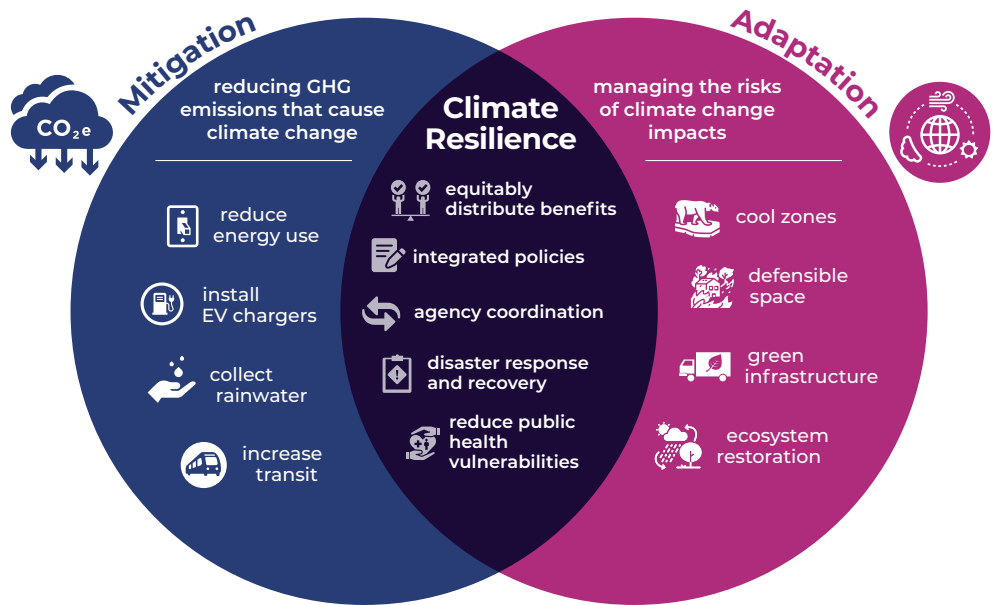## 2025 REGIONAL PLAN
Proposed Policies and Programs

Climate

Our region experiences the effects of climate change with increased risk of extreme heat, rising sea levels, flooding, and wildfires. This is why our climate work not only includes reducing emissions that can cause future climate change but also involves managing hazards caused by a changing climate and making our public spaces and infrastructure more resilient (see figure on right). In 2022, California passed a law mandating that our state achieve "carbon neutrality" by 2045. To achieve carbon neutrality, widespread coordination by state, regional, and local governments is needed to both reduce greenhouse gas (GHG) emissions and remove carbon dioxide (CO_2) from the atmosphere.

We know that these efforts to reduce our region's emissions will also improve air quality and reduce public health risks. This is especially urgent for low-income and underserved communities in our region who have been historically overburdened by the effects of climate pollution with fewer resources to cope with or adapt to these impacts. To address this, our Climate Program aims to prioritize the communities in our region that are most vulnerable to climate change.

Mitigation — reducing GHG emissions that cause climate change
- reduce energy use
- install EV chargers
- collect rainwater
- increase transit

Climate Resilience
- equitably distribute benefits
- integrated policies
- agency coordination
- disaster response and recovery
- reduce public health vulnerabilities

Adaptation — managing the risks of climate change impacts
- cool zones
- defensible space
- green infrastructure
- ecosystem restoration

What should I know about climate efforts in our region?

Nearly all cities in our region and the County have adopted local climate action plans (CAPs) describing how they will reduce GHG emissions and make their communities more resilient to climate change. Over the last decade, our Climate Program has supported the development of these CAPs by offering technical assistance, guidance, and performance monitoring tools. We also built upon local CAPs to create the first regional **Priority CAP** that identified ways to reduce GHG emissions by 2030.

SANDAG also coordinates with our local governments and stakeholders to develop best practices and resources to address adaptation and resilience planning. In 2024, SANDAG published a **Regional Resilience Framework** that provides tools to enhance local climate adaptation planning.

Policy and Program Connections

Fix It First	Habitat	Health	Housing & Land Use	Pricing Strategies	TDM

What else has SANDAG been working on and what are we considering next?

- Preparing a regional Comprehensive CAP to address short- and long-term actions to reduce carbon emissions by 2050.

- Funding over 700 public and workplace Electric Vehicle (EV) charging stations in collaboration with the State and Air Pollution Control District.

- Designing an **EV rebate program** to help residents in low-income and disadvantaged communities purchase or lease new and used vehicles.

- Establishing a vision and strategy for transportation electrification through the **Accelerate to Zero Emissions Collaboration** with regional partners.

- Preparing a regional **Zero-Emission Vehicle (ZEV) Blueprint** that identifies opportunities and barriers for switching to zero-emission trucks and buses.

- Publishing a **Military Installation Resilience Framework** that recommended strategies for naval bases to reduce climate pollution and offered tools to track and combat climate hazards like increased flooding.

- Through our **Regional Climate Action Planning (ReCAP) Framework**, monitoring emissions and sharing data with local agencies about how they are progressing with carrying out their climate action plans.

- Continuing the **Regional Shoreline Monitoring Program** to monitor and inform stakeholders on the region's shoreline management needs.

- Future programs include a beach sand replenishment project to protect important infrastructure along the coastline, incentivizing installation of EV chargers in low-income and disadvantaged communities, updating our ReCAP framework to support local government climate planning, and continuing to pursue grants to develop a nature-based climate solutions framework.

Learn More

Visit **sandag.org/climate** for more information.

2025 REGIONAL PLAN
Proposed Policies and Programs

Digital Equity

In an increasingly online world, everyone needs high-quality, high-speed internet service for better quality of life and economic opportunities. Yet, many households in our region still do not have access to affordable broadband service, the resources to pay for smart devices, or the technical skills to use them. This is why we are working with local partners to address this.

Beyond helping individuals, expanding internet access across our region has the potential to help us meet state mandates to reduce greenhouse gas emissions by reducing the number of miles people need to drive. Further, the future of transportation will need universal internet access to support new technologies like autonomous vehicles, digital message signs, smart stoplights, and more.

What has SANDAG been working on?

With the help of the Regional Digital Divide Taskforce, our **Regional Digital Equity Strategy** is expanding reliable internet access for everyone by:

- Finding opportunities to expand infrastructure in areas that need it most, such as expanding internet fiber out to rural areas or in urban areas to help more households access service, increase competition, and reduce internet cost.

- Developing and supporting policies that expand broadband coverage to more places.

- Strengthening partnerships with private internet providers and community-based organizations to coordinate work.

- Helping collect more reliable data about our region's internet coverage needs.

- Promoting programs that provide affordable access to the internet, technology, and digital skills.

- Expanding broadband coverage faster by including fiber infrastructure construction work as part of ongoing transportation construction projects: this uses less taxpayer money.

- Leveraging funding opportunities to expand access to internet and internet education to promote better employment and education opportunities, increase economic mobility and quality of life, and develop a more resilient workforce.

Policy and Program Connections

Health   TDM   Technology & Improvements   Vision Zero

SANDAG.org

What is SANDAG considering next?

- Working with internet providers to connect high-speed internet infrastructure to areas that need it most.

- Coordinating with public health organizations to discuss broadband needs for telehealth appointments, emergency response systems, and more. Read more about these strategies on reverse.

How does this work support our region's needs beyond the internet?

- Enabling new technologies can help improve bike and pedestrian safety and drivers' parking experience.

- Supporting the expansion of SANDAG's intelligent transportation systems by expanding internet infrastructure will lay the foundation for a more data-enabled, multi-modal transportation network.

Learn More

Visit **sandag.org/digitalequity** for more information.

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## 2025 REGIONAL PLAN
Proposed Policies and Programs

Fix it First

We know keeping our infrastructure in working order is a major concern for everyone. Unmaintained roads, transit vehicles, and other public works can be a hazard and affect people in the region financially. Further, keeping our existing transportation system in good condition is the most efficient and cost-effective use of taxpayer money: it keeps people safe and ensures we can rely on the transportation network we already have while preparing us to be resilient to natural disasters and other emergencies.

Fix-it-First encourages all our local government agencies to collaborate and proactively monitor and preserve the condition of the critical infrastructure that supports people moving around our region.

What does this look like in practice?
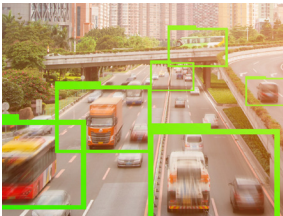
Use Technology
Using technology to check the condition of facilities and assess maintenance needs.

Optimize Infrastructure
Bringing transit and road infrastructure back to optimal performance.

Prioritize Projects
Prioritizing projects that are most in need of maintenance.

What should I know about the condition of infrastructure in our region?

In 2019, the American Society of Civil Engineers (ASCE) gave California's road infrastructure a grade of D, resulting in California drivers bearing an average annual cost of $61 billion due to driving on roads that are in disrepair. Additionally, 64% of the roads in the region's urban area are in poor or mediocre condition.[1]

Each jurisdiction is responsible for monitoring and preserving its own public works by assessing and prioritizing based on the infrastructure's current condition, how it is being used now, how it will be used in the future, ties to other planned improvements, and whether the local agency gets enough funding to do the work.

We aim to help local agencies track the condition of infrastructure with reporting and funding so they can make more informed decisions about what's being prioritized and offer guidance about how to get more done in a cost-efficient way.

[1] American Society of Civil Engineers (ASCE). **2019 Report Card for California's Infrastructure**.

Policy and Program Connections

Climate · Health · Pricing Strategies · Technology & Improvements · Vision Zero

What has SANDAG been working on and what are we considering next?

- Helping local agencies share infrastructure data and best practices.

- Monitoring bridge and pavement performance in our annual State of the Commute report.

- Working with Caltrans to set goals for the condition of roads and bridges across the region.

- Providing condition reporting and funding to help local agencies fix aging infrastructure.

- Funding projects that rehabilitate and improve transit, highway, and road operation.

- Supporting major regional maintenance and repair projects, such as stabilizing the Del Mar Bluffs against erosion to keep the COASTER railway safe for travel.

- Future activities include coordinating with state partners to refine asset management investment data and local partners on enhancing regional pavement data.

Learn More

Visit **fhwa.dot.gov/asset/** for more information.

Did you know?

It's less expensive to keep a new road in good condition with several small fixes over multiple years than to let it deteriorate for a long time and then repair it.

SANDAGregion | SANDAG | SANDAGregion | SANDAGregion | SANDAG

Habitat

Our home has many rare and unique animals and plants found nowhere else in the world! With such a wide variety of topography, geological conditions, and a moderate climate, it's no wonder the San Diego region was identified as a global biodiversity hotspot.

But despite this potential for so many types of flora and fauna, as our cities expand and become more urban, this has significantly impacted the local environment: our region currently has the highest number of endangered species in the continental United States.

So, our habitat conservation planning program aims to counteract this trend by protecting and preserving native species and the region's wealth of open spaces for future generations. To ensure a resilient future and to adapt to climate change, the San Diego region must work together to proactively conserve our native habitats.

Our vision for habitat conservation is to: **Protect**, **Connect** and **Respect**.

Protect existing native species through the strategic acquisition, management, and monitoring of critical habitat areas identified in regional habitat conservation plans.

Connect habitat areas through wildlife corridors and linkages, as well as connecting people to local species and natural habitats.

Respect native species and habitat. Balance the demands for recreation opportunities while protecting natural landscapes. Encourage respect for natural lands through increased public outreach and education of San Diego's unique biodiversity.

How is SANDAG conserving habitats in our region?

Over the last three decades[1], our region has been identifying and conserving lands to protect rare, threatened, and endangered species and their habitats while still making space for future population growth. Because habitats often cross city and County boundaries, we provide a space for local, state and federal agencies to work together to develop regional solutions for habitat conservation.

Our TransNet Environmental Mitigation Program (EMP) has helped acquire and restore more than 9,215 acres of native habitats within the region. This is part of larger efforts by regional partners that have secured over 90,000 acres of habitat. We also established the **San Diego Management and Monitoring Program** which coordinates science-based biological management and monitoring of lands in San Diego.

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[1] Starting in the 1990s, federal, state, and local governments came together to proactively identify an interconnected open space system to protect hundreds of sensitive species and their habitats.

Policy and Program Connections

Climate

Housing & Land Use

SANDAG.org

What else has SANDAG been working on and what are we considering next?

- Collaborated with regional partners to acquire 9,215 acres of habitat

- Contributed $59 million for regional habitat management and monitoring

- Awarded 136 land-management grants, totaling $18.8 million, to partners in the San Diego region to promote efforts to protect, restore, and manage habitats for rare and endangered species

- Established the **San Diego Management and Monitoring Program** which integrates science into the management and monitoring of open space

- Completed the **State of the Preserve Report** and **Metrics Dashboard** that details the health of the regional preserve

- Working with local cities and the County to carry out regional habitat conservation plans

- The 2025 Regional Plan has set aside approximately $3.5 billion for programs necessary to sustain San Diego's unique species.

- Future activities include preparing a conservation needs assessment report and incorporating the results into the 2025 Regional Plan. This work includes collaborating with the San Diego Natural History Museum to identify conservation gaps in the region and strategize ways to address them. Data that will be used to prepare the report was collected during the San Diego Biodiversity Conservation Summit in February 2024, which gathered over 200 participants.

Learn More

Visit **sandag.org/habitatconservation** for more information.

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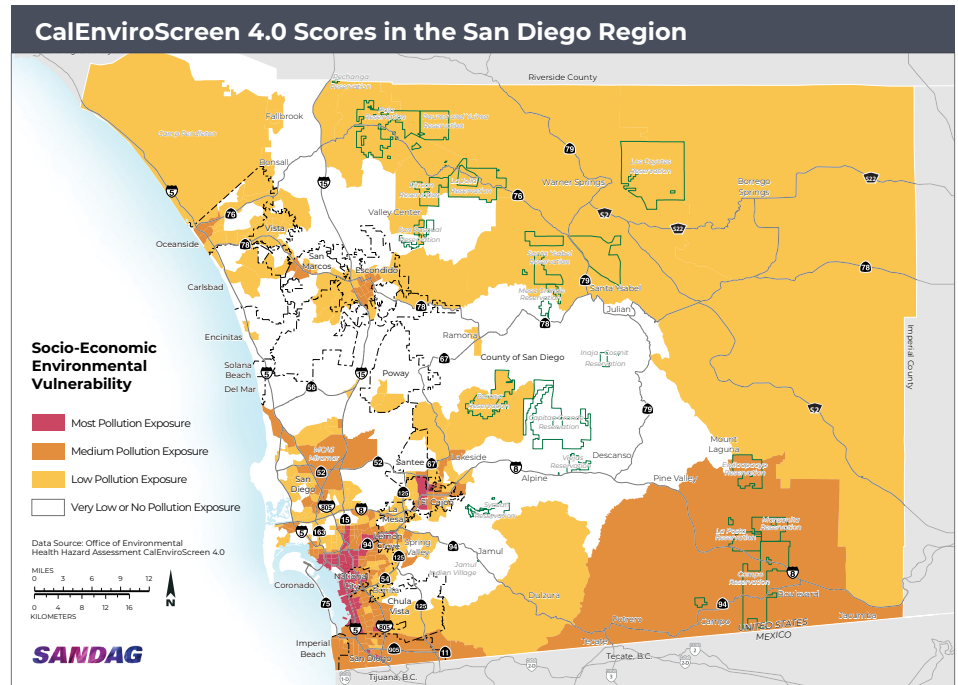
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2025 REGIONAL PLAN
Proposed Policies and Programs

Health

People in the San Diego region have suffered the health impacts of a car-centric transportation system for too long. Our region has the 8th worst ozone air quality and 18th worst particulate matter air pollution in the country.[1] At the same time, decades of underinvestment has limited access to sustainable transportation choices like biking and walking in underserved communities.

Our Regional Plan seeks to address this by reducing pollution and expanding access to clean transportation and safe bikeways and walkways. We do this while prioritizing projects in communities that face health issues due to disproportionately poor air quality and who lack active transportation opportunities.

CalEnviroScreen 4.0 Scores in the San Diego Region

Socio-Economic Environmental Vulnerability

- Most Pollution Exposure
- Medium Pollution Exposure
- Low Pollution Exposure
- Very Low or No Pollution Exposure

Data Source: Office of Environmental Health Hazard Assessment CalEnviroScreen 4.0

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SANDAG

Why is reducing air pollution so urgent?

Exposure to tiny particles from diesel pollution and from tire and brakes wear can build up over time in people's lungs and cause many long-term health problems, including heart and lung disease. Kids, older adults, and people with certain chronic illnesses are most at risk for these types of health problems.

As people in our region live, work, and play near highways, the Port, warehouse distribution centers, and other sources of transportation pollution, research shows that they will have a far higher rate of asthma, cardiovascular disease, and cancer risk.[2]

As we transition to using more zero-emission vehicles by 2050, reports estimate that our state will see $120 billion in health benefits, avoid more than 10,000 premature deaths, prevent 312,000 asthma attacks, and avoid 1.54 million lost workdays.[3]

Policy and Program Connections

- Climate
- Digital Equity
- Fix It First
- Housing & Land Use
- TDM
- Vision Zero

[1] American Lung Association. **2024 State of the Air Report.**

[2] CalEnviroScreen 4.0.

[3] American Lung Association. **Driving to Clean Air: Health Benefits of Zero Emission Cars and Electricity**. July 2023

How does SANDAG know which communities are most impacted by pollution?

We use data from a state tool called **CalEnviroScreen (CES)** to identify these communities. A community's CES ranking is based on different types of environmental impacts, health issues, and social factors (such as income level, housing hardships, language isolation, unemployment rate, education access, and more).

Our state specifically sets aside funding for investments in areas with high CES rankings to improve public health, quality of life, and economic opportunity, while also reducing pollution that contributes to climate change.

What has SANDAG been working on and what are we considering next?

Emission Reduction Programs

- Developing and implementing our regional Comprehensive Climate Action Plan (CAP).
- Establishing an **Electric Vehicle (EV) rebate program**.
- Launching a **Zero-Emission Vehicle (ZEV) incentive program**.
- Publishing a **Military Installation Resilience Framework**.
- Preparing a **Regional ZEV Blueprint**.

Public Transit

- Bringing 37 new Rapid bus routes to the region by 2035.
- Increasing bus frequency to every 10 minutes all day and introducing new circulator routes.
- Extending the **Youth Opportunity Pass** and exploring free or discounted transit options for low-income communities.
- Increasing transit service on key routes in underserved communities (midday, evening, and weekends).
- Developing a **transit connection** to the San Diego International Airport.
- Investing in a second track so the COASTER, Metrolink, Amtrak Pacific Surfliner, and BNSF Trains can run more often (four times an hour by 2035).

Shuttles and Active Transportation

- Analyzing crash data to recommend projects and policies that expand safe options for people to walk, bike, and roll.
- Adding neighborhood shuttle service to 17 areas, starting with Oceanside, Pacific Beach, and Southeast San Diego and helping local cities and the County develop more of these programs.

Goods Movement

- Researching ways to transition the freight sector to sustainable technologies through our **Sustainable Freight Implementation Strategy**.

- Future efforts include:
  ○ Constructing the **Harbor Drive 2.0** project that will provide truck-only lanes and freight signal priority to facilitate efficient truck travel.
  ○ Identifying suitable sites for publicly accessible, zero-emission truck charging/fueling infrastructure in the region using **ZEV Blueprint siting criteria**.
  ○ Including funding for zero-emission truck and cargo bike incentive programs, especially in areas with high air pollution exposure.
  ○ Implementing **technology and operational improvements** at land ports of entry (POE) and marine ports to improve efficiency and reduce idling.

Policy and Studies

- Developing community-led solutions to remove transportation barriers and increase accessibility, safety, resiliency, and economic opportunities through our Reconnecting Communities Studies.
- Studying the relationship between our region's transportation infrastructure and its environmental and health impacts on various communities, considering race and ethnicity.

Learn more

Visit **SANDAG.org/climate** and **SANDAG.org/airqualityplanning** for more information.

2025 REGIONAL PLAN
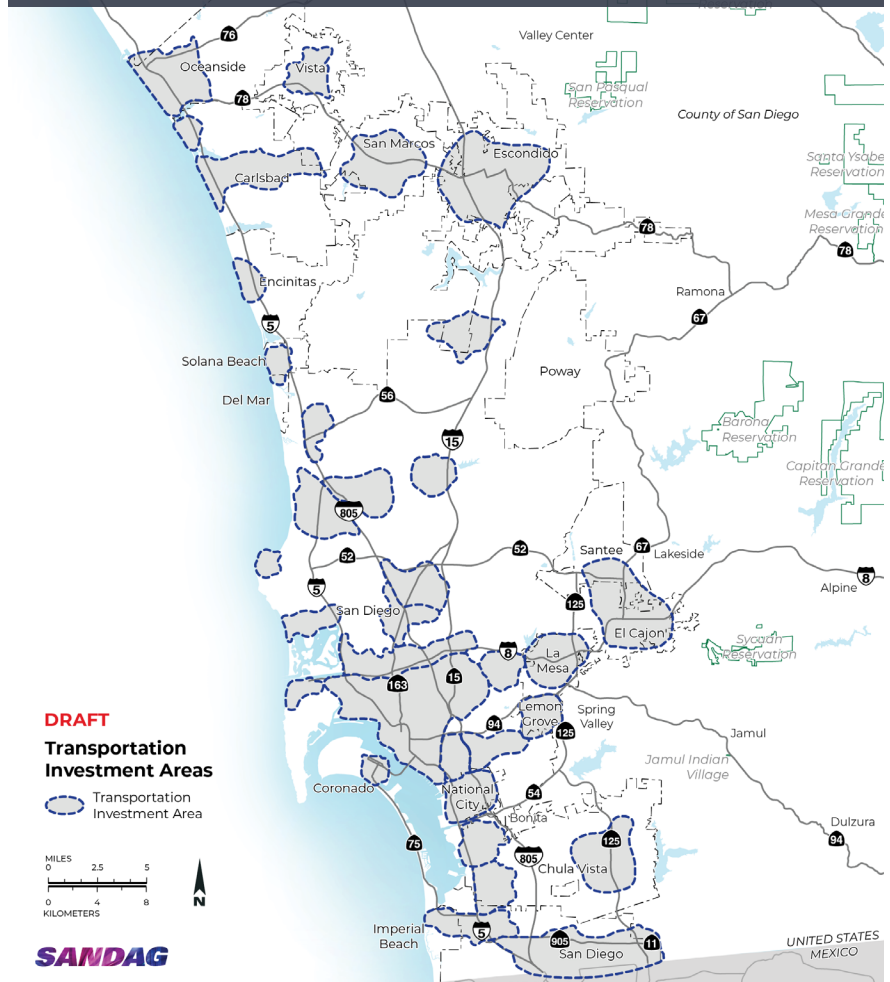**Proposed Policies and Programs**

Housing & Land Use

For decades, our region has failed to provide enough affordable housing to meet the urgent needs of our growing population. On top of this, the state of California has mandated that San Diego needs 171,685 housing units by 2029: 3 out of 5 of those units must be affordable. We aim to address this crisis by helping cities and the County increase the amount of affordable housing being built in areas with more transportation options. This involves providing grants and giving local agencies the technical assistance, data, and resources they need to support housing development and get more housing-related funding.

Our Sustainable Communities Strategy has identified Transportation Investment Areas (TIA) which are neighborhoods with lots of current or planned public transit and other sustainable transportation choices. By supporting housing development in TIAs, we're encouraging infill development while meeting our region's climate emission reduction goals and making it easier for residents to get to where they live, work, and play.

2025 Regional Plan Transportation Investment Areas (TIA)

DRAFT
Transportation Investment Areas

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SANDAG

Policy and Program Connections

Climate   Habitat Conservation   Health   Vision Zero

What else has SANDAG been working on and what are we considering next?

- Providing templates, toolkits, webinars, and other guidance to support our local jurisdictional staff through our **Housing Technical Assistance Program**.

- Developing strategies to keep existing residents from being displaced by new development and transportation improvements.

- Hosting educational forums on housing-related topics.

- Advocating for and going after state and federal grants for housing planning and production.

- Studying how local government can reclaim a percentage of increases in land value (due to public investment in things like transportation and other public works) to reinvest in affordable housing.

- Providing grants to local jurisdictions to support housing and transportation planning and infrastructure projects.

- Future work includes developing a tribal housing program in coordination with Southern California Tribal Chairmen's Association (SCTCA) to provide up to $2 million to help tribes meet current and future housing needs. We are also collaborating with the two transit agencies in the county, Metropolitan Transit System (MTS) and North County Transit District (NCTD), to support activities that advance affordable housing and redevelopment at transit hubs.

Learn more

Visit **SANDAG.org/housingandlanduse** for more information.

How can our region address the housing crisis?

Some strategies include:

- Updating zoning requirements (for example, how tall buildings can be, how many units on a property, etc.) so that more housing can be built near transit stops.

- Helping developers reduce costs and save time by making building guidelines clearer and streamlining permit processes.

- Setting up programs to waive certain fees for affordable housing developments.

- Offering more programs for property owners to build Accessory Dwelling Units (also known as granny flats).

- Using publicly owned land for affordable housing.

Pricing Strategies

Many regions around the nation and the world are looking to pricing strategies and incentives to improve and maintain transportation networks. These strategies can help reduce traffic and improve air quality and the condition of our roadways, all while generating transportation funding for priority projects.

Pricing strategies can help address decades of imbalanced investment in roads and can create more funding for other types of transportation, including transit, all while managing traffic. Additionally, they can ensure all members of the public who use the public infrastructure contribute their fair share to maintain it. Gasoline tax has been the primary source of transportation funding for decades. The gasoline tax was originally intended to be a user fee, however, as people transition to more fuel-efficient cars and electric vehicles there are significant disparities in how much people are paying into the system. New revenue sources could help the region build a complete transportation system that provides people with many ways to get around, wherever and whenever they need it. Offering the public more choices to get around besides driving will free up roadway space for people who need to drive.

What should I know about pricing strategies?

Pricing can improve traffic flow and air quality while reducing greenhouse gas emissions. These policies will be carefully developed to make sure they don't unfairly burden people with limited incomes, people of color, seniors, rural communities, or others. Funding from fees will be reinvested in a variety of safe, convenient, and affordable transportation options available to the public.

In addition, pricing policies are not always fees charged to users: they could also be programs that offer incentives to encourage people to try ways of getting around other than driving alone (e.g. reduced or free transit). As we expand transportation choices, this will make getting around more affordable and accessible.

Policy and Program Connections

Climate   Fix It First   Health   TDM   Technology & Improvements

What kind of pricing strategies might happen here?

The 2025 Regional Plan does not include a Road User Charge, but it considers a variety of other user fees and incentives to manage traffic and encourage travelers to consider more sustainable transportation choices. Before putting any of these policies into action, though, we will study them and get the public's feedback at every step of the way. These strategies include:

- **Managed Lanes**
- **Delivery fees**
- **Ridehailing company service fees**
- **Parking fees**
- **Incentives**

Read more about these strategies on reverse.

Managed Lanes

Highways with one or two lanes that charge tolls ranging in price; these offer a faster trip to solo drivers if they choose to pay, while providing free access to emergency vehicles, public transit, carpoolers, and others. Tolls may adjust based on traffic and other factors to help keep people moving safely and efficiently. Our I-15 Express Lanes are one example of this.

Delivery fees

Fees when people order things delivered by vehicle which are meant to offset increases in traffic and road wear and tear as online shopping becomes more popular. Delivery fees incentivize companies to bundle products into fewer orders (which reduces how many delivery trips are made) or to use cargo bikes for deliveries in urban areas. Other states like Colorado and Minnesota already have a system like this.

Ridehailing company service fees

Fees per trip for Ridehailing Companies, including on-demand passenger and ridehailing services such as Uber and Lyft. Rates could vary by distance traveled, number of riders, or other factors. Data collection efforts both in San Diego and across the nation have indicated that ridehailing services have many negative impacts – they generate a lot of extra miles driven as drivers can travel long distances to pick up their next customer and seek higher paying trips. They also generate a lot of traffic on our local streets and at the curbs in our busiest areas. San Francisco, Chicago, Seattle, and other major U.S. cities already have fees like this to address these impacts.

Parking fees

Paid parking spaces where prices vary by time of day, location, and other factors. These help manage the number of spots available in high-demand areas while generating funding for city and County transportation projects, including flexible fleets like shared Neighborhood Electric Vehicle services.

Incentives

Offering free or discounted transit passes to high-need groups to encourage more people to ride transit. One example of this is our Youth Opportunity Pass pilot program, which offers free, unlimited public transit for people 18 and under. Another example is the Try Transit program which provides eligible employees with a free one-month transit pass. Expanding these programs to more high-need groups could encourage more sustainable transportation choices.

What's Next?

SANDAG staff will consult with its Board of Directors, stakeholders, and community members while working to implement these new pricing or incentive strategies. Programs must be carefully constructed, considering who will pay what and how much and how revenues would be distributed to ensure that no group, such as those driving fuel-powered vehicles, low-income individuals, rural residents, or those with long commutes, are paying more than their fair share.

Transportation Demand Management

Anyone who commutes during peak hours in our region has been stuck in traffic: that's why we're working on many strategies to address this – including Transportation Demand Management (TDM). TDM is a combination of policies and programs that help reduce traffic congestion. Typical TDM programs promote carpooling, vanpooling, teleworking, taking transit, biking, and walking to work.

As recently as 2023, 71% of commuters in the San Diego region drive alone to work, while only 18% carpool and 3% take transit. Our TDM program, Sustainable Transportation Services, works with employers to offer their employees choices other than driving alone. In 2023, these programs made significant impacts on changing travel behavior:

- We currently have 395 active vanpools, which helped almost 26,000 people commute in 2023.
- 269 employees from 16 different employers signed up to try transit for the first time.
- During Bike Anywhere Day, over 9,000 people across the region rode their bike.

We know investing in upgrades to our public transit and highways won't address all our region's traffic problems alone. Commuters need other transportation options that are competitive with driving and that create new habits. We imagine a future where people in our region have a range of attractive travel choices.

What does this look like in practice?

Commuter Benefits

Offering transit pass discounts and amenities like secure bike parking and free emergency rides home can make it easier for commuters to use transit and other alternatives to driving alone.

Who Can Make This Reality?

- SANDAG
- Other agencies
- Workplaces

Marketing, Education, and Outreach

Hosting booths at events, educational campaigns like Bike Anywhere Day, and other marketing strategies help raise awareness of commute choices other than solo driving.

Who Can Make This Reality?

- SANDAG
- Local cities and the County
- Workplaces

Policy and Program Connections

Climate | Digital Equity | Health | Pricing Strategies | Technology & Improvements

TDM Program

Supporting employers and housing developers to provide transportation benefits and amenities that encourage sustainable transportation choices.

Who Can Make This Reality?

- SANDAG
- Other agencies
- Workplaces
- Building developers

Financial Subsides

Incentives and pre-tax benefits that lower out-of-pocket costs for those who choose alternatives to driving alone. For example, our regional vanpool program offers a monthly subsidy that goes towards the lease of a vehicle.

Who Can Make This Reality?

- SANDAG
- Workplaces

Parking Management

Offering cash incentives or transit passes instead of a parking space to encourage employees to choose alternatives to commuting alone in a car.

Who Can Make This Reality?

- Workplaces

Flexible Work Schedules

Policies that promote telework, flexible schedules, and/or more hours on less days

Who Can Make This Reality?

- Workplaces

How can employers take advantage of TDM programs?

SANDAG works with more than 200 employers to help them develop customized plans that aim to encourage their staff to make sustainable transportation choices. These plans support their employees by connecting them to our Sustainable Transportation Services, such as the regional vanpool program, Guaranteed Ride Home services, and bike encouragement programs. On average, workplaces that participate in TDM programs have reduced their employees who drive alone to work by 10%.

What has SANDAG been working on and what are we considering next?

- Providing programs and services that promote sustainable commute options.
- Working with schools and housing developments in areas close to transit stops to encourage more sustainable travel.
- Bi-annual community-wide events, such as Bike Anywhere Day and Clean Air Day, to encourage and reward people for using sustainable commute modes.
- Supporting policies that would require large businesses or developers to reduce the number of their employees or residents who drive alone to work.
- Future programs include expanding our Try Transit program to housing developments near transit and to residents served by community-based organizations, expanding an e-bike program, and supporting schools with the development of a trip reduction plan to make student and staff commutes more sustainable.

Learn more

Visit **SANDAG.org/sts** for more information.

Transportation Technology & Operational Improvements

Historically, transportation systems were operated and managed independently by each local city government or other agency, which resulted in a network of roads and transit that could not communicate well with one another or adapt to the ever-changing needs of its users. This is why we are working on cross-agency collaboration to ensure our regional transportation system operates as one.

We have established a regional task force that is helping local agencies share information and real-time data so that intelligent transportation systems across the region can work together more seamlessly. This can improve travel times and transportation reliability while managing traffic and reducing air pollution.

What does this look like in practice?

This program encourages our local government agencies to combine tools, resources, and solutions to improve system performance. For example:

- Investing in technology to integrate our region's major highways into one managed network.
- Helping technology providers and transit operators share information.
- Coordinating between agencies to make our transit as efficient and reliable as possible.
- Working with local agencies to prioritize policies and processes that support mutual data sharing within our transportation system.

Coordination like this allows for agencies to strategize as a team to improve people's experience moving throughout the region by communally pooling relevant data. The result is a better end-to-end experience for the user, regardless of which agency regulates the area they are traveling through.

I-15 Case Study

Five local agencies collaborated to get a pilot project on Interstate 15 up and running where transit, local roadways, and the freeway work as a unified system across jurisdictional boundaries. Because of interagency data sharing, traffic signals and ramp meters can now adjust automatically based on real-time traffic conditions to minimize back-ups on local roads and better manage traffic flow around major freeway accidents.

Policy and Program Connections

Digital Equity

Fix It First
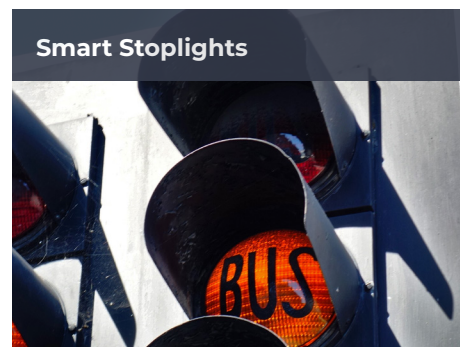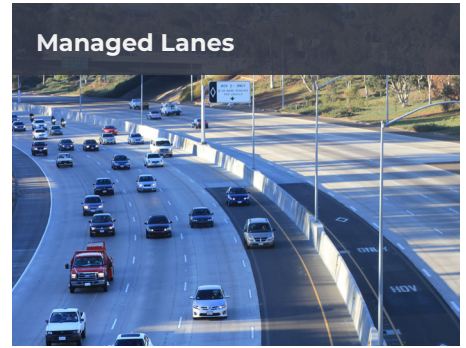
Pricing Stategies

TDM

Vision Zero

What has SANDAG been working on and what are we considering next?

- Creating a seamless regional network of managed lanes.

- Planning and operating Smart Systems that ensure safety and efficiency at numerous intersections.

- Developing a Regional Border Management System that will serve as the transportation tool that will orchestrate the management of cross-border traffic over all existing and planned Port of Entries. It will provide operational strategies to reduce wait times, better manage traffic incidents, improve traveler information access, and more.

- Expanding smart stoplight systems so our Rapid bus routes can speed up trips by getting green light priority at intersections.

- Future activities include establishing a Transportation Systems Management and Operations Tasks Force. The Task Force will serve as the regional body that will provide guidance in the development of institutional, operational, and technical strategies and actions that advance the implementation of innovative transportation projects that support our Regional Plan.

Learn more

Visit **SANDAG.org/transportationtechnology** for more information.

Managed Lanes

Smart Intersections

Regional Border Management System (RBMS)

Smart Stoplights

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2025 REGIONAL PLAN
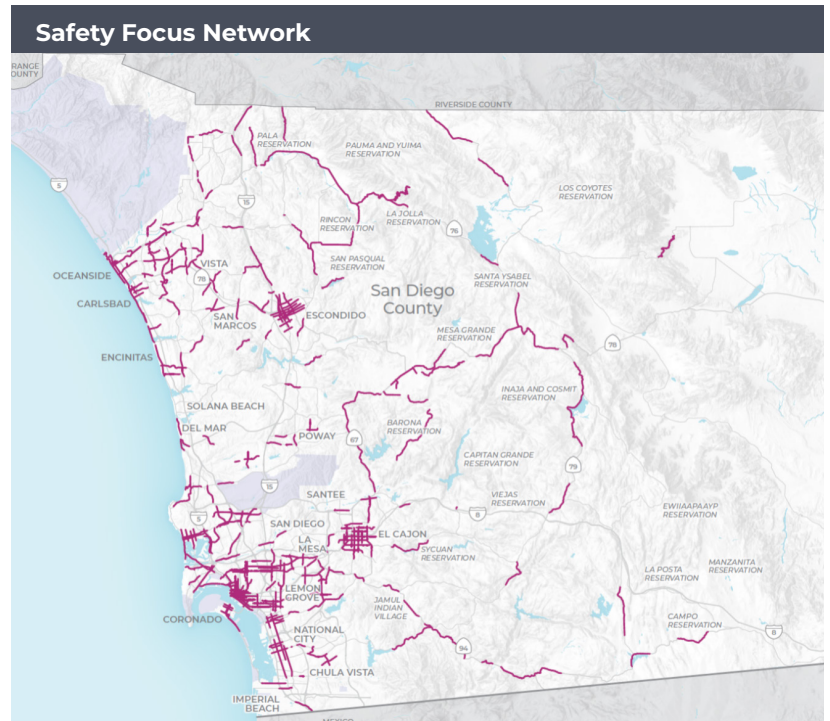**Proposed Policies and Programs**

Vision Zero

Every day, three people are killed or seriously injured on roads in the San Diego region: not including freeways.[1] This is why we're committed to making our streets safer by joining a global initiative called Vision Zero. This movement rejects the notion that serious traffic collisions are inevitable, but instead views them as unacceptable and preventable incidents. We are exploring and recommending many strategies to reduce road hazards, including:

- Promoting safe speeds through street design and traffic calming

- Designing roads to minimize collisions

- Educating drivers about safe driving practices

- Advocating for vehicle designs to minimize collisions and make them less severe

- Providing timely and effective medical care to those involved in collisions

We studied crashes in the region and developed a Safety Focus Network that shows where the most incidents occur within the smallest portions of roadways. This network represents 54% of fatal and serious injury crashes on only 6% of the roadway network (excluding freeways). Statistics like this come from our Regional Vision Zero Action Plan which was developed so that local government agencies would have data supporting their applications as they seek funding for safety improvement projects. This plan also provides a unified vision for our region's active transportation network while offering technical resources.

Our Action Plan helps us create and recommend programs, policies, and projects that make our roads safer for all. For example, data in this plan can help local cities update things like speed limits in areas with a lot of pedestrian activity. Eye-opening statistics—such as how driving speed is directly correlated to how serious a crash can be, or how 78% of serious injury crashes happen on roads with speed limits of 35 MPH or higher—can help inform these decisions.

Safety Focus Network

Policy and Program Connections

Climate   Digital Equity   Fix It First   Health   Housing & Land Use   Technology & Improvements

How can you keep your neighbors safe?

While local government does what it can to make our transportation system safer, everyone in our region has a responsibility to create safer streets by practicing safe behavior. 94% of collisions are caused by human error and leading contributors to crashes are unsafe speeds and improper turns. You can reduce how serious collisions are by doing things like slowing your roll, keeping your eyes on the road, and yielding to people walking and rolling. Remember, we are all pedestrians, even when we are walking to our cars.

What projects will be focused on first?

Statistics show that low-income communities and communities of color are disproportionately affected by traffic-related injuries and fatalities. These areas represent 19% of our region, but they experience 40% of serious crashes. This is why we are prioritizing transportation improvements in communities that have been historically underserved.

What else has SANDAG been working on and what are we considering next?

- Partnered with a small city and tribe to develop their Comprehensive Safety Action Plans and created a plan template for other cities and tribes to use in future safety planning efforts.

- Collected community input online and in person to support the Regional Vision Zero Action Plan.

- Developed and launched a public **Traffic Safety Dashboard**. This interactive site includes crash data from the Statewide Integrated Traffic Records System, National Transit Database, and Federal Rail Administration.

- Future activities include identify and build partnerships to support implementation of all safe systems approach elements: safe people, safe roads, safe speeds, safe vehicles and post-crash care.

Learn more

Visit **SANDAG.org/visionzero** for more information.

[1] *Daily average based on data from Statewide Integrated Traffic Records System from 2018-2020. Excludes access controlled freeways.*

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