

plan

CHAPTER ONE

Regional Plan Overview

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REGIONAL PLAN At a Glance

The Regional Plan is a long-range plan for transportation, land use, housing, and the environmental needs of the San Diego region. It provides a roadmap for how the region will develop over the next 25 years and how we will invest in transportation infrastructure that provides more convenient and safe choices for getting around.

SANDAG is required by law to update the Regional Plan every four years based on current data and planning assumptions. The data-driven planning process starts with the Regional Growth Forecast (Appendix F)—which estimates population, housing, employment, income, and land use—plus current travel data, trends, and local general plans. SANDAG also conducted extensive public outreach to understand the region's needs (see Appendix J) and used input from people across the region to build the Regional Plan.

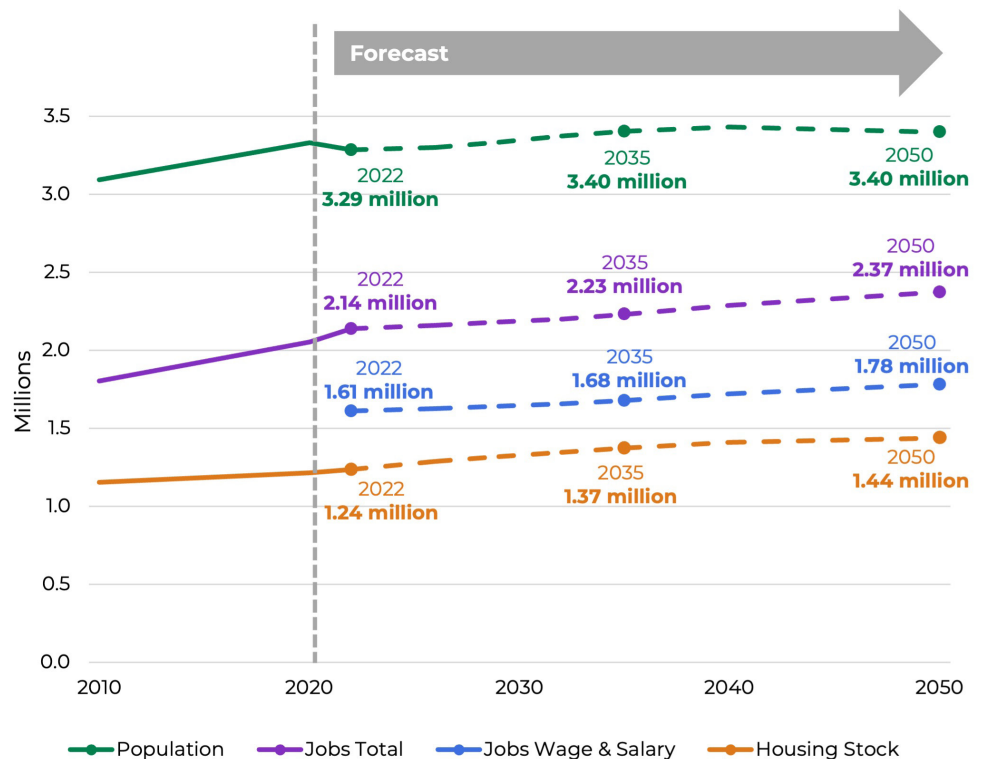
The Regional Plan has been organized to include all the required elements:

Chapter 1 introduces SANDAG, our unique region, and explains the purpose of the Regional Plan. All good plans start with goals describing what we want to accomplish and where we want to be when the Regional Plan is fully realized. The 2025 Regional Plan envisions a sustainable and resilient future for our region and economy supported by a transportation network that is convenient, equitable, healthy, and safe.

2025 Regional Plan Goals:

- **Convenient** and reliable movement of people and goods
- **Equitable** access to essential needs and opportunities
- **Healthy** communities and environment for everyone
- **Safe** transportation network for all users

Figure 1.1 Population, Jobs, and Housing Forecast, San Diego Region 2010-2050



Source: SANDAG Series 15 Regional Growth Forecast with Sustainable Community Strategy Land Use Pattern

Chapter 2 is the Sustainable Communities Strategy (SCS). State law requires an SCS that demonstrates how coordinated transportation, housing, and land use will achieve greenhouse gas (GHG) emissions reduction targets set by the California Air Resources Board. The 2025 Regional Plan must achieve a 19% reduction in GHG per capita by 2035 based on 2005 levels. The plan accomplishes this by focusing future residential and employment growth in areas with a high concentration of transportation options, including fast and frequent transit, Complete Corridors, Flexible Fleets, and bikeways and walkways. Appendix A lists the transportation projects, programs, policies, and phasing for the plan. Appendix F presents the SCS land use pattern that supports the transportation network and preserves natural resources and agricultural lands. Appendix B contains documentation and information related to the SCS, such as the technical methodology for estimating GHG emissions for the plan, the GHG target established by CARB under Senate Bill (SB) 375, the outcomes of GHG emissions reductions, resource areas and farmland in the region, as well as transit priority projects and areas as outlined in SB 375 and California Senate Bill 743.

Chapter 3 brings this vision to life by outlining the plan's performance measures and identifies specific implementation actions for achieving the plan's goals. Each action is grounded in federal and state mandates, regional priorities, and performance expectations for reducing travel times, increasing access to basic needs and opportunities, promoting physical activity, and improving safety. Implementation of the plan is structured around near-term and continuing actions. Together, these performance-informed, budget-aligned, and policy-driven actions map the pathway to implementation of the 2025 Regional Plan to build a more connected, equitable, and resilient future for the San Diego region. Appendices N and M describe how the transportation network will perform under the plan and the tools and data that SANDAG uses to do this assessment.

Chapter 4 includes the financial plan, which identifies costs and describes a strategy for how we could pay for the proposed projects in the plan based on reasonable assumptions of revenue. Federal law requires that the Regional Plan is "fiscally constrained," which means the amount, timing, and eligible uses between the funding sources align with the projects and programs included in the Regional Plan. The financial plan is not a funding commitment. It is a scenario that reflects reasonably expected revenues from existing and anticipated federal, state, and local fund sources. The Regional Plan's financial strategy must cover both the proposed projects and programs, as well as operations and maintenance costs for existing and planned investments. The estimated cost of implementation of the Draft 2025 Regional Plan is nearly \$126 billion. Appendix H describes how the costs are developed for the projects and programs in the plan, and Appendix I provides a detailed description of the anticipated revenues.

Figure 1.2 2025 Regional Plan Funding Sources (2024\$)

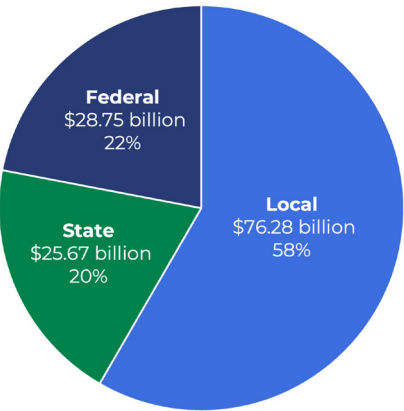
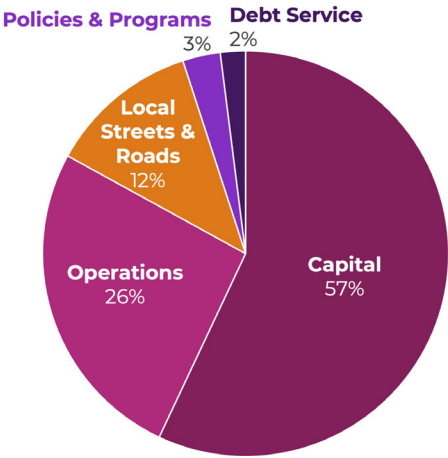


Figure 1.3 2025 Regional Plan Transportation Investments



The chapters of the 2025 Regional Plan are supported by **technical appendices** that describe how the Regional Plan meets all of its requirements, including air quality conformity, Title VI, congestion management, system performance, and habitat conservation. It also includes a helpful glossary of terms used throughout the plan.



Transportation Network Highlights

Expanded transit, including **35 new Rapid bus routes** by 2035

Enhancements to existing transit: **more frequent trips** and **longer service hours**

More rural transit service: More routes and trips every day of the week

36 flexible fleet service areas that provide community shuttles

A complete network of **Managed Lanes** to improve traffic flow

Programs that complement the transportation projects, including the **Youth Opportunity Pass**, **safety investments**, and a **regional vanpool program**

San Diego Region

- Commuter Rail
- Light Rail
- Bus
- Tribal Lands
- Local Jurisdictions
- Cleveland National Forest
- Military Facilities

The map displays the San Diego region, including San Diego County and parts of Imperial County and Riverside County. It shows major transportation routes such as Interstate 5 (I-5), Interstate 805 (I-805), Interstate 15 (I-15), Interstate 8 (I-8), and State Routes 52, 56, 67, 78, 94, and 905. The map also highlights various tribal lands, including the Pala, Pauma and Yuima, Rincon, La Jolla, San Pasqual, Santa Ysabel, Mesa Grande, Inaja-Cosmit, Barona, Capitán Grande, Viejas, Sycuan, Jamul Indian Village, and Manzanita Reservations. Local jurisdictions are shown in different shades of purple, and the Cleveland National Forest is shown in green. Military facilities are indicated by grey areas. The map includes a scale bar in miles and kilometers, a north arrow, and labels for major cities and towns such as San Diego, Escondido, Carlsbad, Encinitas, Poway, San Marcos, Vista, Fallbrook, Oceanside, Solana Beach, Del Mar, Coronado, Imperial Beach, Tijuana, B.C., Tecate, B.C., Potrero, Campo, Boulevard, Jacumba, and Borrego Springs. The map also shows the border between the United States and Mexico.

More than 3.3 million people live in the San Diego region, spread among 18 cities, the County of San Diego, and 17 federally recognized tribes. We share our southern border with Mexico, the largest trading partner to both the United States and the State of California.

The region hosts strategically located sea and land ports of entry, the U.S. Navy's prestigious Pacific Fleet, and several renowned higher education institutions. Our multifaceted economy is rooted in technology, research, national defense, and tourism.

Our shared border with Mexico is an essential part of the culture and economy of the San Diego region. Trade with Mexico fuels commerce throughout our binational region. And the connections between people on both sides of the border are woven through these ties.

About SANDAG

[SANDAG.org/about](https://www.sandag.org/about)

SANDAG serves the region through several designations. In our primary roles as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA), we plan for how people and goods will move around the region. The Regional Plan is a foundational piece of this work and is required to ensure our region can continue receiving federal and state funding for future transportation projects.

Beyond planning, we are unique among MPOs in that we also build regional transportation projects, and we preserve and protect natural resources. SANDAG also provides vital resources and programs that support residents and businesses across the region. TransNet, the half-cent sales tax administered by SANDAG, helps fund everything from major corridors and transit projects to specialized transportation services for seniors and people with disabilities and local street improvements.



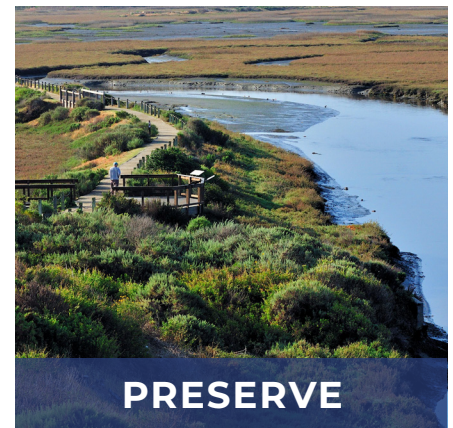
Board and Committee Structure

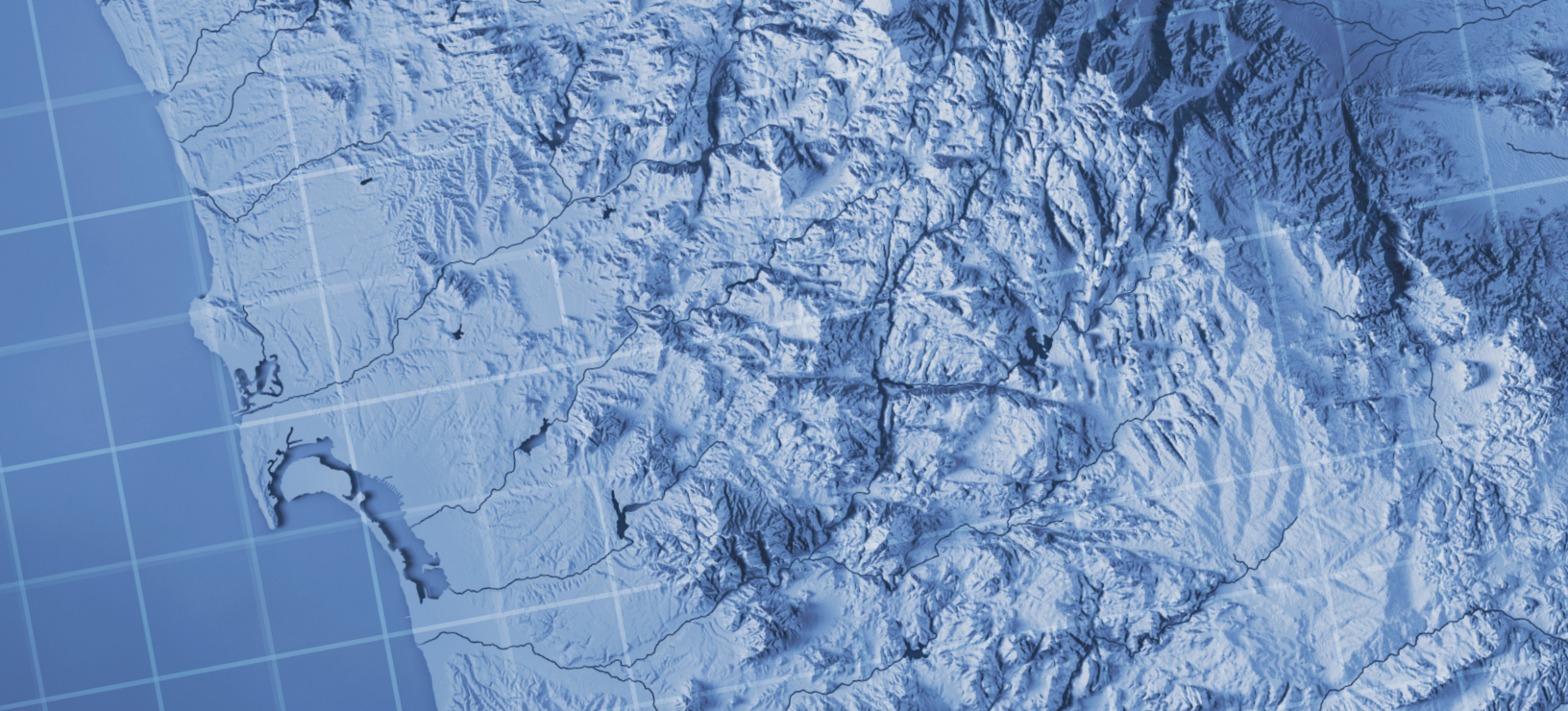
The Board of Directors is made up of elected officials from the region's 18 city councils and the County Board of Supervisors. As the governing body of the agency, the Board carries out various responsibilities mandated by the agency's designations and sets agency direction, policy, and priorities. Board members are elected officials—mayors, city councilmembers, and county supervisors—selected from each of the 19 jurisdictions.

Representatives from Imperial County, Caltrans, the U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, San Diego Metropolitan Transit System (MTS), San Diego County Regional Airport Authority, North County Transit District (NCTD), Southern California Tribal Chairmen's Association, Mexico, and the Association of Planning Groups serve on the Board as non-voting advisory members.

To help SANDAG address key public policy and funding responsibilities, the Board has delegated certain responsibilities to six Policy Advisory Committees (PACs) that are focused on distinct issue areas. All items delegated to the PACs are reviewed by the Board.

To help SANDAG address key public policy and funding responsibilities, the Board is supported by six Policy Advisory Committees (PACs) that are focused on distinct issue areas. Working groups and task forces comprised of residents, partners, and community organizations are also key.





UNDERSTANDING

The Regional Plan

SANDAG.org/regionalplan

Components of the Regional Plan

The Regional Plan is three documents in one:

Regional Transportation Plan (RTP)

An RTP is a federal- and state-mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions, and financing affecting all modes of transportation over a planning period of at least 20 years.

The financial plan required by the RTP outlines estimated revenues and expenses for the projects, programs, and policies that the Regional Plan proposes. The financial plan is based on reasonably expected revenues based on past experience and current information. It is not a commitment or guarantee of these revenues. It also includes strategies aimed at maximizing the benefits of the region's investment in transportation infrastructure. See Chapter 4 for more information on the financial plan.

Sustainable Communities Strategy (SCS)

An SCS is a state-mandated component of an RTP added by Senate Bill 375 in September 2008. It integrates transportation, land use, and housing into the planning process and must demonstrate how GHG emissions will be reduced to meet state mandated targets. The focus of Chapter 2 is the SCS; however, components of the SCS are integrated throughout the 2025 Regional Plan.

Regional Comprehensive Plan (RCP)

An RCP is a state-mandated planning document based on local general and regional plans that integrates land uses, transportation systems, infrastructure needs, and public investment strategies within a regional framework, in cooperation with member agencies and the public.



State and Federal Mandates

[SANDAG.org/mandates](https://sandag.org/mandates)

As the MPO for the San Diego region, SANDAG is required to develop and adopt a compliant Regional Plan to meet specific state and federal mandates every four years. Our mandates include requirements related to air quality, accessibility, public participation, and more. These major requirements guide the development of the Regional Plan:

Key State Requirements

Senate Bill 375 (Steinberg, 2008), also known as the Sustainable Communities and Climate Protection Act of 2008, is a California law that aims to reduce GHGs from passenger vehicles. The law requires the California Air Resources Board (CARB) to set regional targets for emissions reductions from cars and light trucks. SB 375 amended state RTP requirements (Government Code Section 65080 et seq.) by requiring the Regional Plan to include an SCS that aligns transportation, housing, and land use decisions with GHG goals.

Assembly Bill 805 (Gonzalez Fletcher, 2018) requires that the Regional Plan include strategies that provide for mode shift to public transportation. It also requires the plan to identify disadvantaged communities and outline strategies for reducing pollution exposure in those communities (Chapter 634, Statutes of 2019).

2024 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations (January 2024) Adopted by the California Transportation Commission, the guidelines establish a long-range transportation plan framework to comply with both federal and state requirements.

Climate Action Plan for Transportation Infrastructure (January 2025) The updated Climate Action Plan for Transportation Infrastructure (CAPTI 2.0) builds on state executive orders to reduce greenhouse gas emissions from transportation and provides recommendations on state funded transportation investments.

Key Federal Requirements

The Regional Plan must implement a performance-based approach in its metropolitan transportation planning process and meet other requirements of the U.S. Department of Transportation Metropolitan Planning Regulations (Title 23 CRF Parts 450 and 771 and Title 49 CFR Part 613).

Under the **Clean Air Act** (42 USC Section 7506), as amended, and the Environmental Protection Agency's (EPAs) **Transportation Conformity Rule** (Title 40 CFR Part 93), SANDAG must demonstrate that the Regional Plan uses the most recent planning assumptions and conforms to the State Implementation Plan's requirements for attaining air quality standards.

The Regional Plan must also comply with **Title VI of the federal Civil Rights Act of 1964** (42 U.S.C. 2000d) and the **Americans with Disability Act** (as defined in Title 49, Part 37, of the United States Code).



Goals

The 2025 Regional Plan sets goals (approved by the Board of Directors) to guide our strategies, implementation actions, and performance measures toward desired outcomes. The plan envisions a sustainable and resilient future for our region and the economy supported by a transportation network that would achieve:

Goals



Convenient

and reliable movement of people and goods



Equitable

access to essential needs and opportunities



Healthy

communities and environment for everyone



Safe

transportation network for all users

Through key performance measures, the Plan demonstrate how investments in the transportation network and supportive policies and programs deliver measurable benefits across the region.

To ensure convenient and reliable movement, the Plan invests in a multimodal transportation system that reduces travel times and improves access to essential destinations. More residents will be able to reach parks or retail stores within 15 minutes and access medical facilities within 30 minutes, enhancing quality of life and regional connectivity.

The Plan promotes equitable access to opportunities by expanding transit connections to major employment centers and higher education institutions. As a result, more adults can reach these destinations within 30 to 45 minutes by transit, creating more pathways to economic and educational advancement.

To support healthy communities and a cleaner environment, the Plan reduces greenhouse gas (GHG) emissions by providing options for people to shift to lower-emission travel modes. It meets the Senate Bill 375 19% per capita GHG emissions reduction target by 2035 and federal air quality standards.

Additionally, the Plan promotes safer transportation options by building more infrastructure for people who walk and bike. These improvements increase transportation-related physical activity, contributing to healthier communities.

