

plan

CHAPTER THREE

Implementation Actions

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IMPLEMENTATION ACTIONS

Overview

The 2025 Regional Plan is the foundation for how the San Diego region will grow, where people will live, and how they will move around in the future. To bring this vision to life, the region must take concrete actions. This chapter serves as the action element of the Regional Plan. It outlines the plan's performance measures and identifies specific implementation actions.

To assess how well the transportation network will perform under the plan, SANDAG uses an advanced activity-based travel demand model. This model simulates future travel behaviors, such as mode choice and trip patterns, and helps forecast outcomes for travel time, access, and emissions. The results are evaluated using a structured set of performance measures, which are categorized into primary and supporting measures (details listed in [Appendix N](#)). These performance measures reflect how effectively the plan advances its overarching goals: a transportation network that is **convenient**, **equitable**, **healthy**, and **safe** for all.

The transportation network and its performance are directly tied to the implementation actions identified in this chapter. These are the tangible steps that turn policies and projects into real-world outcomes. Each action is grounded in federal and state mandates, regional priorities, and performance expectations, and contributes to a system that reduces travel times, increases access to basic needs and opportunities, promotes physical activity, and improves safety.

Implementation of the plan is structured around two types of actions:

- **Near-term actions** focus on high-priority improvements and are intended to be started before the next Regional Plan update.
- **Continuing actions** provide sustained support for longer-term investments, planning, and program delivery.

The most immediate mechanism for near-term implementation is the Regional Transportation Improvement Program (RTIP), a federally required, five-year capital improvement program. To support delivery, the Regional Plan's implementation actions are incorporated into SANDAG's annual budget as funding becomes available, aligning resources and staff capacity with projects and programs.





PERFORMANCE Measures

As discussed in **Chapter 2**, the 2025 Regional Plan includes transportation network projects, policies, and programs designed to meet evolving state and federal requirements. To evaluate how these strategies impact the region, SANDAG uses an advanced travel demand model known as an activity-based model. This model simulates individual trips throughout the region and captures key travel behaviors, such as transportation mode choice, travel time, and trip frequency.

The implementation of the 2025 Regional Plan is guided by how well the transportation system performs in achieving the region’s goals for a convenient, equitable, healthy, and safe future for all. Performance measures help track our progress toward these goals and inform adjustments as needed.

The table below illustrates how the performance measures are connected and aligned with the Regional Plan’s goals.

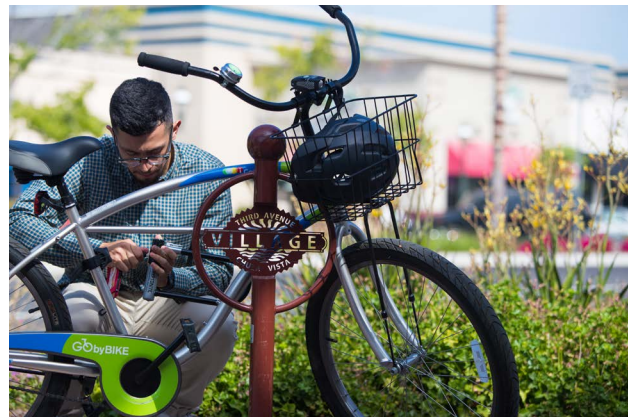
Table 3.1 2025 Regional Plan Goals and Performance Measures

Goal Area	Performance Measures
Convenient and reliable movement of people and goods	<ul style="list-style-type: none"> • Access to Basic Needs • Access to Opportunities • Vehicle Miles Traveled (VMT) Measures
Equitable access to essential needs and opportunities	<ul style="list-style-type: none"> • Access to Basic Needs • Access to Opportunities
Healthy communities and environment for everyone	<ul style="list-style-type: none"> • Access to Basic Needs • Greenhouse Gas Emissions Measures • VMT Measures
Safe transportation network for all users	<p>The activity-based model does not predict safety performance. Safety is monitored through the Traffic Safety Dashboard which informs implementation of the Regional Vision Zero Action Plan.</p>

There are four areas in which our primary performance measures are categorized: Access to Basic Needs, Access to Opportunities, SB 375 Greenhouse Gas Emissions (GHG), and vehicle miles traveled (VMT).

A summary of these key performance measures is included below, with additional detail available in **Appendix N**.

- **Access to Basic Needs:** Our model looks at how many people can reach places like retail, parks, and medical facilities within a short trip – 15 minutes to retail or parks and 30 minutes to healthcare – using different modes of transportation to get around. The investments in the 2025 Regional Plan show that more people in our communities now have better access to everyday essential needs.
- **Access to Opportunities:** Our transportation system also provides access to employment centers and higher education which helps people advance economically. Our model looks at how many adults can reach these places by transit within 30 or 45 minutes. The 2025 Regional Plan shows that more people across the region will be able to get to work or school by transit.
- **SB 375 Greenhouse Gas (GHG) Emissions:** Reducing vehicle emissions is one way our transportation system supports a healthier environment. We measure how much these emissions will go down compared to 2005 levels. Unlike the other performance areas, the state sets a required target under SB 375 to reduce our per capita GHG emissions by 19% by 2035 from 2005 levels. The 2025 Regional Plan achieves a 19.35% GHG reduction per capita by 2035.
- **Vehicle Miles Traveled (VMT):** Reducing the number of miles driven across the region is a key strategy in advancing a more sustainable and efficient transportation system. VMT is calculated both regionally and on a per capita basis to evaluate how well the transportation network supports shorter and fewer drive alone trips. The 2025 Regional Plan reduces VMT by investing in high-quality transit, active transportation infrastructure, and a land use pattern that supports such investments. These investments help more people meet their daily needs closer to home and provide viable alternatives to driving alone. Lower VMT supports regional goals to improve air quality, reduce congestion, and enhance quality of life throughout the San Diego region.



Implementation

ACTIONS

As mentioned in **Chapter 1**, the 2025 Regional Plan identifies implementation actions—specific steps that will bring projects, policies, and programs to life.

This Chapter identifies how the region’s investments and programs will be carried out through a set of targeted near-term actions, rooted in state and federal mandates, local priorities, and measurable near-term actions. The 2025 Regional Plan performance measures are categorized into primary and supporting measures. Primary performance and supporting performance measures are listed in detail in **Appendix N**.

Near-Term and Continuing Actions

The 2025 Regional Plan will be implemented with a combination of both near-term actions and continuing actions. As discussed in **Chapter 2** and **Appendix A**, transportation projects and programs will be phased (2035 and 2050) over the life of the plan. The actions we identify below are either “near-term” (intended to be started before the adoption of the next Regional Plan) or “continuing” (supporting the longer-term implementation of projects and programs). Both the near-term and continuing actions are necessary to implement the Regional Plan. The plan helps SANDAG set budget priorities, and its actions are incorporated into the agency’s annual budget as funding becomes available.

The most important near-term action related to transportation is to implement the **Regional Transportation Improvement Program (RTIP)**, which includes the transportation projects and improvements scheduled to be built in this region over the next five years. Examples include:

- Adding **11 miles of express lanes** on Interstate 805
- Adding **28 miles of Bikeway** to the overall network
- Continue improvements to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor to address **coastal resiliency**, **replace aging infrastructure**, and **double-track** to improve performance and increase levels of service
- Northbound State Route 125, southbound State Route 125, and eastbound State Route 94 **auxiliary lanes**

The full list of projects is included in **Chapter 3** of the 2025 RTIP, adopted by the SANDAG Board of Directors in September 2024. RTIP projects, which include identified funding sources and detailed implementation schedules, are the concrete next steps of the region’s transportation capital improvement plan. They also provide a foundation for the additional, longer-term transportation projects included in this Regional Plan. The following tables list each near-term and continuing action and its associated goals for this Regional Plan.



Table 3.2 Near-Term Actions

Near-Term Actions		Goals Achieved
A.	Develop the remaining three Comprehensive Multimodal Corridor Plans (CMCP) in partnership with Caltrans, agency partners, and local governments	Convenient
B.	Complete the Concept of Operations and System Requirements for Managed Lanes	Convenient
C.	Develop a phased implementation strategy for the regional Managed Lanes system in partnership with Caltrans	Convenient
D.	Complete the California-Baja California Border Resiliency Plan to strengthen regional coordination on resilience and environmental issues in the border region	Equitable Healthy
E.	Complete the Regional Habitat Conservation Assessment establishing the needs and costs to complete the habitat conservation plans and possible funding pathways	Healthy
F.	Update SANDAG coastal resilience policies and strategies, and initiate a beach sand replenishment project to protect critical coastal infrastructure	Healthy
G.	Advance implementation of the Harbor Drive 2.0 and Vesta Bridge projects	Convenient
H.	Deliver the Otay Mesa East Port of Entry project and a Regional Border Management System to improve cross border travel	Convenient Healthy Safe
I.	Develop partnerships and assess opportunities to strengthen freight resiliency in the region	Convenient Safe
J.	Support the cities and county with designating truck routes under California Assembly Bill 98 and update the region's FHWA Critical Urban and Rural Freight Corridor designations	Convenient
K.	Analyze and pilot Public Private Partnerships and alternative delivery methods that can reduce costs and time for delivering critical projects	Convenient
L.	Complete Reconnecting Community Studies to identify projects that can improve safety, accessibility and mobility for the most impacted communities	Convenient Equitable Healthy Safe
M.	Advance implementation of the regional Vision Zero Action Plan (VZAP)	Safe
N.	Complete regional bike projects in active construction	Convenient Healthy Safe
O.	Continue assessing feasibility of a vehicle miles traveled (VMT) mitigation bank that can provide funding for transit and Flexible Fleets	Convenient Equitable Healthy

Near-Term Actions		Goals Achieved
P.	Administer the Flexible Fleets grant program to pilot new Flexible Fleet services in the region	Convenient Healthy
Q.	Identify sustainable funding to continue the Youth Opportunity Pass (YOP)	Convenient Equitable Healthy
R.	Complete a comprehensive update of the Coordinated Plan and seek funding opportunities to expand specialized transportation services for older adults and people with disabilities	Convenient Equitable Healthy Safe
S.	Implement near-term improvements that better connect transit to the airport	Convenient Healthy
T.	Continue the design, engineering, and environmental clearance for six Rapid routes	Convenient
U.	Advance a park-n-ride assessment to support Rapid stations	Convenient
V.	Develop a strategy for implementing grade separation projects that improve safety and rail operations	Convenient Safe
W.	Complete the Blue Line Trolley study to assess the ability of operating express and 24-hour service along the corridor	Convenient
X.	Advance design and environmental clearance for station improvements at the San Ysidro Transit Center	Convenient
Y.	Study the feasibility of extending the LOSSAN corridor to the U.S.-Mexico border	Convenient
Z.	Continue implementing LOSSAN Rail Corridor improvement projects to improve safety, resiliency, and reliability of the Corridor	Convenient Safe
AA.	Develop feasibility studies analyzing the potential for TOD on publicly owned lands	Convenient Equitable Healthy
BB.	Complete design and environmental for two tribal priority projects: I-8 at West Willows Road and realignment to SR-76	Convenient Equitable Safe
CC.	Partner with Tribes to seek funding to implement priority projects in the Intraregional Tribal Transportation Strategy	Convenient Equitable Safe

Table 3.3 Continuing Actions

Continuing Actions		Goals Achieved
A.	Collaborate with local, regional, and state agencies to advance clean transportation programs	Healthy
B.	Continue to support implementation and monitoring of local resiliency plans.	Healthy
C.	Partner with federal and state resource agencies, land managers, local jurisdictions, and the environmental science community to implement the Regional Habitat Vision as described in Appendix Q of the 2025 Regional Plan	Healthy
D.	Advance regional partnerships and seek funding to implement goods movement projects including those identified in the Sustainable Freight Implementation Strategy	Convenient Equitable
E.	Advance pavement and bridge condition monitoring following Fix It First best practices	Convenient Equitable Healthy Safe
F.	Continue SANDAG's Housing Acceleration Program (HAP) to support local jurisdictions with accelerating housing production	Convenient Equitable Healthy
G.	Continue to grow participation in SANDAG's Sustainable Transportation Services program by providing regional rideshare services, employer outreach, bike education, and secure bike parking at transit stations	Convenient Equitable Healthy Safe
H.	Continue seeking sustainable funding for transit operations and Flexible Fleets in partnership with MTS and NCTD	Convenient Healthy
I.	Continue to incentivize local Complete Streets and Smart Growth projects through SANDAG grant programs	Convenient Equitable Healthy Safe
J.	Continue to support local jurisdictions with advancing regional bike projects	Convenient Equitable Healthy Safe

Continuing Actions		Goals Achieved
K.	Continue to coordinate with Caltrans to advance Managed Lanes projects	Convenient
L.	Continue partnering with community-based organizations across the region to support implementation of the 2025 Regional Plan	Equitable
M.	Continue to coordinate with agencies in Imperial County, Riverside County, and Orange County on interregional planning efforts, and collaborate with partner agencies in Mexico to improve border infrastructure	Convenient Equitable
N.	Continue to coordinate with the region's tribal nations on shared issues, including transportation, housing, energy, conservation planning and data sharing	Convenient Equitable Healthy Safe
O.	Continue to implement performance-based planning for federal performance measures related to safety; infrastructure condition; and system performance, freight, and congestion mitigation and air quality	Convenient Equitable Healthy Safe
P.	Use the intergovernmental review process to evaluate consistency of development projects with the SCS	Convenient Equitable Healthy Safe