and improving travel-time reliability. The system includes electronic freeway signs, alternate route signs, and coordinated traffic signal and ramp meters. SANDAG is currently coordinating with Caltrans on the development of the next ICM concept by completing the I-805 South Corridor Transportation Systems Management and Operations (TSMO) Plan. Expansion of the next ICM corridor, to be managed by SANDAG, is expected to get under way in FY 2019 using the recently approved ITS/Operations on-call contract.

#	Near-Term Actions	Status
8	<i>TransNet</i> Ten-Year Review	In accordance with the <i>TransNet</i> Ordinance, the comprehensive ten-year review is anticipated to begin in fall 2017. Options for conducting the review were presented to the Transportation Committee on May 19, and the item is scheduled for the Transportation and Regional Planning Committees on June 2 (see Item No.5 of today's agenda). Future action by the Transportation Committee and SANDAG Board of Directors is scheduled in June.
9	Develop innovative financing tools to self-finance near-term projects for the new border crossing at Otay Mesa East	In March 2016, Segment 1 of State Route 11 (SR 11) from State Route 905 (SR 905) east to Enrico Fermi Drive was opened to traffic. Also, construction of the northbound connectors began in October 2015 and opened to traffic in November 2016. The southbound connectors are currently being designed and are expected to begin construction in late 2018. In August 2016, SANDAG and Caltrans secured a \$49 million FASTLANE grant to cover construction costs on Segment 2 of SR 11 which will extend the highway another mile to the border. This funding also will cover the construction costs for the two southbound connectors linking SR 905, SR 125, and SR 11. Construction of Segment 2 is expected to begin in fall 2018.
10	Participate in the target-setting process and monitoring for federal performance measures and report on progress toward the achievement of these federal performance measure targets in the new System Performance Report	The U.S. Department of Transportation has issued Notices of Proposed Rulemaking to establish a set of performance measures for State Departments of Transportation and metropolitan planning organizations, such as SANDAG. Performance measures and targets will be established for safety, pavement and bridge conditions, performance of the National Highway System, freight movement, and congestion and emissions. Caltrans and SANDAG are working closely to establish required performance measure targets for the San Diego region. The Safety Performance Measure final rule became effective on April 14, 2016. SANDAG staff is participating in this performance measure target setting process with Caltrans and other partner agencies. Caltrans is expected to establish state targets by August 31, 2017, while MPOs will set targets by February 27, 2018.

#	Near-Term Actions	Status
11	Develop an Intra-regional Tribal Transportation Strategy with tribal nations in the region	<p>SANDAG, in partnership with the Southern California Tribal Chairmen’s Association, successfully competed for a Caltrans Strategic Partnership Planning grant to develop this strategy, which will identify and prioritize tribal transportation projects, develop project cost estimates, and propose a funding approach. The project was initiated in January 2016.</p> <p>The Interagency Technical Working Group on Tribal Transportation Issues serves as the Project Advisory Group. To date, the Advisory Group completed an in-depth tribal transportation needs survey through one-on-one interviews. Using the information gathered from the survey, along with additional input from the Advisory Group, the consultant team developed an interactive tool to facilitate the clustering of projects with regional partners and funding opportunities. The strategy is expected to be completed in 2018 and will inform the development of the next Regional Plan.</p>
12	Explore the development of a regional military base access plan and implementation program	<p>In December 2016, in collaboration with the San Diego Regional Military Working Group, SANDAG submitted a Caltrans Strategic Partnership Planning grant proposal to fund development of a San Diego Regional Military Multimodal Access Strategy which would identify multimodal transportation solutions facilitating access to military installations while reducing greenhouse gas emissions consistent with San Diego Forward: The Regional Plan. In May 2017, SANDAG was notified that it received the grant and will be initiating the project in FY 2018.</p>

**Status of Select Continuing Actions:  
Progress since the Adoption of San Diego Forward: The Regional Plan**

#	Continuing Actions	Status
1	Continue to provide and/or expand incentive programs that support the reduction of greenhouse gas emissions; protect open space and farmland; and, create great places to live, work, and play	<p>As of May 2016 the <i>TransNet</i> Smart Growth Incentive Program and Active Transportation Grant Program have provided more than \$55 million through a competitive grant program to support more than 100 smart growth and active transportation plans, programs, and projects. It is anticipated that the call for projects for the fourth cycle of the Smart Growth Incentive Program and Active Transportation Grant Program will be issued in fall/winter of 2017/2018, with grant awards made in the summer of 2018. (See Item No. 6 of today's agenda.) The Cycle 4 call for projects will require local adoption of Climate Action Plans and Complete Streets Policies as eligibility prerequisites and will place greater weight on evaluation criteria that reduce greenhouse gas emissions.</p> <p>(See Open Space progress under Continuing Action No. 3 below)</p>
2	Through incentives and collaboration, continue to work to increase the supply and variety of housing types affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services	<p>Over the past year, SANDAG provided data to the San Diego Housing Commission and Civic San Diego to develop the Transit-Oriented Development Fund. SANDAG also initiated the upcoming Regional Housing Needs Assessment process by holding consultation meetings with the Department of Housing and Community Development (HCD). HCD held a workshop to discuss its draft Statewide Housing Assessment 2025, which SANDAG attended. Finally, SANDAG began updating its Regional Housing Progress Report to include data and information on housing production from 2014 through 2016.</p>

#	Continuing Actions	Status
3	Continue to support wildlife and habitat conservation through the acquisition, management, and monitoring of the region's habitat preserve areas through the <i>TransNet</i> Environmental Mitigation Program incentive program and implementation of the Multiple Species Conservation Program and Multiple Habitat Conservation Program	As of January 2017, the EMP has helped acquire 39 properties totaling more than 8,600 acres of valuable open space in partnership with other government agencies and conservation groups. The program also has provided nearly 100 grants to local organizations and jurisdictions for land management efforts, such as invasive species removal. (See Item No. 2 of today's agenda.)
4	Promote the use of both zero-emission vehicles and alternative fuels and ensure that we have the infrastructure to support these innovations	<p>Since Plan adoption, SANDAG has executed a new five-year contract with San Diego Gas &amp; Electric to continue the <a href="#">Energy Roadmap Program</a>, which provides free energy assessments and energy management plans to SANDAG member agencies, with a focus on implementation and expanding subregional efforts.</p> <p>In support of plug-in electric vehicle (PEV) adoption and implementation of the San Diego Regional Plug-in Electric Vehicle Readiness Plan, SANDAG has partnered with the Center for Sustainable Energy to launch Plug-in SD and provide local stakeholders strategic and technical guidance to help ensure the San Diego region is PEV ready. Additionally, The California Energy Commission awarded SANDAG funding to continue Plug-in SD through FY 2019. The SANDAG Board of Directors approved receipt of these funds in March 2017.</p>

#	Continuing Actions	Status
5	Support the efforts of local jurisdictions to implement their Energy Roadmap Programs to save energy in their own operations and in their larger communities.	The SANDAG Energy Roadmap Program provides no-cost energy assessments and energy management plans, or "Energy Roadmaps," to SANDAG member agencies. In 2016, SANDAG launched the third peer-to-peer subregional energy action collaborative including the four cities of Escondido, Poway, San Marcos, and Vista. Consultants began reviewing all energy engineering work for the Energy Roadmap Program. Work was initiated with roadmap cities to implement their Energy Roadmaps. Subregional Energy Collaborative meetings were held (North Coastal Energy Action Collaborative, South Bay Energy Action Collaborative, and Inland Cities Energy Collaborative).
6	Implement state-of-the-art technologies and Transportation Demand and Systems Management Programs to provide more mobility choices and allow the transportation system to function more efficiently.	Continued expansion of regional Transportation Demand Management (TDM) programs and services including online ride matching and trip planning, the SANDAG Vanpool Program, the regional bike parking program, a Guaranteed Ride Home service, GO by BIKE mini grants, Walk, Ride and Roll to School services, and employer outreach. The Transportation Network Company Uber was added as a Guaranteed Ride Home service provider starting July 1, 2017.  Transportation Systems Management (TSM) program efforts are on-going including providing technical support in project planning and implementation including participating in the development of the system requirements for the SR 11 Border Crossing Management System, the 805 Buses on Shoulder Concept of Operations, completion of the I-805 Active Transportation Demand Management Concept of Operations, and development of the Transit Signal Priority Guidebook.

#	Continuing Actions	Status
7	<p>Link technologies in vehicles and mobile devices to improve the way people travel and reduce VMT. These include emerging technologies such as autonomous vehicles, expansion of the regional communications network, smart parking systems, and universal transportation payment systems</p>	<p>In 2016, the U.S. Department of Transportation designated the San Diego region as one of ten proving grounds for autonomous vehicles in the nation. The region has advanced features in its local transportation network and a global reputation as a high-tech hub for research and wireless innovations. SANDAG, Caltrans, and the City of Chula Vista jointly submitted the application to the federal government for the designation. The application garnered support from major auto manufacturers and technology companies. (See Item No. 7 of today's agenda.)</p>
8	<p>Support the development of policies, programs, and funding for moving goods in the state and nation, as well as for infrastructure in the region that supports moving goods</p>	<p>SANDAG staff has worked with the U.S. Department of Transportation regarding the National Strategic Freight Plan to ensure that the San Diego region's freight infrastructure is adequately represented within national surface transportation programs including Moving Ahead for Progress in the 21st Century and Fixing America's Surface Transportation Act. SANDAG staff has participated in the California Sustainable Freight Initiative through the California Freight Advisory Committee, white paper development, pilot project development, and through the submission of comment letters on discussion documents and technical reports.</p> <p>SANDAG and Caltrans secured a \$49 million FASTLANE grant to cover construction costs on Phase 2 of SR 11. SANDAG participated in the development of the California State Sustainable Freight Strategy and SANDAG and Caltrans staff have attended monthly workshops related to federal FAST Act Funding and for emerging State funds for freight projects.</p>

#	Continuing Actions	Status
9	Continue to leverage our crossborder economic relationships with binational and global interests to become more globally competitive and strengthen our megaregion	As part of the study to evaluate economic and air quality/climate impacts of delays at California-Baja California ports of entry, SANDAG, Caltrans and the Imperial County Transportation Commission held a peer review roundtable with air quality agencies and stakeholders in February 2017 and two economic peer review workshops with subject matter experts and stakeholders from both the U.S. and Mexico.