SANDAG Draft 2025 Regional Plan

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17 July 2025

SANDAG Draft 2025 Regional Plan

- Every four years SANDAG updates the Regional Plan named **SD Forward**
- The Regional Plan is a long-term planning document that addresses transportation, infrastructure, land use, housing and environmental needs of the region.
- The plan includes the following:
  - Regional Transportation Plan (RTP, federally- and state-mandated)
  - Sustainable Communities Strategy (state-mandated)
  - Regional Comprehensive Plan (state-mandated)
- SANDAG released the full Draft Plan for comment in May (link: SANDAG - 2025 Regional Plan)
- Public Input window is **currently open**. All comments are due by 18 July 2025.

SANDAG Draft 2025 Regional Plan

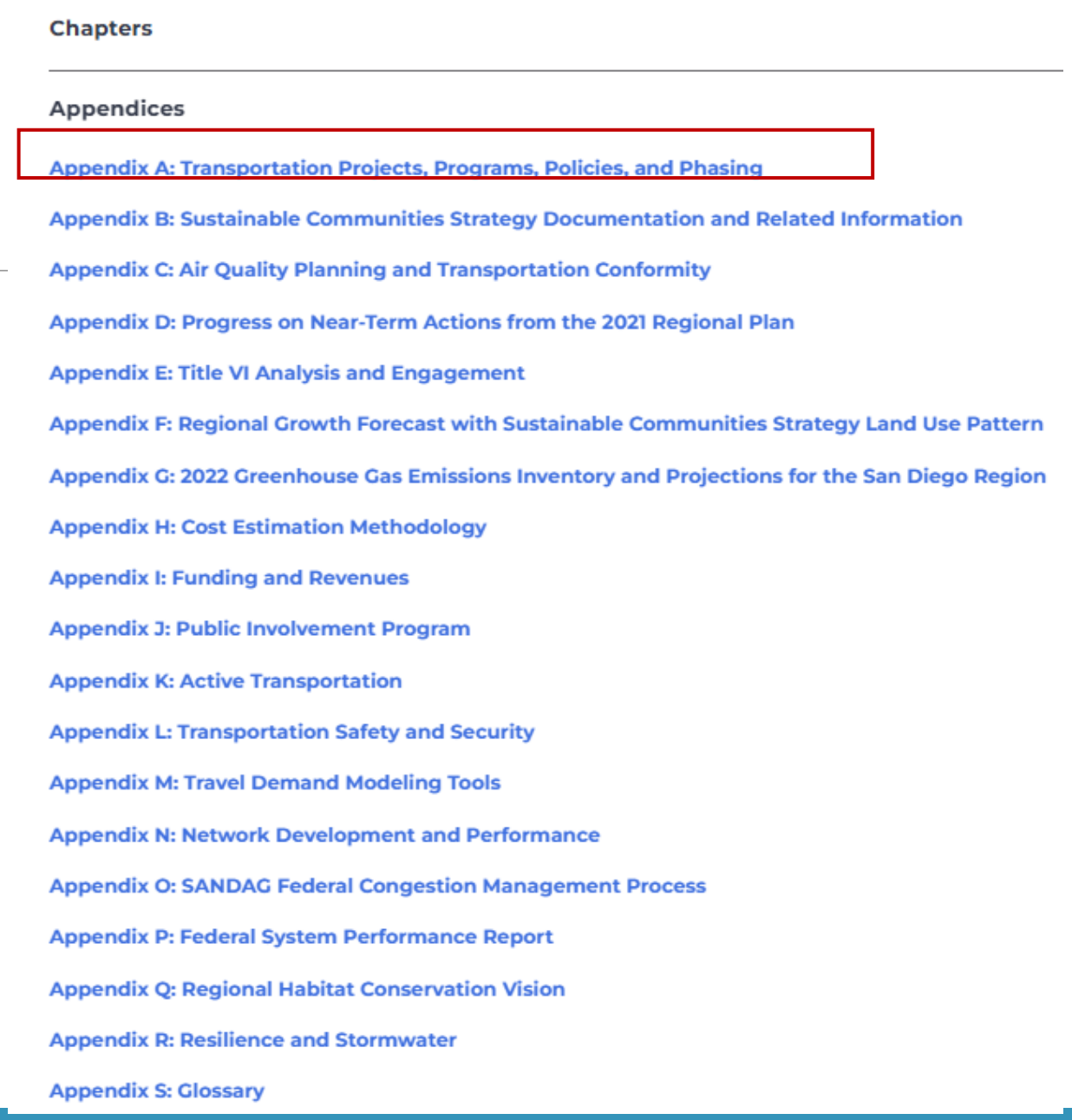
- Regional Transportation Plan (federally- and state-mandated)
  - Transportation network – roads, trains, public transit, bikeways, transport of goods, etc,
- Sustainable Communities Strategy (state-mandated)
  - Shows coordination between transportation, housing, and land use to achieve greenhouse gas (GHG) emissions reduction targets set by the California Air Resources Board.
    - Achieve a 19% reduction in GHG per capita by 2035 based on 2005 levels.
- Regional Comprehensive Plan (state-mandated)
  - Plan that integrates land uses, transportation systems, infrastructure needs, and public investment strategies within a regional framework, in cooperation with member agencies and the public.

Transportation Plans

- Regional Transportation Plan - **RTP**
  - Federally- and state-mandated
  - At least 20-year forecast plan
  - Describes existing and projected transportation needs, conditions, and financing affecting all modes of transportation.
  - Unfunded – but is required to outline estimated revenues and expenses for the projects, programs, and policies proposed.
- Regional Transportation Improvement Program - **RTIP**
  - Federally- and state-mandated
  - 5-year investment plan
  - Identifies projects and programs the San Diego region proposes to fund.
  - Incrementally implements a subset of projects from RTP.
  - Funded - For SANDAG projects to be incorporated in the RTIP, projects must first be included in the SANDAG Program Budget approved by the SANDAG Board of Directors.
  - Updated and filed separately from RTP.

Relevant to Peninsula

- The Regional Transportation Plan forecasts future Transportation Projects, Programs, Policies, and Phasing and the majority of it is found in Appendix A Link: 2025 Regional Plan Appendix A.

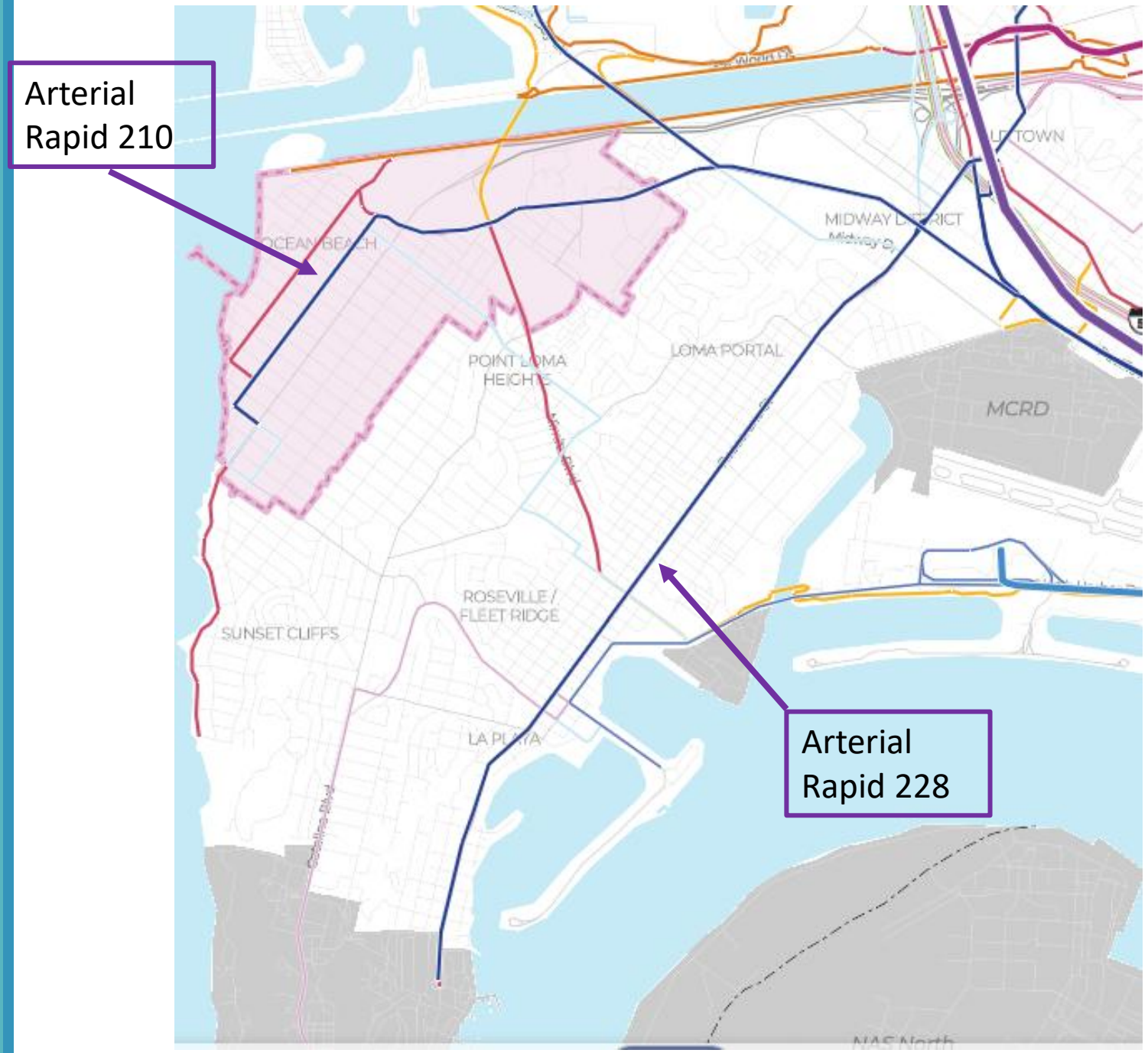


Sections Relevant to Peninsula, Ocean Beach and Midway

- 2025 Regional Plan Appendix A.
- Forecasted projects in the Peninsula, Ocean Beach and Midway areas include:
  - Active Transport (bicycles, walking paths)
  - Public Transit routes, including adding two rapid routes
  - Flexible Fleets (neighborhood electric vehicles and microtransit)
  - Complete Corridors (freeways, interchanges, transport of goods, etc.)

2050 Transportation Projects – Peninsula

- Map in the Interactive Map 2025 Regional Plan Network Explorer



List of Public Transit Projects

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL017	2035	Transit: Next Gen Rapid	Arterial Rapid Route 210	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	$179
TL023	2035	Transit: Next Gen Rapid	Arterial Rapid Route 228	Point Loma to Kearny Mesa via Old Town, Linda Vista	$127
FF09	2035	Flexible Fleets: NEV Shuttle Areas	Ocean Beach	NEV Operations	$10

List of Active Transportation Projects

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT031	2035	Active Transportation: On-Street & Off-Street Bikeway	Harbor Drive (Downtown to Ocean Beach)	Early Action Program (Tier 2), Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$6
AT046	2035	Active Transportation: On-Street & Off-Street Bikeway	Ocean Beach to Mission Bay	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$27
AT051	2050	Active Transportation: On-Street & Off-Street Bikeway	San Diego River Bikeway Connections	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$14
AT069	2050	Active Transportation: On-Street Bikeway	Midway to Sunset Cliffs	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$31
AT074	2050	Active Transportation: On-Street Bikeway	Rosecrans Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$28

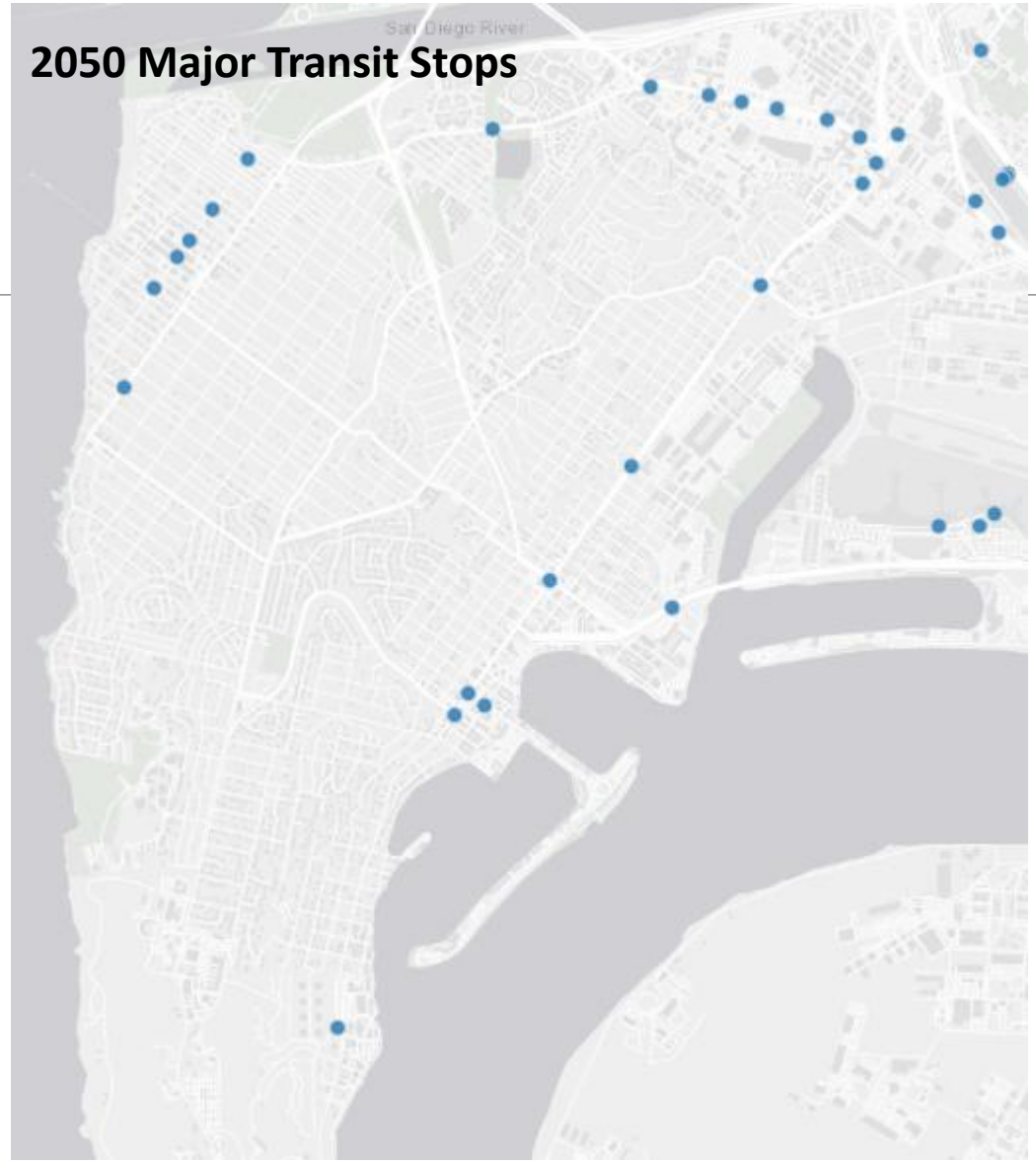
Projection of Bus Schedule

Service	Route	Description	Existing Frequency (in minutes) Peak	Existing Frequency (in minutes) Off-Peak	2035 Frequency (in minutes) Peak	2035 Frequency (in minutes) Off-Peak	2050 Frequency (in minutes) Peak	2050 Frequency (in minutes) Off-Peak	Existing Span of Service	2035/2050 Span of Service
Rapid	210	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	--	--	10	10	10	10	--	4 a.m.–2 a.m.
Rapid	228	Point Loma to Kearny Mesa via Old Town, Linda Vista	--	--	10	10	10	10	--	4 a.m.–12 a.m.
Local Bus	35	Ocean Beach to Old Town	15	15	15	15	15	15	5 a.m.–11:30 p.m.	4 a.m.–12 a.m.
Local Bus	28	Old Town to Shelter Island	15	30	15	15	15	15	5:30 a.m.–10:30	4 a.m.–12 a.m.
Local Bus	923	Downtown to Point Loma	30	30	15	15	15	15	5:30 a.m.–7:30 p.m.	4 a.m.–12 a.m.
Circulator	84	Point Loma Shuttle	60	60	15	30	15	30	6 a.m.–6 p.m.	4 a.m.–12 a.m.
Airport Connection	577	Airport to Downtown Transit Connection	--	--	10	10	10	10	--	24 hours
Express Bus	993	Shelter Island to Convention Center	--	--	15	30	15	30	--	4 a.m.–12 a.m.
Express Bus	994	Airport Flyer (Old Town to Airport)	20	20	20	20	20	20	5 a.m.–12 a.m.	5 a.m.–12 a.m.
Express Bus	995	Rental Car Facility to Airport	4	4	4	4	4	4	24 hours	24 hours

Why This Matters

- The Rapid Routes and where buses intersect is how “major transit stops” are defined, which are used to define the Transit Priority Area (TPA) and Sustainable Development Area (SDA), which are used to define where density programs such as the Bonus ADU, Complete Communities, and SB79.
- Maps can be found on this webpage.

  TravelModelNetworks | SDForwardData



Summary

- Reminder public Input window is **currently open**. All comments are due by 18 July 2025.
- Next steps?

Major Transit Stop Definitions (State Code)

Public Resources Code section 21064.3

"Major transit stop" means a site containing any of the following:

(a) An existing rail or bus rapid transit station.

(b) A ferry terminal served by either a bus or rail transit service.

(c) The intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.

Major Transit Stop Definitions (State Code)

Public Resources Code section 21155

(b) For purposes of this chapter, a transit priority project shall (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.