Appendix A: Transportation Projects, Programs, Policies, and Phasing

Contents

Figures

Tables

Transportation Projects, Programs, Policies, and Phasing

The 2025 Regional Plan and Sustainable Communities Strategy takes into account how the San Diego region is expected to grow and change and provides a blueprint for the transportation network, land use, housing, and more.

This appendix breaks down the transportation system into project categories, including active transportation, Complete Corridors, transit, Flexible Fleets, and transportation system management, along with policies and programs that support the overall system. It outlines project phasing, timelines for completion, and associated costs. Detailed information about cost estimation is available in **Appendix H: Cost Estimation Methodology**, while project phasing details are covered in **Appendix N: Network Development and Performance**.

The Regional Plan must be financially constrained, meaning the projects and investments included in the plan can be reasonably funded with a mix of federal, state and local sources and completed by 2050. Detailed information about revenue sources is covered in **Appendix I: Funding and Revenues**. This appendix includes tables and maps with key project details, such as project names, descriptions, and costs in 2024 dollars that are included in the financially constrained plan. Other projects of interests for which funding has not yet been identified (i.e., they are considered part of a financially "unconstrained" plan) are included in Table A.87.

California Assembly Bill 805 (Gonzalez Fletcher, 2017) (Chapter 658, Statutes of 2017) requires, among other things, that the Regional Plan identify disadvantaged communities and include transportation strategies to reduce pollution in these communities. Attachment A1 highlights the location of disadvantaged communities and details specific transportation strategies aimed at reducing their exposure to pollution.

This appendix is organized as follows:

1. A description of the types of transportation improvements that make up the transportation system.
2. A series of tables and figures identifying specific transportation improvements by subregion and rural areas.
    a. North County Subregion
    b. East County Subregion and Rural Areas
    c. Central County Subregion
    d. South County Subregion
3. A series of tables identifying specific transportation improvements by type:
    a. Arterials
    b. Systemwide investments
4. A series of maps that show the progression of improvement through the implementation phases by project categories
    a. Transit and Flexible Fleets, Complete Corridors, active transportation (2022, 2035, 2050)
5. Unconstrained Projects Table

6. Supporting Policies and Programs
7. The Coordinated Plan
8. Intelligent Transportation Systems (ITS) Architecture

Types of Transportation Improvements

Transportation improvements identified for each of the subregions and rural areas in Table A.1 through Table A.4 are grouped into the following project types and include a phase year (2035 and 2050) for each project.

Active Transportation

Regional active transportation projects include both on-street and off-street improvements to create safe and comfortable paths for walking and biking. The costs reflect the comprehensive nature of these projects, which may include upgrading and/or retrofitting existing streets and roadways to meet the mobility needs of users of all ages and abilities.

Complete Corridors: Managed Lanes

Managed lanes (MLs) offer priority access to people using transit, carpooling, riding motorcycles, or vanpooling. They also provide a foundation for future technologies and can adapt to changes in population and travel patterns. Managed Lanes include transit lanes, HOV lanes, Express Lanes, evacuation lanes, and truck climbing lanes.

In the Regional Plan, MLs are expanded by adding new travel lanes within the existing right-of-way as feasible, or conversion of existing travel lanes. Maps and tables in this appendix use descriptions of MLs to indicate the number of MLs in addition to the freeway lanes included in the total configuration for that phase. For example, a freeway segment labeled “8F+2ML” would represent eight freeway lanes plus two MLs on that segment. Another abbreviation used on SR 15 is "2TL" that refers to the existing transit-only lanes. Many of the MLs will be fully built by 2035.

Complete Corridors: Managed Lanes Connectors and Direct Access Ramps

Managed lane connectors are ramps that directly connect MLs to each other so drivers do not need to merge over multiple lanes when exiting/entering a new freeway. For example, in the context of I-15/SR 78, a ML connector refers to a direct connection between the existing I-15 Express Lanes and the future ML on SR 78.

Direct access ramps (or DARs) are special freeway entrances where buses, carpoolers, or people who pay a toll can directly enter MLs from a local road without having to merge onto a freeway from the right side. These ramps could look like either fully separated lanes on the same level as streets or elevated ramps and include technology enhancements (such as meters, stoplights, signage, etc.) that allow DAR users to enter freeways faster than other vehicles. The Mira Mesa/Scripps Ranch DAR on I-15 is an existing example.

Other projects in this category are Interchange and Arterial Operational improvements, which help drivers connect from high-traffic local roads to a freeway more efficiently.

Complete Corridors: Transportation Technology and Smart Intersection Systems

Transportation technology and Smart Intersection Systems (SIS) reduce congestion and improve safety on our roadways. Transportation technologies may include a wide range of elements such as traffic signal upgrades, ramp metering, changeable message signs, queue warning systems, freeway fiber communications, etc. SIS technologies may include a vulnerable road user detection system, transit and freight signal priority, adaptive signal timing, and more.

Complete Corridors: Rural Corridors

Rural corridors, located mostly in the eastern two-thirds of the region, provide people with access to rural towns and communities, and tribal nations. They also connect these communities to the interstate system. These routes are economic lifelines for rural communities and the region's many tribal nations. They provide access to jobs, education, and healthcare, and vital infrastructure for the movement of goods, deliveries, and emergency vehicles. The Regional Plan proposes projects to make these routes safer including evacuation routing, shoulder widening, and curve straightening.

Complete Corridors: Goods Movement

Projects in this category support goods movement improvements at freight gateways (land border crossings, maritime terminals, and air cargo terminals), rail lines, and on roadways. Goods movement supportive projects are sometimes aligned with ML or other Complete Corridor and transit projects and are indicated in the tables; others are stand-alone projects for goods movement improvements.

Transit

Transit improvements make public transit an attractive and compelling option to driving by making it faster, more convenient, and safer. Improvements include regional rail; light rail; streetcar; a variety of bus options, including Rapid, express, local, local circulator, and rural. Next Generation Rapid is a bus network using special technology and infrastructure to get around traffic. Rapid routes are planned to start by 2035 as described in the tables below. Regional rail includes an upgraded rail service that is faster and more convenient, especially for longer trips. Light rail transit includes improvements to existing light rail services, like grade separations, and new light rail or streetcar routes. Many of the existing bus and rail services will have increases to their frequencies, meaning they will come more often than they do today.

Flexible Fleets: Neighborhood Electric Vehicles and Microtransit

Using a variety of vehicle types and technologies, Flexible Fleets offer many benefits. They can provide first- and last-mile connections to transit and major destinations (e.g., work, healthcare, school, etc.), improve mobility in areas that are difficult to serve with other transportation options, reduce private vehicle dependence for short trips, and complement or replace underperforming fixed-route buses. Microtransit serves a range of 1.5-4.5 miles carrying up to 15 passengers while neighborhood electric vehicles (NEVs) typically have a service range of 0.5 to two miles carrying up to six passengers. NEVS are permitted to operate on streets with speed limits of 35 miles per hour or less. Both microtransit and NEVs are typically requested with a smartphone app and pick-up and drop-off activities occur anywhere within a defined service area, at designated locations, or a hybrid of the two. There are 15 NEV service areas and 21 microtransit service areas identified throughout the county. Some of the services have already begun and will continue while others are planned to start by 2035.

Transportation System Management

Transportation system management is the use of data and technology to coordinate and integrate operations across the transportation network. It improves how transportation is planned, operated, and experienced.

Transportation System Phasing

Project "phasing" is a reference to the specific time periods when projects are anticipated to be in service and available to the public. For the Regional Plan, the 2035 phase year references the time period where projects would be in service between 2026 and 2035 and the 2050 phase year references the time period where projects would be in service between 2036 and 2050. Additional information on project phasing is further described in Appendix N.

Transportation Projects by Subregion

Our region's 3.3 million residents, and others who visit to do business, leisure, vacation, visit family, and even just pass through the area, rely on our transportation system to get around the region. Our transportation investments keep people moving, supporting economic opportunity, education, and other activities that enhance quality of life.

The Regional Plan's transportation network offers more options for traveling around the region. The transportation improvements outlined in this appendix are, in part, informed by recent and historical data trends, as well as extensive input from regional stakeholders. The Regional Plan relies on data-driven insights to evaluate the best investments for meeting current and future regional needs. While the regional forecast projects an aging population and a decrease in total population in the later years of the plan, existing housing shortages will continue to drive demand for more housing opportunities. Job growth is also anticipated with commuters from outside the region continuing to be an important source of labor for filling jobs. These demographic and economic shifts influence travel demands and inform the vision for the region's future transportation system. More information on the growth forecast is described in **Appendix F: Regional Growth Forecast with Sustainable Communities Strategy Land Use Pattern**.

Data also reveals that approximately one-quarter of regional transit trips are linked to shopping, dining, or visiting attractions, while one-third of all travel in the region is dedicated to these activities. This underscores the importance of a well-connected transportation network to support the needs of all travelers, whether they are residents or visitors (**Attachment A3: Travel and Tourism**).

To refine and prioritize investments, feedback was gathered from the broader community, local partners, stakeholders, Policy Advisory Committees, and the Board of Directors. A summary of this input is organized by subregion in the following sections, with additional details available in **Appendix J: Public Involvement Program**.

Transportation projects and improvements are outlined by four distinct subregions, including rural areas:

1. North County
2. East County and rural areas
3. Central County
4. South County

Tables A.1 through A.4 include detailed listings of the projects for each of the subregions.

North County Subregion

The North County Subregion extends from Oceanside down the coast to Del Mar, east to Poway and Escondido, and north to the communities of Fallbrook and Pala. Major transportation routes serving the area include I-15, SR 78, SR 76, SR 56, and I-5. The I-15 connects North County to inland communities and extends north to Riverside County's Inland Empire. The I-5 links North County's coastal communities, extending north to Orange County and south to central San Diego, while also providing access to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor, which supports the COASTER regional rail, interregional Amtrak services, and freight traffic. The SPRINTER and SR 78 provide east-west connectivity, with the SPRINTER offering transit options and SR 78 serving as a highway route. SR 56 connects Carmel Valley with Sorrento Valley, the region's largest employment center.

Projects located in or partially within North County are included in the table and figure below. These projects are categorized by type and organized by phasing periods: 2035 and 2050 within each project type.

Active Transportation

Regional bike network connections are identified between North County activity centers. This entails upgrading existing bike routes and adding new bike routes with both on-street and off-street bikeways. Upgrading and adding new bike routes will safely connect communities to the coast and improve the overall network.

With some segments currently under construction, the North Coast Bike Trail and Coastal Rail Trail are proposed for full implementation in the plan, with some segments due to be completed by 2035, and others by 2050. Other critical east-west connections like the Inland Rail Trail: Oceanside segment, are due to be completed by 2035.

Complete Corridors: Managed Lanes

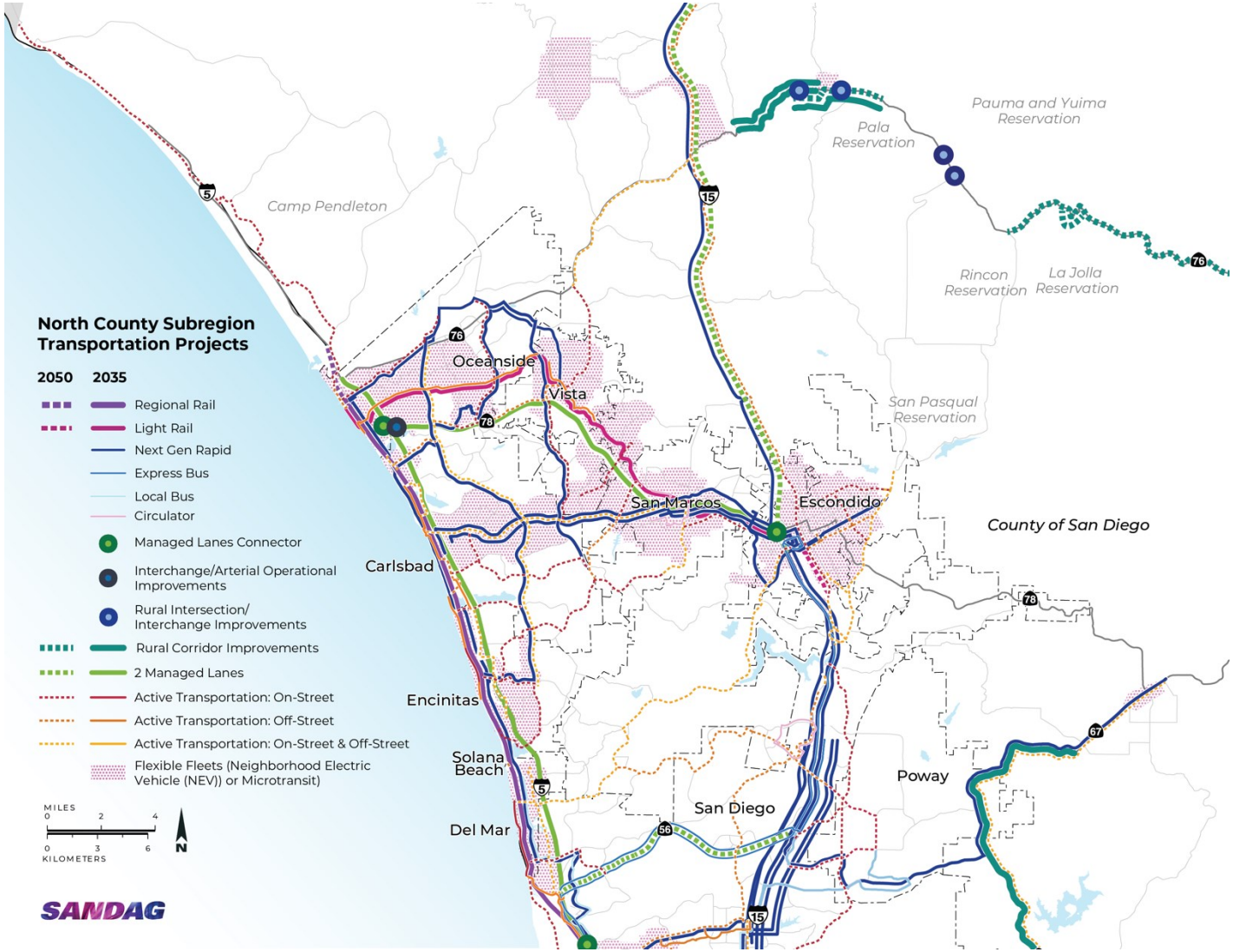
Most corridors in North County (I-5, I-15, SR 78, and SR 56) are identified as part of the MLs network. These lanes will be implemented through a combination of new construction or conversion of existing lanes, depending on the corridor. The ML network also includes connectors between SR 78 and I-5 as well as SR 78 and I-15. Safety improvements are identified on SR 76 east of I-15, consistent with the **Intraregional Tribal Transportation Strategy** to support safe connections to tribal nations and rural communities. SR 67 also provides a critical connection and safety projects are identified in the plan. These include evacuation lanes and technology improvements that will be especially important during emergency events.

Transit Routes and Flexible Fleets

To provide more convenient and reliable transit options, the plan includes enhancements to the SPRINTER and COASTER, including additional double-tracking and grade separations to allow for double the frequencies on both routes during the peak and midday time periods. Several improvements are set to be addressed by 2035, while other enhancements, like a COASTER extension to Camp Pendleton, will come by 2050. A total of 16 Rapid routes are identified for North County, including Rapid 483 connecting San Marcos to Riverside County. Connections between rural communities will be improved by establishing Rapid 277 between Sabre Springs and Ramona and upgrading existing rural routes to have more trips throughout the week (Attachment A2: Transit Frequencies and Spans of Service).

Several Flexible Fleet services have been identified to enhance transit options and connectivity. These services include 15 Flexible Fleet services, such as Oceanside NEV, eastern Oceanside microtransit (covering the eastern core and El Corazon), Carlsbad Village NEV, Encinitas microtransit, Solana Beach NEV, and Del Mar NEV. Additionally, services will serve employment and educational centers along Carlsbad Palomar Airport Road and Poinsettia, along with microtransit in Vista, Buena Creek, San Marcos, and Escondido. Further expansion includes microtransit in unincorporated North County (Fallbrook-Pala and Ramona). All these services are phased for completion by 2035.

Figure A.1: North County Subregion Projects



Note: Transportation investments not shown on this map but included in the project table below include transportation technology, SIS, and transportation system management.

Table A.1: North County Subregion Projects

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT001	2035	Active Transportation: Off-Street Bikeway	Inland Rail Trail: Phase 4	Early Action Program (Tier 1)	$25
AT019	2035	Active Transportation: Off-Street Bikeway	Coastal Rail Trail Oceanside	Early Action Program (Tier 2), Local Bike Plan	$6
AT020	2035	Active Transportation: Off-Street Bikeway	Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$28
AT021	2035	Active Transportation: Off-Street Bikeway	*Coastal Rail Trail San Diego - Del Mar to Sorrento via Carmel Valley*	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Safety Focus Network, Upgrade Existing Bikeway	$11
AT025	2035	Active Transportation: Off-Street Bikeway	*Coastal Rail Trail: Carlsbad*	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan	$40
AT026	2035	Active Transportation: Off-Street Bikeway	*Coastal Rail Trail: Encinitas to Carlsbad*	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$27
AT036	2035	Active Transportation: Off-Street Bikeway	*Inland Rail Trail: Vista to Oceanside*	Early Action Program (Tier 2), Regional Bike Plan, Safety Focus Network	$98
AT059	2050	Active Transportation: Off-Street Bikeway	*I-15 Bikeway - Murphy Canyon Road to Affinity Court*	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$135
AT063	2050	Active Transportation: Off-Street Bikeway	*I-15 Bikeway - Poway Road interchange to Carmel Mountain Road*	Regional Bike Plan, Upgrade Existing Bikeway	$60

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT123	2050	Active Transportation: Off-Street Bikeway	I-15 Bikeway - Rancho Bernardo Community Park	Regional Bike Plan, Local Bike Plan	$6
AT006	2035	Active Transportation: On-Street & Off-Street Bikeway	Coastal Rail Trail Encinitas	Early Action Program (Tier 1), Regional Bike Plan, Systemic Safety Network	$16
AT018	2035	Active Transportation: On-Street & Off-Street Bikeway	Coastal Rail Trail Del Mar	Early Action Program (Tier 2), Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$19
AT017	2050	Active Transportation: On-Street & Off-Street Bikeway	Coastal Rail Trail Connections	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Upgrade Existing Bikeway	$3
AT064	2050	Active Transportation: On-Street & Off-Street Bikeway	I-15 Bikeway - Via Rancho Parkway to Citracado Parkway	Regional Bike Plan, Upgrade Existing Bikeway	$13
AT082	2050	Active Transportation: On-Street & Off-Street Bikeway	San Luis Rey River Trail	Regional Bike Plan, Upgrade Existing Bikeway	$95
AT088	2050	Active Transportation: On-Street & Off-Street Bikeway	Bear Valley Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$77
AT091	2050	Active Transportation: On-Street & Off-Street Bikeway	Camp Pendleton Trail	Regional Bike Plan, Safety Focus Network, Upgrade Existing Bikeway	$135
AT093	2050	Active Transportation: On-Street & Off-Street Bikeway	Carlsbad - San Marcos Corridor	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$68
AT105	2050	Active Transportation: On-Street & Off-Street Bikeway	Coastal Rail Trail - Carlsbad Village (Reach 1)	Regional Bike Plan, Local Bike Plan, Upgrade Existing Bikeway	$7

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT137	2050	Active Transportation: On-Street & Off-Street Bikeway	Mid-County Bikeway - Coastal Rail Trail to Inland Rail Trail	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$119
AT145	2050	Active Transportation: On-Street & Off-Street Bikeway	North Coast Bike Trail	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$58
AT146	2050	Active Transportation: On-Street & Off-Street Bikeway	North County Inland Bikeway: El Camino Real	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$126
AT154	2050	Active Transportation: On-Street & Off-Street Bikeway	San Marcos Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$66
AT158	2050	Active Transportation: On-Street & Off-Street Bikeway	SR 67 Bikeway - Lakeside to Ramona	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network (Cost distributed with CC050)	$25
AT042	2035	Active Transportation: On-Street Bikeway	Mira Mesa Neighborhood Bikeway	Early Action Program (Tier 2), Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$24
AT073	2035	Active Transportation: On-Street Bikeway	Pomerado Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$94
AT014	2050	Active Transportation: On-Street Bikeway	Central Coast Corridor: La Jolla to Del Mar	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$36
AT089	2050	Active Transportation: On-Street Bikeway	Black Mountain Bikeway	Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$52

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT092	2050	Active Transportation: On-Street Bikeway	Cannon Road Bikeway	Upgrade Existing Bikeway	$2
AT094	2050	Active Transportation: On-Street Bikeway	Carlsbad Village Drive Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$12
AT095	2050	Active Transportation: On-Street Bikeway	Carmel Valley Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$24
AT097	2050	Active Transportation: On-Street Bikeway	Centre City to Bear Valley Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network	$21
AT104	2050	Active Transportation: On-Street Bikeway	Coastal Rail Trail - Carlsbad (Reach 6 On-Street)	Regional Bike Plan, Local Bike Plan, Upgrade Existing Bikeway	$12
AT108	2050	Active Transportation: On-Street Bikeway	Coastal Rail Trail - Oceanside Segment 1 ALT	Local Bike Plan, Safety Focus Network, Upgrade Existing Bikeway	$7
AT109	2050	Active Transportation: On-Street Bikeway	Coastal Rail Trail Connections--Solana Beach	Regional Bike Plan, Upgrade Existing Bikeway	$1
AT112	2050	Active Transportation: On-Street Bikeway	CSUSM Bikeway	Upgrade Existing Bikeway	$19
AT114	2050	Active Transportation: On-Street Bikeway	El Norte Bikeway	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$25
AT115	2050	Active Transportation: On-Street Bikeway	Encinitas to San Marcos Corridor - Encinitas Boulevard to El Camino Real	Regional Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$12

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT116	2050	Active Transportation: On-Street Bikeway	Encinitas Community Connector	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$13
AT117	2050	Active Transportation: On-Street Bikeway	Encinitas to San Marcos Corridor - El Camino Real to San Elijo Road	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$24
AT121	2050	Active Transportation: On-Street Bikeway	I-15 Bikeway - Citracado Parkway to Country Club Lane	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$34
AT122	2050	Active Transportation: On-Street Bikeway	I-15 Bikeway - Country Club Lane to Rainbow Valley Boulevard	Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$143
AT140	2050	Active Transportation: On-Street Bikeway	Mira Mesa Corridor - Scranton Road to I-15 Bikeway	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$33
AT142	2050	Active Transportation: On-Street Bikeway	Mira Mesa to Miramar	Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$15
AT149	2050	Active Transportation: On-Street Bikeway	Poway Loop	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$46
AT150	2050	Active Transportation: On-Street Bikeway	Rancho Bernardo - Via De La Valle Bikeway	Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$60
AT151	2050	Active Transportation: On-Street Bikeway	Rose Street Bikeway	Local Bike Plan	$15
AT153	2050	Active Transportation: On-Street Bikeway	San Luis Rey River to Coast	Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$35

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT161	2050	Active Transportation: On-Street Bikeway	SR 78 Bikeway	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$40
AT165	2050	Active Transportation: On-Street Bikeway	Vista Transit Center Connector	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$31
AT166	2050	Active Transportation: On-Street Bikeway	Melrose Drive Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$32
AT171	2050	Active Transportation: On-Street Bikeway	Carlsbad to San Marcos Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network	$49
AT172	2050	Active Transportation: On-Street Bikeway	College Boulevard Bikeway	Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$35
AT173	2050	Active Transportation: On-Street Bikeway	La Costa Bikeway	Systemic Safety Network, Upgrade Existing Bikeway	$16
AT175	2050	Active Transportation: On-Street Bikeway	Ted Williams Bikeway	Systemic Safety Network, Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$15
AT176	2050	Active Transportation: On-Street Bikeway	Vista to Buena Creek Station Connector	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$20
AT177	2050	Active Transportation: On-Street Bikeway	Washington Avenue Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$4
CC006	2035	Complete Corridors: 2 MLs	I-5 MLs	I-805 to SR 78, 8F+2HOV to 8F+2ML	$271
CC007	2035	Complete Corridors: 2 MLs	I-5 MLs	SR 78 to SR 76, 8F to 8F+2ML	$131
CC030	2035	Complete Corridors: 2 MLs	SR 78 MLs	I-5 to College Boulevard, 6F to 6F+2ML	$162

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC031	2035	Complete Corridors: 2 MLs	SR 78 MLs	College Boulevard to Twin Oaks, 6F to 6F+2ML	$460
CC032	2035	Complete Corridors: 2 MLs	SR 78 MLs	Twin Oaks to I-15, 6F to 6F+2ML	$174
CC012	2050	Complete Corridors: 2 MLs	I-15 MLs	SR 78 to SR 76, 8F to 6F+2ML	$194
CC013	2050	Complete Corridors: 2 MLs	I-15 MLs	SR 76 to County Line, 8F to 6F+2ML	$103
CC028	2050	Complete Corridors: 2 MLs	SR 56 MLs	I-5 to Carmel Valley Road, 4F/6F+2HOV to 4F/6F+2ML	$41
CC029	2050	Complete Corridors: 2 MLs	SR 56 MLs	Carmel Valley Road to I-15, 4F to 4F+2ML	$240
CC069	2035	Complete Corridors: Managed Lane Connector	I-5/I-805 ML Connector	North to North and South to South	$290
CC070	2035	Complete Corridors: Managed Lane Connector	I-5/SR 78 ML Connector	South to East and West to North, North to East and West to South	$300
CC071	2035	Complete Corridors: Managed Lane Connector	I-15/SR 78 ML Connector	East to South and North to West	$361
CC081	2035	Complete Corridors: Interchange and Arterial Operational Improvements	I-5/SR 78 Interchange/Arterial Improvements	South to East and West to South	$444
CC050	2035	Complete Corridors: Rural Corridor Improvements	SR 67	Rural: Mapleview to Dye Road, Multimodal operational improvements with shoulder widening for enhanced emergency access	$1,200
CC051	2035	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: Rice Canyon Road to Pala Reservation, Straightening	$76
CC061	2035	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: Pala Casino to Rice Canyon Road, Facility Improvements	$2

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC064	2035	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: Pala Reservation Western Boundary to Pala Reservation Eastern Boundary, Safety - Widen shoulders along SR 76 to enhance safety for emergency response vehicles	$6
CC053	2050	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: West Reservation Boundary to East Reservation Boundary, Shoulder Widening for adding bike lanes	$50
CC054	2050	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: SR 79 to Valley Center Road, Facility Improvements	$874
CC055	2050	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: Harolds Road to Pauma Rancho, Straightening	$27
CC057	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 to Pala Mission Road, Intersection Improvements	$1
CC058	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 to Cole Grade Road, Intersection Improvements	$1
CC060	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 to Pauma Reservation Road, Intersection Improvements	$2
CC068	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 near I-15, Safety - Add dynamic message sign on SR 76 near I-15 to improve emergency response and evacuation routes	$6
CC087	2035	Complete Corridors: Transportation Technology	I-5	Transportation technology	$482

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC091	2035	Complete Corridors: Transportation Technology	I-15	Transportation technology	$362
CC111	2035	Complete Corridors: Transportation Technology	SR 67	Transportation technology	$92
CC095	2050	Complete Corridors: Transportation Technology	SR 78	Transportation technology	$483
CC097	2050	Complete Corridors: Transportation Technology	SR 56	Transportation technology	$68
CC113	2050	Complete Corridors: Transportation Technology	SR 76	Transportation technology	$198
CC088	2035	Complete Corridors: SIS	I-5	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$87
CC092	2035	Complete Corridors: SIS	I-15	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$69
CC112	2035	Complete Corridors: SIS	SR 67	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$32
CC096	2050	Complete Corridors: SIS	SR 78	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$140
CC098	2050	Complete Corridors: SIS	SR 56	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$20
CC114	2050	Complete Corridors: SIS	SR 76	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$69

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL003	2035	Transit: Regional Rail	Regional Rail 398	Oceanside to Downtown San Diego (Double tracking, bridge replacements, realignment in Del Mar, new platform at Fairgrounds)	$4,324
TL098	2035	Transit: Regional Rail	Regional Rail 598	Pacific Surfliner Rail2Rail (LOSSAN)	N/A**
TL004	2050	Transit: Regional Rail	Regional Rail 398	Camp Pendleton to Downtown San Diego (Grade separations, curve straightening, Miramar Tunnel, new station at Camp Pendleton and UTC)	$9,144
TL099	2050	Transit: Regional Rail	Regional Rail 598	Pacific Surfliner Rail2Rail (LOSSAN)	N/A**
TL005	2035	Transit: Light Rail	SPRINTER (Oceanside to Escondido)	Double-tracking and grade separations	$796
TL006	2050	Transit: Light Rail	SPRINTER (Oceanside to Escondido)	Double-tracking and grade separations; Extension to North County Mall	$1,950
TL026	2035	Transit: Next Gen Rapid	Mixed Rapid Route 235	Escondido to Downtown San Diego via I-15	$9
TL027	2035	Transit: Next Gen Rapid	Arterial Rapid Route 237	UC San Diego to Rancho Bernardo via Sorrento Valley and Mira Mesa	$77
TL028	2035	Transit: Next Gen Rapid	Arterial Rapid Route 238	UC San Diego to Rancho Bernardo via Sorrento Valley and Carroll Canyon	$88
TL035	2035	Transit: Next Gen Rapid	Freeway Rapid Route 280	Downtown San Diego to Escondido	$12
TL036	2035	Transit: Next Gen Rapid	Freeway Rapid Route 290	Downtown San Diego to Rancho Bernardo Transit Station	$13
TL040	2035	Transit: Next Gen Rapid	Arterial Rapid Route 440	Carlsbad to Escondido Transit Center via Palomar Airport Road	$79
TL042	2035	Transit: Next Gen Rapid	Arterial Rapid Route 491	Nordahl Marketplace to East Escondido via Downtown Escondido	$107

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL043	2035	Transit: Next Gen Rapid	Arterial Rapid Route 493	Oceanside to Solana Beach to UTC/ UC San Diego via Highway 101 Coastal communities, Carmel Valley	$367
TL044	2035	Transit: Next Gen Rapid	Arterial Rapid Route 494	Oceanside to Vista via Mission Avenue/ Santa Fe Road Corridor	$155
TL045	2035	Transit: Next Gen Rapid	Arterial Rapid Route 497	Carlsbad Village to SR 76 via College Boulevard, Plaza Camino Real	$127
TL046	2035	Transit: Next Gen Rapid	Mixed Rapid Route 483	Commuter Express: Riverside (Temecula) to Palomar College via I-15, SR 78, CSUSM	$61
TL047	2035	Transit: Next Gen Rapid	Mixed Rapid Route 484	Commuter Express: Carlsbad to Kearny Mesa via I-15; Palomar Airport Road, SR 78, I-15 Rancho Bernardo Transit Center	$144
TL048	2035	Transit: Next Gen Rapid	Arterial Rapid Route 485	Oceanside to Encinitas via El Camino Real	$225
TL049	2035	Transit: Next Gen Rapid	Arterial Rapid Route 486	Oceanside to Carlsbad/San Marcos via Melrose Drive	$146
TL092	2035	Transit: Next Gen Rapid	Mixed Rapid Route 277	Ramona to Sabre Springs Transit Station	$186
TL091	2050	Transit: Next Gen Rapid	Mixed Rapid Route 235	Escondido to Downtown San Diego via I-15 (Inline station at SR 94 and 28th Street)	$23
TL111	2035	Transit: Express Bus	Express Bus 246	Rancho Bernardo to UC San Diego via SR 56 (Rancho Bernardo and Sabre Springs to UTC/UC San Diego)	N/A*
TL112	2035	Transit: Express Bus	Express Bus 247	Escondido to UC San Diego via SR 56 (Escondido Transit Center and Del Lago to UTC/UC San Diego)	N/A*
TL181	2035	Transit: Circulator	Circulator 449	Palomar College to New Development via Twin Oaks Valley Road and West Barham Drive	N/A*

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL187	2035	Transit: Circulator	Circulator 675	Rancho Bernardo Business Park Loop	N/A*
TL142	2035	Transit: Local Bus	Local Bus 89	Solana Beach to UTC (via Del Mar Heights Road)	N/A*
TL202	2035	Transit: Local Bus	Local Bus 842	Poway Business Route (Mira Mesa Transit Center to Poway Business to Sabre Springs Transit Center)	N/A*
TL248	2035	Transit: Local Bus	Local Bus 984	Miramar College Transit Station to Sorrento Valley via Carroll Canyon/Miramar Road Business Parks	N/A*
TL072	2035	Flexible Fleets: Microtransit Areas	Sorrento Valley	Microtransit Operations	$25
TL074	2035	Flexible Fleets: Microtransit Areas	Carlsbad Poinsettia	Microtransit Operations	$40
TL075	2035	Flexible Fleets: Microtransit Areas	Buena Creek	Microtransit Operations	$25
TL076	2035	Flexible Fleets: Microtransit Areas	San Marcos	Microtransit Operations	$40
TL077	2035	Flexible Fleets: Microtransit Areas	Oceanside Eastern Core	Microtransit Operations	$38
TL078	2035	Flexible Fleets: Microtransit Areas	Vista	Microtransit Operations	$40
TL079	2035	Flexible Fleets: Microtransit Areas	Ramona	Microtransit Operations	$18
TL080	2035	Flexible Fleets: Microtransit Areas	Fallbrook-Pala	Microtransit Operations	$29
TL084	2035	Flexible Fleets: Microtransit Areas	Encinitas	Microtransit Operations	$25

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL085	2035	Flexible Fleets: Microtransit Areas	Oceanside El Corazon	Microtransit Operations	$25
TL086	2035	Flexible Fleets: Microtransit Areas	Escondido	Microtransit Operations	$25
FF01	2035	Flexible Fleets: NEV Shuttle Areas	Carlsbad Village	NEV Operations	$10
FF03	2035	Flexible Fleets: NEV Shuttle Areas	Del Mar	NEV Operations	$10
FF10	2035	Flexible Fleets: NEV Shuttle Areas	Oceanside	NEV Operations	$17
FF13	2035	Flexible Fleets: NEV Shuttle Areas	Solana Beach	NEV Operations	$10

*Notes: *New local, express, and circulator transit routes are assumed to operate on existing roads with minimal capital costs. Vehicle and operations costs for new and existing routes are reflected in TL300 through TL311 as Systemwide Investments in Table A.6.*

***Pacific Surfliner Rail2Rail is a program that allows passengers with certain passes to ride either COASTER or Pacific Surfliner trains. Pacific Surfliner Rail2Rail service will benefit from planned LOSSAN upgrades reflected in projects TL003 and TL004.*

East County Subregion and Rural Areas

The East County Subregion (East County) and Rural Areas generally cover the eastern two thirds of the county, spanning east of I-15, from Lemon Grove extending to El Cajon and Santee and to the eastern edges of the County. Major transportation routes such as SR 94, SR 67, I-8, SR 125, and SR 52 connect East County cities and communities with the urban core, job centers to the north and west, and South County. SR 94 connects the region to central San Diego and links the subregion to major north-south routes like I-15 and I-805, providing access to key destinations and employment hubs across the region. Similarly, SR 67 and SR 52 help connect communities within East County to recreational areas, Marine Corps Air Station Miramar, local universities, and shopping centers. Existing transit options, such as the Orange, Green, and Copper Line Trolleys and various local bus routes, help residents connect to employment centers, schools, and vital services.

Projects located within, or partially within, East County or Rural Areas are included in the table and figure below and are organized by project type and by phasing period 2035 and 2050 within these project types:

Active Transportation

The East County and Rural Areas will support numerous projects to expand bike routes east to west and to minimize the number of bike routes that are mixed with vehicular traffic on high-speed roads. Residents in this sub-region expressed the need for more protected bike routes and improvements regarding bike route connection gaps.

The La Mesa Corridor to East County Northern Loop (2035) and SR 125 – Grossmont College to Santee – El Cajon Corridor (2035) will offer on-street bike routes to safely connect riders around the Eastern Subregion. By 2035, the Lemon Grove to La Mesa Connector will support an on-street bikeway to advance a critical east-to-west connection.

Complete Corridors

East County projects include operational improvements along I-8 and substantial safety improvements for SR 94, SR 76, and SR 79 and other state routes. Physical safety improvements are realized through a variety of projects including shoulder widening and curve straightening. Our rural and tribal communities also need new investments in broadband infrastructure. This infrastructure is an essential part of the transportation technology envisioned along rural corridors. By providing travelers with real-time travel information, it will not only improve mobility along rural corridors, it will enable residents to work remotely, learn online, and conduct other business over the internet. Most of these projects are derived from the **Intraregional Tribal Transportation Strategy** and are shown in Table A.4.

SR 67 also provides a critical connection to rural communities, so multimodal operational improvements are identified through shoulder widening and technology improvements. These improvements will be especially important because they will provide flexibility for utilizing the shoulder space for additional capacity during emergency events.

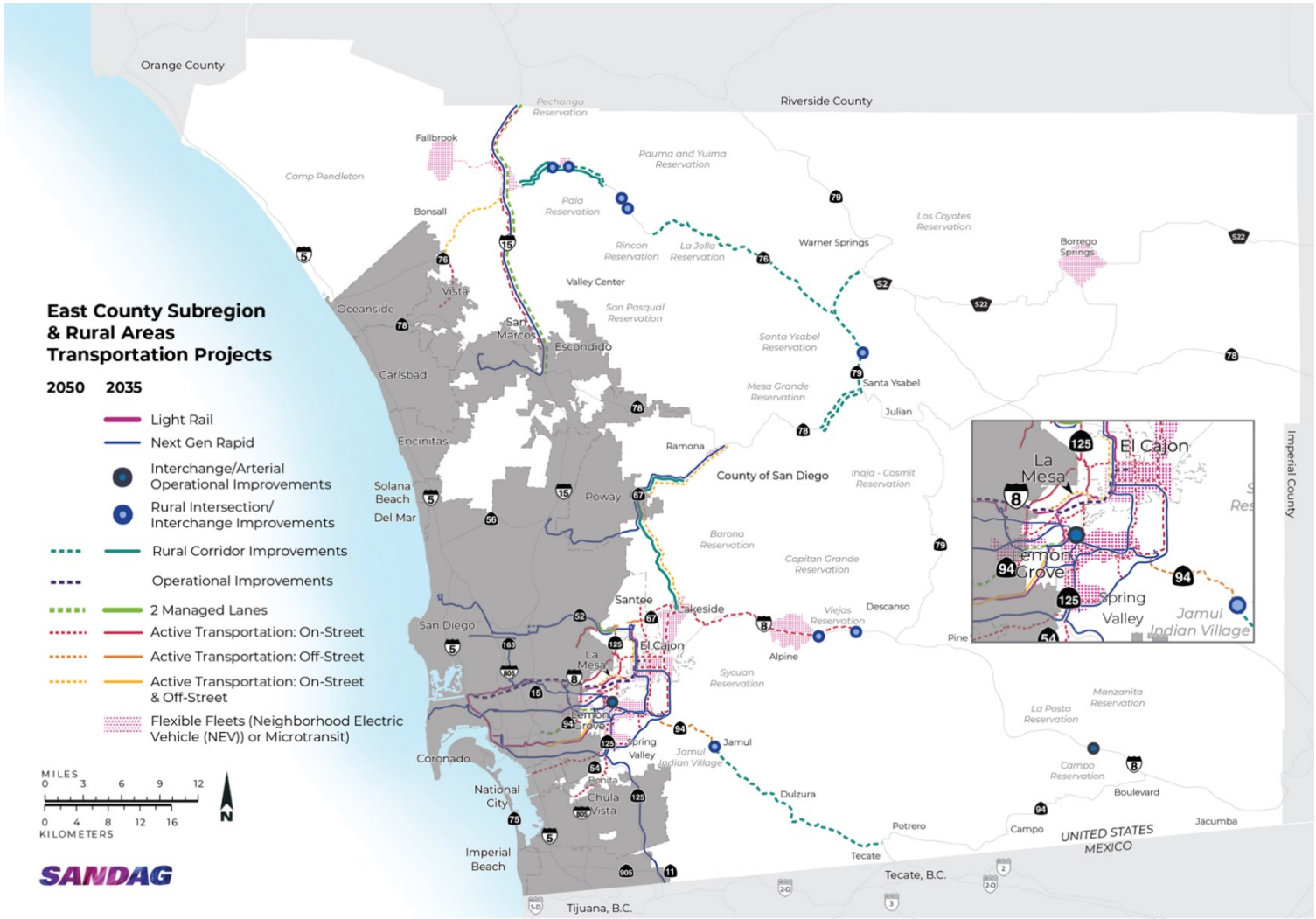
Complete Corridors: Transportation Technology and Smart Intersection Systems

Enhancements like transportation technology and SIS improve safety and maximize the movement of people and goods in rural communities. These technologies are also critically important for these communities in the context of disaster recovery and emergency response as they facilitate access for first responders while ensuring goods and services can enter those areas. Projects related to transportation technology will provide motorists with real-time roadway conditions, including speeds, incidents, and travel times.

Transit and Flexible Fleets

To better connect the rural communities, the plan identifies a new Rapid 277 connection between Sabre Springs and Ramona, as well as upgrades to existing rural routes to provide more trips throughout the week (Attachment A2 Transit Frequencies and Spans of Service). Flexible Fleet services include microtransit in Fallbrook-Pala, Ramona, Alpine, Borrego Springs, Lakeside, and Casa de Oro/Spring Valley.

Figure A.2: East County and Rural Areas Projects



Note: Transportation investments not shown on this map but included in the project table below include transportation technology, Smart Intersection System, and transportation system management.

Source: SANDAG

Table A.2: East County & Rural Areas Projects

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT055	2035	Active Transportation: Off-Street Bikeway	San Diego River Trail - Mast Park to Lakeside Baseball Park	Early Action Program (Tier 2), Upgrade Existing Bikeway	$38
AT056	2035	Active Transportation: Off-Street Bikeway	Santee - El Cajon Corridor - Forester Creek Connection	Early Action Program (Tier 2), Regional Bike Plan	$6
AT168	2035	Active Transportation: Off-Street Bikeway	San Diego River Trail: Carlton Oaks Segment	Early Action Program (Tier 1)	$17
AT079	2050	Active Transportation: Off-Street Bikeway	SR 94 Multi-Use Pathway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$79
AT120	2050	Active Transportation: Off-Street Bikeway	Hillcrest - El Cajon Corridor: Fletcher Gap	Comprehensive Multimodal Corridor Plan, Systemic Safety Network	$24
AT040	2035	Active Transportation: On-Street & Off-Street Bikeway	Lemon Grove to Imperial Bikeway	Early Action Program (Tier 2), Systemic Safety Network, Upgrade Existing Bikeway	$36
AT082	2050	Active Transportation: On-Street & Off-Street Bikeway	San Luis Rey River Trail	Regional Bike Plan, Upgrade Existing Bikeway	$95
AT107	2050	Active Transportation: On-Street & Off-Street Bikeway	East County Loop Bikeway: Santee - El Cajon - La Mesa	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network	$41
AT158	2050	Active Transportation: On-Street & Off-Street Bikeway	SR 67 Bikeway - Lakeside to Ramona	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network (Cost distributed with CC050)	$25

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT010	2035	Active Transportation: On-Street Bikeway	SR 125 Corridor - Grossmont College to Santee - El Cajon Corridor	Early Action Program (Tier 2), Regional Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$15
AT039	2035	Active Transportation: On-Street Bikeway	La Mesa Corridor - SR 125 Corridor to East County Northern Loop	Early Action Program (Tier 2), Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$20
AT049	2035	Active Transportation: On-Street Bikeway	Rolando to Grossmont/La Mesa	Early Action Program (Tier 2), Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$31
AT053	2035	Active Transportation: On-Street Bikeway	San Diego River Trail - Father Junipero Serra Trail to West Hills Parkway	Early Action Program (Tier 2), Regional Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$19
AT028	2050	Active Transportation: On-Street Bikeway	East County Loop Bikeway: Valle De Oro	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$38
AT034	2050	Active Transportation: On-Street Bikeway	El Cajon Main Street Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Safety Focus Network	$16
AT038	2050	Active Transportation: On-Street Bikeway	La Mesa Bikeway	Early Action Program (Tier 1), Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$13
AT041	2050	Active Transportation: On-Street Bikeway	Lemon Grove to La Mesa Connector	Early Action Program (Tier 2), Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$24

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT057	2050	Active Transportation: On-Street Bikeway	SR 52 Bikeway - SR 52/Mast Drive to San Diego River Trail	Regional Bike Plan, Upgrade Existing Bikeway	$8
AT060	2050	Active Transportation: On-Street Bikeway	Chollas Valley Bikeway	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$19
AT066	2050	Active Transportation: On-Street Bikeway	Lakeside to Rancho San Diego	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$76
AT075	2050	Active Transportation: On-Street Bikeway	Santee to El Cajon	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$42
AT076	2050	Active Transportation: On-Street Bikeway	Spring Valley to Bayshore Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$40
AT077	2050	Active Transportation: On-Street Bikeway	Spring Valley to Sweetwater Bikeway	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$38
AT110	2050	Active Transportation: On-Street Bikeway	College Avenue Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$13
AT122	2050	Active Transportation: On-Street Bikeway	I-15 Bikeway - Country Club Lane to Rainbow Valley Boulevard	Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$143

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT124	2050	Active Transportation: On-Street Bikeway	I-8 Corridor - Lake Jennings Park Road to Dunbar Lane	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Upgrade Existing Bikeway	$26
AT125	2050	Active Transportation: On-Street Bikeway	I-8 Corridor - Alpine Boulevard to Willows Road	Regional Bike Plan, Local Bike Plan, Upgrade Existing Bikeway	$61
AT126	2050	Active Transportation: On-Street Bikeway	I-8 Corridor - San Diego River Trail to Olde Highway 80	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$33
AT160	2050	Active Transportation: On-Street Bikeway	SR 125 Corridor - East County Southern Loop to La Mesa/Lemon Grove/El Cajon connections	Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$36
AT162	2050	Active Transportation: On-Street Bikeway	Sweetwater to National City	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$29
AT165	2050	Active Transportation: On-Street Bikeway	Vista Transit Center Connector	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$31
AT178	2050	Active Transportation: On-Street Bikeway	El Cajon - Fletcher and Broadway Bikeways	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$25
CC024	2035	Complete Corridors: 2 MLs	SR 52 MLs	Mast Boulevard to SR 125, 4F to 4F+2ML	$37
CC012	2050	Complete Corridors: 2 MLs	I-15 MLs	SR 78 to SR 76, 8F to 6F+2ML	$194
CC013	2050	Complete Corridors: 2 MLs	I-15 MLs	SR 76 to County Line, 8F to 6F+2ML	$103
CC027	2050	Complete Corridors: 2 MLs	SR 94 MLs	I-805 to SR 125, 8F to 6F+2ML	$75

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC039	2050	Complete Corridors: Operational Improvements	I-8 Operational Improvements	Street J/Hotel Circle N/Hotel Circle S to SR 67	$220
CC082	2035	Complete Corridors: Interchange and Arterial Operational Improvements	SR 94/SR 125 Interchange/Arterial Improvements	South to East connector	$134
CC050	2035	Complete Corridors: Rural Corridor Improvements	SR 67	Rural: Mapleview to Dye Road, Multimodal operational improvements with shoulder widening for enhanced emergency access	$1,200
CC051	2035	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: Rice Canyon Road to Pala Reservation, Straightening	$76
CC061	2035	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: Pala Casino to Rice Canyon Road, Facility Improvements	$2
CC064	2035	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: Pala Reservation Western Boundary to Pala Reservation Eastern Boundary, Safety - Widen shoulders along SR 76 to enhance safety for emergency response vehicles	$6
CC053	2050	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: West Reservation Boundary to East Reservation Boundary, Shoulder Widening for adding bike lanes	$50
CC054	2050	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: SR 79 to Valley Center Road, Facility Improvements	$874
CC055	2050	Complete Corridors: Rural Corridor Improvements	SR 76	Rural: Harolds Road to Pauma Rancho, Straightening	$27
CC056	2050	Complete Corridors: Rural Corridor Improvements	SR 78	Rural: SR 79 to Deer Canyon Drive, Intersection Improvements	$5

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC062	2050	Complete Corridors: Rural Corridor Improvements	SR 79	Rural: Deer Canyon Drive to San Felipe Road, Shoulder Widening	$286
CC065	2050	Complete Corridors: Rural Corridor Improvements	SR 94	Rural: Jamul Reservation to Tecate Road, Shoulder Widening/Straightening	$318
CC052	2035	Complete Corridors: Rural Intersection and Interchange Improvements	I-8	Rural: Interchange improvements at Crestwood Road/I-8 interchange, Interchange Improvements	$16
CC057	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 to Pala Mission Road, Intersection Improvements	$1
CC058	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 to Cole Grade Road, Intersection Improvements	$1
CC059	2035	Complete Corridors: Rural Intersection and Interchange Improvements	I-8	Rural: I-8 to East Willows Road, Interchange Improvements	$14
CC060	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 to Pauma Reservation Road, Intersection Improvements	$2
CC063	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 79	Rural: SR 79 to Schoolhouse Canyon Road, Intersection Improvements	$1
CC066	2035	Complete Corridors: Rural Intersection and Interchange Improvements	I-8	Rural: I-8 to West Willows Road, Interchange Improvements	$14
CC067	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 94	Rural: SR 94 to Melody Road/Daisy Drive, Intersection Improvements	$10

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC068	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 near I-15, Safety - Add dynamic message sign on SR 76 near I-15 to improve emergency response and evacuation routes	$6
CC091	2035	Complete Corridors: Transportation Technology	I-15	Transportation technology	$362
CC099	2035	Complete Corridors: Transportation Technology	SR 52	Transportation technology	$193
CC107	2035	Complete Corridors: Transportation Technology	SR 125	Transportation technology	$224
CC111	2035	Complete Corridors: Transportation Technology	SR 67	Transportation technology	$92
CC093	2050	Complete Corridors: Transportation Technology	I-8	Transportation technology	$363
CC095	2050	Complete Corridors: Transportation Technology	SR 78	Transportation technology	$483
CC101	2050	Complete Corridors: Transportation Technology	SR 94	Transportation technology	$305
CC103	2050	Complete Corridors: Transportation Technology	SR 54	Transportation technology	$90
CC113	2050	Complete Corridors: Transportation Technology	SR 76	Transportation technology	$198
CC115	2050	Complete Corridors: Transportation Technology	SR 79	Transportation technology	$50
CC092	2035	Complete Corridors: SIS	I-15	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$69

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC100	2035	Complete Corridors: SIS	SR 52	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$37
CC108	2035	Complete Corridors: SIS	SR 125	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$43
CC112	2035	Complete Corridors: SIS	SR 67	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$32
CC094	2050	Complete Corridors: SIS	I-8	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$119
CC096	2050	Complete Corridors: SIS	SR 78	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$140
CC102	2050	Complete Corridors: SIS	SR 94	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$92
CC104	2050	Complete Corridors: SIS	SR 54	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$20
CC114	2050	Complete Corridors: SIS	SR 76	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$69
CC116	2050	Complete Corridors: SIS	SR 79	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$18
TL009	2035	Transit: Light Rail	Orange Line (El Cajon to Downtown)	Grade separations	$112

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL011	2035	Transit: Light Rail	Green Line (Santee to Downtown)	Grade separations	$113
TL010	2050	Transit: Light Rail	Orange Line (El Cajon to Downtown)	Grade separations	$530
TL012	2050	Transit: Light Rail	Green Line (Santee to Downtown)	Grade separations	$788
TL017	2035	Transit: Next Gen Rapid	Arterial Rapid Route 210	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	$179
TL019	2035	Transit: Next Gen Rapid	Arterial Rapid Route 212	Spring Valley to Downtown via Southeast San Diego	$137
TL032	2035	Transit: Next Gen Rapid	Arterial Rapid Route 256	SDSU to Rancho San Diego/Cuyamaca College via College Grove and Spring Valley	$67
TL033	2035	Transit: Next Gen Rapid	Arterial Rapid Route 259	El Cajon Transit Center to Lemon Grove Depot via Washington Avenue, Avocado Avenue, Campo Road, Bancroft Drive	$122
TL037	2035	Transit: Next Gen Rapid	Mixed Rapid Route 292	El Cajon to Otay Mesa via El Cajon, Jamacha, and Otay Lakes	$124
TL039	2035	Transit: Next Gen Rapid	Arterial Rapid Route 295	South Bay to Clairemont via La Mesa and Kearny Mesa	$149
TL046	2035	Transit: Next Gen Rapid	Mixed Rapid Route 483	Commuter Express: Riverside (Temecula) to Palomar College via I-15, SR 78, CSUSM	$61
TL057	2035	Transit: Next Gen Rapid	Freeway Rapid Route 880	El Cajon to UC San Diego via Santee, SR 52, Kearny Mesa, I-805, UTC	$143
TL092	2035	Transit: Next Gen Rapid	Mixed Rapid Route 277	Ramona to Sabre Springs Transit Station	$186
TL068	2035	Flexible Fleets: Microtransit Areas	Eastern San Diego	Microtransit Operations	$38

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL069	2035	Flexible Fleets: Microtransit Areas	Casa De Oro/Spring Valley	Microtransit Operations	$18
TL070	2035	Flexible Fleets: Microtransit Areas	Lakeside	Microtransit Operations	$18
TL079	2035	Flexible Fleets: Microtransit Areas	Ramona	Microtransit Operations	$18
TL080	2035	Flexible Fleets: Microtransit Areas	Fallbrook-Pala	Microtransit Operations	$29
TL081	2035	Flexible Fleets: Microtransit Areas	El Cajon	Microtransit Operations	$18
TL082	2035	Flexible Fleets: Microtransit Areas	Alpine	Microtransit Operations	$18
TL083	2035	Flexible Fleets: Microtransit Areas	Borrego Springs	Microtransit Operations	$18
FF07	2035	Flexible Fleets: NEV Shuttle Areas	La Mesa	NEV Operations	$10

Central County Subregion

The Central County subregion spans from Downtown San Diego, extending north to the Torrey Pines area and west of Lemon Grove. Major transportation routes such as I-5, I-805, I-15, SR 163, I-8, SR 52, and SR 94 connect San Diego's diverse neighborhoods and destinations, from coastal areas like La Jolla and Pacific Beach to inland areas like Kearny Mesa and the College Area. Central San Diego is home to Downtown San Diego, the third-largest employment center in the region, as well as the San Diego Convention Center, Petco Park, and the San Diego International Airport. This area is also a crucial trade and travel gateway, serving as a major connection point to the Port of San Diego. The area's transit infrastructure includes the Trolley network, the COASTER regional rail, local bus and Rapid routes, NEV shuttles and microtransit.

Projects located in or partially within the Central County subregion are listed in the table and figure below. These projects are categorized by type and organized by phasing periods: 2035 and 2050 within each project type.

Active Transportation

Improvements to the Central County subregion's bike network will allow for safer connections throughout central San Diego. Residents have expressed the importance of more protected bikeways as well as the need to address gaps in bike routes in and around Downtown.

The Pacific Highway Multimodal Access Corridor (PacMAC) includes the Coastal Rail Trail (2035) project, and the Downtown to Southeast route (2035) to provide on-street bikeways enhancing bicycle, pedestrian, and neighborhood safety. PacMAC will directly address safety concerns for all roadway users, upgrading the corridor to facilitate safe continuity for people walking and biking. The Downtown to Southeast route (2035) supports on-street bikeways from Park Boulevard to Imperial Avenue, closing gaps and improving connectivity between Downtown's expanding cycletrack network and the Imperial Avenue Bikeway to Encanto.

Complete Corridors

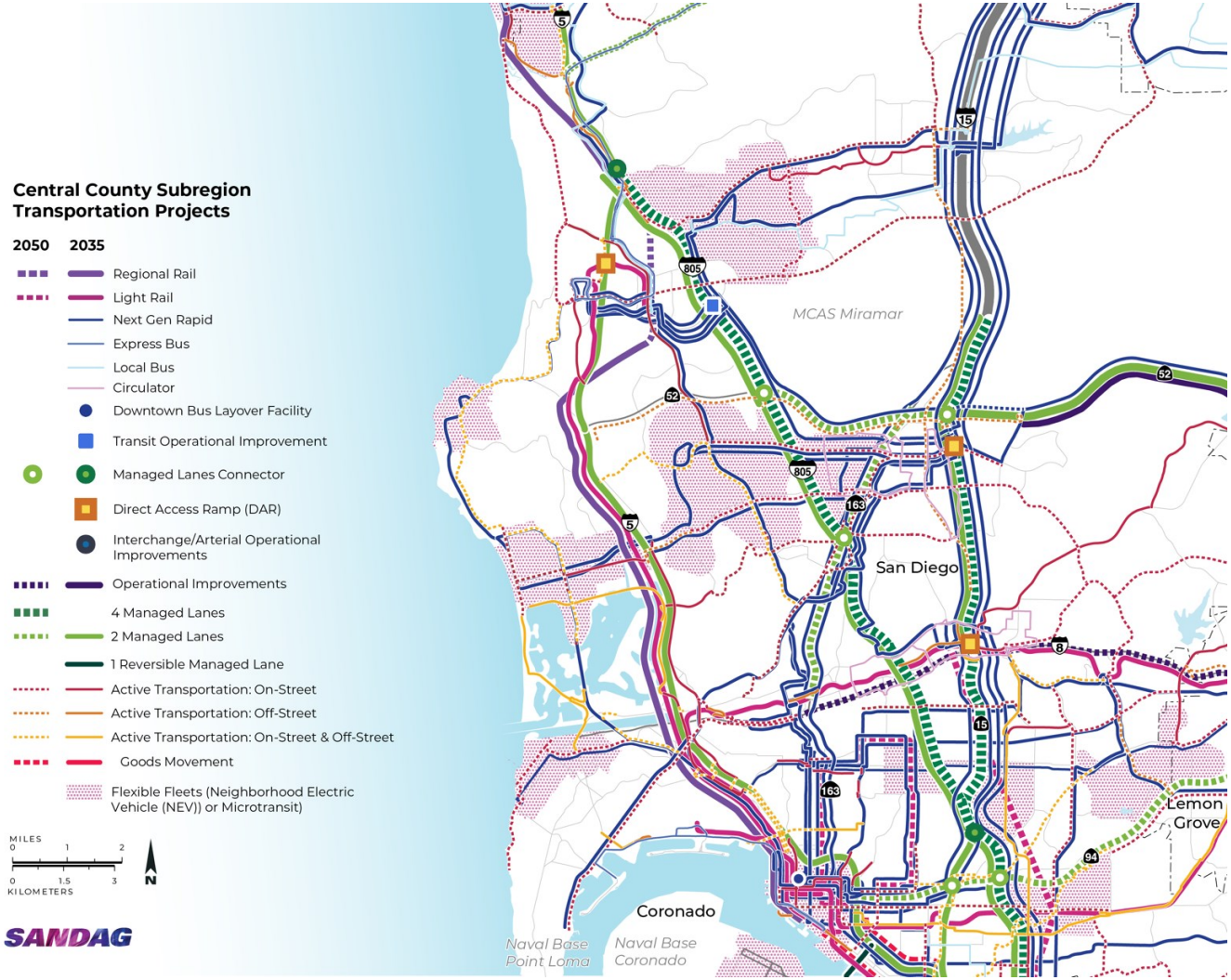
Most corridors (I-5, I-805, I-15, SR 163, SR 52, SR 94, and SR 125) are identified as part of the MLs network. These lanes will be implemented through a combination of new construction or conversion of existing lanes, depending on the corridor. The MLs network is further supported by MLs connectors and DARs at critical interchanges. SR 52 and I-8 also include operational improvements to improve traffic flow between Central San Diego and East County.

Transit and Flexible Fleets

Several transit investments in the Central County subregion will provide more convenient and reliable transit options. The new Purple Line is planned to connect San Ysidro with San Diego State University (SDSU) Mission Valley by 2050, and the LOSSAN Corridor will be upgraded throughout the life of the plan, including a realignment of passenger services to bypass the circuitous route around Miramar Hill by 2050. The Regional Plan also includes improvements along the Trolley network, including grade separations, a new streetcar to connect neighborhoods around Balboa Park, and more than 30 Rapid routes, including key routes on University Avenue, Genesee Avenue, and Euclid Avenue. An Airport Transit Connection is also included in the plan, based on concepts currently being studied, to be built by 2035.

To enhance connectivity to transit, Flexible Fleet services planned in the Central County subregion include: Sorrento Valley, La Jolla, Clairemont Mesa, Kearny Mesa Convoy, Pacific Beach, Ocean Beach, La Mesa, El Cajon, City Heights/North Park, and Downtown/Little Italy.

Figure A.3: Central County Subregion Projects



Note: Transportation investments not shown on this map but included in the project table below include transportation technology, SIS, and transportation system management.

Source: SANDAG

Table A.3: Central County Subregion Projects

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT003	2035	Active Transportation: Off-Street Bikeway	Bayshore Bikeway: Barrio Logan Segment (Beardsley Street to Park Boulevard)	Early Action Program (Tier 1), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$6
AT020	2035	Active Transportation: Off-Street Bikeway	Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$28
AT021	2035	Active Transportation: Off-Street Bikeway	Coastal Rail Trail San Diego - Del Mar to Sorrento via Carmel Valley	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Safety Focus Network, Upgrade Existing Bikeway	$11
AT022	2035	Active Transportation: Off-Street Bikeway	Coastal Rail Trail San Diego - Mission Bay (Clairemont to Tecolote)	Early Action Program (Tier 2), Comprehensive Multimodal Corridor Plan, Safety Focus Network, Upgrade Existing Bikeway	$22
AT043	2035	Active Transportation: Off-Street Bikeway	North Mission Bay Drive to Rose Creek Bike Path	Early Action Program (Tier 2), Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Upgrade Existing Bikeway	$15
AT052	2035	Active Transportation: Off-Street Bikeway	San Diego River Trail - Bridge connection (Sefton Field to Mission Valley YMCA)	Early Action Program (Tier 2), Local Bike Plan	$8
AT054	2035	Active Transportation: Off-Street Bikeway	San Diego River Trail - I-805 to Fenton Parkway	Early Action Program (Tier 1), Local Bike Plan, Comprehensive Multimodal Corridor Plan	$7
AT167	2035	Active Transportation: Off-Street Bikeway	Bayshore Bikeway Segment 1	Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$4

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT059	2050	Active Transportation: Off-Street Bikeway	I-15 Bikeway - Murphy Canyon Road to Affinity Court	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$135
AT084	2050	Active Transportation: Off-Street Bikeway	SR 52 Bikeway - I-5 to Santo Road	Regional Bike Plan, Local Bike Plan	$143
AT087	2050	Active Transportation: Off-Street Bikeway	Bayshore Bikeway: Harbor Drive	Regional Bike Plan, Local Bike Plan, Upgrade Existing Bikeway	$14
AT120	2050	Active Transportation: Off-Street Bikeway	Hillcrest - El Cajon Corridor: Fletcher Gap	Comprehensive Multimodal Corridor Plan, Systemic Safety Network	$24
AT016	2035	Active Transportation: On-Street & Off-Street Bikeway	City Heights/Fairmount Corridor	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$43
AT018	2035	Active Transportation: On-Street & Off-Street Bikeway	Coastal Rail Trail Del Mar	Early Action Program (Tier 2), Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$19
AT029	2035	Active Transportation: On-Street & Off-Street Bikeway	El Prado: Cross-Park	Early Action Program (Tier 1), Safety Focus Network, Upgrade Existing Bikeway	$8
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
AT033	2035	Active Transportation: On-Street & Off-Street Bikeway	I-15 Bikeway - Camino del Rio South to Rancho Mission Road: Off-Street	Early Action Program (Tier 2), Regional Bike Plan, Comprehensive Multimodal Corridor Plan	$11
AT040	2035	Active Transportation: On-Street & Off-Street Bikeway	Lemon Grove to Imperial Bikeway	Early Action Program (Tier 2), Systemic Safety Network, Upgrade Existing Bikeway	$36

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
AT047	2035	Active Transportation: On-Street & Off-Street Bikeway	Pacific Beach to East Mission Bay	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$17
AT004	2050	Active Transportation: On-Street & Off-Street Bikeway	Balboa Transit Center Connector Bikeway	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$27
AT023	2050	Active Transportation: On-Street & Off-Street Bikeway	Chollas Creek Bikeway: South Fork	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$65
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
AT096	2050	Active Transportation: On-Street & Off-Street Bikeway	Central Coast Corridor: Pacific Beach to La Jolla	Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$40
AT099	2050	Active Transportation: On-Street & Off-Street Bikeway	Chollas Creek Bikeway: North Fork	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$77
AT102	2050	Active Transportation: On-Street & Off-Street Bikeway	Clairemont Mesa to Linda Vista Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$42

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT119	2050	Active Transportation: On-Street & Off-Street Bikeway	Golden Hill to Fairmount Park	Local Bike Plan	$14
AT138	2050	Active Transportation: On-Street & Off-Street Bikeway	Midway to Pacific Beach Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$30
AT143	2050	Active Transportation: On-Street & Off-Street Bikeway	Montezuma Mesa Bikeway	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$19
AT145	2050	Active Transportation: On-Street & Off-Street Bikeway	North Coast Bike Trail	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$58
AT169	2050	Active Transportation: On-Street & Off-Street Bikeway	Pacific Highway Coastal Rail Trail Airport Connections (PACTAC)	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$40
AT002	2035	Active Transportation: On-Street Bikeway	Uptown: Mission Hills and Old Town Bikeways	Early Action Program (Tier 1), Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Upgrade Existing Bikeway	$11
AT005	2035	Active Transportation: On-Street Bikeway	Coastal Rail Trail San Diego - Pacific Highway (W. Washington Street to Fiesta Island Road)	Early Action Program (Tier 1), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$25
AT009	2035	Active Transportation: On-Street Bikeway	Morena Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$27

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT011	2035	Active Transportation: On-Street Bikeway	South Bay to Southeastern San Diego	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$53
AT015	2035	Active Transportation: On-Street Bikeway	San Diego River Trail - SDSU Mission Valley to Fairmount	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$4
AT027	2035	Active Transportation: On-Street Bikeway	Downtown to Southeast	Early Action Program (Tier 1), Regional Bike Plan, Local Bike Plan, Safety Focus Network	$3
AT030	2035	Active Transportation: On-Street Bikeway	Genesee Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$35
AT032	2035	Active Transportation: On-Street Bikeway	Hillcrest to Balboa Park	Early Action Program (Tier 1), Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$1
AT037	2035	Active Transportation: On-Street Bikeway	Kearny Mesa to Beaches Corridor - Clairemont Drive (Mission Bay Drive to Burgener Boulevard)	Early Action Program (Tier 2), Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$7
AT042	2035	Active Transportation: On-Street Bikeway	Mira Mesa Neighborhood Bikeway	Early Action Program (Tier 2), Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$24
AT044	2035	Active Transportation: On-Street Bikeway	North Park | Mid-City: Monroe Bikeway	Early Action Program (Tier 1), Local Bike Plan, Comprehensive Multimodal Corridor Plan	$9
AT045	2035	Active Transportation: On-Street Bikeway	North Park to Downtown	Early Action Program (Tier 1), Safety Focus Network, Upgrade Existing Bikeway	$4

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT048	2035	Active Transportation: On-Street Bikeway	Robinson Central Hillcrest Connector	Early Action Program (Tier 1), Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Upgrade Existing Bikeway	$5
AT049	2035	Active Transportation: On-Street Bikeway	Rolando to Grossmont/La Mesa	Early Action Program (Tier 2), Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$31
AT050	2035	Active Transportation: On-Street Bikeway	San Diego River Bikeway - Camino Del Rio North to Father Junipero Serra Trail (Roadway ALT)	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$26
AT053	2035	Active Transportation: On-Street Bikeway	San Diego River Trail - Father Junipero Serra Trail to West Hills Parkway	Early Action Program (Tier 2), Regional Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$19
AT058	2035	Active Transportation: On-Street Bikeway	Uptown: Park Boulevard Bikeway	Early Action Program (Tier 1), Regional Bike Plan, Local Bike Plan, Safety Focus Network, Upgrade Existing Bikeway	$1
AT073	2035	Active Transportation: On-Street Bikeway	Pomerado Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$94
AT014	2050	Active Transportation: On-Street Bikeway	Central Coast Corridor: La Jolla to Del Mar	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$36
AT038	2050	Active Transportation: On-Street Bikeway	La Mesa Bikeway	Early Action Program (Tier 1), Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$13

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT060	2050	Active Transportation: On-Street Bikeway	Chollas Valley Bikeway	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$19
AT061	2050	Active Transportation: On-Street Bikeway	Golden Hill to Logan Heights	Early Action Program (Tier 1), Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$12
AT062	2050	Active Transportation: On-Street Bikeway	Hotel Circle Connection	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$25
AT065	2050	Active Transportation: On-Street Bikeway	La Jolla to Scripps Ranch	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$50
AT068	2050	Active Transportation: On-Street Bikeway	Market Street Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$34
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
AT070	2050	Active Transportation: On-Street Bikeway	Mission Gorge to Clairemont Mesa Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$53

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
AT081	2050	Active Transportation: On-Street Bikeway	Sweetwater to Skyline Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$26
AT083	2050	Active Transportation: On-Street Bikeway	Encanto to Barrio Logan Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$30
AT089	2050	Active Transportation: On-Street Bikeway	Black Mountain Bikeway	Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$52
AT095	2050	Active Transportation: On-Street Bikeway	Carmel Valley Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$24
AT098	2050	Active Transportation: On-Street Bikeway	Chollas Creek Bikeway to Otay	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$19
AT103	2050	Active Transportation: On-Street Bikeway	Clairemont Mesa to Tierrasanta Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$29
AT106	2050	Active Transportation: On-Street Bikeway	Gilman Connector	Regional Bike Plan, Safety Focus Network, Upgrade Existing Bikeway	$9
AT110	2050	Active Transportation: On-Street Bikeway	College Avenue Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$13

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT111	2050	Active Transportation: On-Street Bikeway	Collwood to Euclid Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$28
AT113	2050	Active Transportation: On-Street Bikeway	El Cajon Boulevard Bus-Bike Lane	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$14
AT118	2050	Active Transportation: On-Street Bikeway	Golden Hill to Bayshore Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$10
AT131	2050	Active Transportation: On-Street Bikeway	Kearny Mesa to Beaches Corridor - Clairemont Drive to Genesee Avenue	Regional Bike Plan, Local Bike Plan	$15
AT132	2050	Active Transportation: On-Street Bikeway	Kearny Mesa to Beaches Corridor - Genessee Avenue to Linda Vista Road	Regional Bike Plan, Local Bike Plan	$9
AT133	2050	Active Transportation: On-Street Bikeway	Kearny Mesa to Beaches Corridor - Linda Vista Road to I-15 Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$15
AT134	2050	Active Transportation: On-Street Bikeway	Kearny Mesa to Mission Valley Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$26
AT135	2050	Active Transportation: On-Street Bikeway	Linda Vista Road to Clairemont Mesa Boulevard	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$18

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT136	2050	Active Transportation: On-Street Bikeway	Logan Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network	$4
AT139	2050	Active Transportation: On-Street Bikeway	Mira Mesa Corridor – I-805 to Scranton Road	Regional Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$3
AT140	2050	Active Transportation: On-Street Bikeway	Mira Mesa Corridor - Scranton Road to I-15 Bikeway	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$33
AT141	2050	Active Transportation: On-Street Bikeway	Mira Mesa Corridor - Sorrento Valley Boulevard to Mira Mesa Boulevard	Regional Bike Plan, Upgrade Existing Bikeway	$8
AT142	2050	Active Transportation: On-Street Bikeway	Mira Mesa to Miramar	Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$15
AT147	2050	Active Transportation: On-Street Bikeway	Pacific Beach Bikeway	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network	$9
AT148	2050	Active Transportation: On-Street Bikeway	Valencia Bikeway	Regional Bike Plan, Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$7
AT149	2050	Active Transportation: On-Street Bikeway	Poway Loop	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$46
AT152	2050	Active Transportation: On-Street Bikeway	San Carlos to College and Grantville Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$60
AT157	2050	Active Transportation: On-Street Bikeway	South Park to Downtown	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$13
AT163	2050	Active Transportation: On-Street Bikeway	University Central Hillcrest Connector	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Upgrade Existing Bikeway	$3

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT164	2050	Active Transportation: On-Street Bikeway	Uptown to Kensington-Talmadge Connector	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Upgrade Existing Bikeway	$22
AT170	2050	Active Transportation: On-Street Bikeway	Mission Boulevard Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Upgrade Existing Bikeway	$12
CC003	2035	Complete Corridors: 2 MLs	I-5 MLs	SR 15 to Pacific Highway, 8F to 6F+2ML	$61
CC004	2035	Complete Corridors: 2 MLs	I-5 MLs	Pacific Highway to SR 52, 8F to 6F+2ML	$110
CC005	2035	Complete Corridors: 2 MLs	I-5 MLs	SR 52 to I-805, 8F to 6F+2ML	$61
CC006	2035	Complete Corridors: 2 MLs	I-5 MLs	I-805 to SR 78, 8F+2HOV to 8F+2ML	$271
CC008	2035	Complete Corridors: 2 MLs	SR 15 MLs	I-5 to I-805, 6F to 6F+2ML	$130
CC010	2035	Complete Corridors: 2 MLs	I-15 MLs	I-8 to SR 163, 8F to 8F+2ML	$297
CC014	2035	Complete Corridors: 2 MLs	I-805 MLs	Palomar Street to SR 94, 8F+2HOV to 8F+2ML	$110
CC016	2035	Complete Corridors: 2 MLs	I-805 MLs	SR 94 to SR 15, 8F to 8F+2ML	$55
CC018	2035	Complete Corridors: 2 MLs	I-805 MLs	SR 15 to SR 52, 8F to 8F+2ML	$432
CC020	2035	Complete Corridors: 2 MLs	I-805 MLs	SR 52 to I-5, 8F+2HOV to 8F+2ML	$62
CC023	2035	Complete Corridors: 2 MLs	SR 52 MLs	I-15 to Mast Boulevard, 6F to 4F+2ML+1 Reversible Transit Lane	$131
CC022	2050	Complete Corridors: 2 MLs	SR 52 MLs	I-805 to I-15, 6F to 4F+2ML	$210
CC025	2050	Complete Corridors: 2 MLs	SR 94 MLs	I-5 to I-15, 6F/8F to 6F+2ML	$80
CC026	2050	Complete Corridors: 2 MLs	SR 94 MLs	I-15 to I-805, 8F to 6F+2ML+Operational Improvements	$41

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC027	2050	Complete Corridors: 2 MLs	SR 94 MLs	I-805 to SR 125, 8F to 6F+2ML	$75
CC028	2050	Complete Corridors: 2 MLs	SR 56 MLs	I-5 to Carmel Valley Road, 4F/6F+2HOV to 4F/6F+2ML	$41
CC033	2050	Complete Corridors: 2 MLs	SR 163 MLs	I-8 to I-805, 8F to 6F+2ML	$41
CC034	2050	Complete Corridors: 2 MLs	SR 163 MLs	I-805 to SR 52, 8F to 6F+2ML	$34
CC009	2050	Complete Corridors: 4 MLs	SR 15 MLs	I-805 to I-8, 8F+2TL to 6F+2TL+2ML	$42
CC011	2050	Complete Corridors: 4 MLs	I-15 MLs	I-8 to SR 163, 8F+2ML to 6F+4ML	$80
CC015	2050	Complete Corridors: 4 MLs	I-805 MLs	Palomar Street to SR 94, 8F+2ML to 6F+4ML	$110
CC017	2050	Complete Corridors: 4 MLs	I-805 MLs	SR 94 to SR 15, 8F+2ML to 6F+4ML	$16
CC019	2050	Complete Corridors: 4 MLs	I-805 MLs	SR 15 to SR 52, 8F+2ML to 6F+4ML	$117
CC021	2050	Complete Corridors: 4 MLs	I-805 MLs	SR 52 to I-5, 8F+2ML to 6F+4ML	$62
CC037	2035	Complete Corridors: Reversible Managed Lane	SR 75 Coronado Bridge	4F+1 Reversible to 4F+1 Managed Lane HOV	$22
CC038	2050	Complete Corridors: Reversible Managed Lane	SR 75 Coronado Bridge	4F+1 Reversible to 4F+1 Managed Lane HOT	$22
CC041	2035	Complete Corridors: Operational Improvements	SR 52 Operational Improvements	Westbound Mast to Santo Road truck climbing lane	$78
CC039	2050	Complete Corridors: Operational Improvements	I-8 Operational Improvements	Street J/Hotel Circle N/Hotel Circle S to SR 67	$220
CC069	2035	Complete Corridors: Managed Lane Connector	I-5/I-805 ML Connector	North to North and South to South	$290
CC076	2035	Complete Corridors: Managed Lane Connector	I-15/I-805 ML Connector	North to North and South to South	$290

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC072	2050	Complete Corridors: Managed Lane Connector	I-15/SR 52 ML Connector	West to North and South to East	$290
CC073	2050	Complete Corridors: Managed Lane Connector	I-15/SR 52 ML Connector	North to West and East to South	$290
CC074	2050	Complete Corridors: Managed Lane Connector	I-15/SR 52 ML Connector	North to East and West to South	$290
CC075	2050	Complete Corridors: Managed Lane Connector	I-15/SR 52 ML Connector	South to West and East to North	$290
CC077	2050	Complete Corridors: Managed Lane Connector	SR 94/I-805 ML Connector	North to West, East to South	$300
CC078	2050	Complete Corridors: Managed Lane Connector	SR 52/I-805 ML Connector	West to North and South to East	$290
CC079	2050	Complete Corridors: Managed Lane Connector	I-805/SR 163 ML Connector	North to North and South to South	$290
CC080	2050	Complete Corridors: Managed Lane Connector	I-15/SR 94 ML Connector	South to West, East to North	$800
CC083	2035	Complete Corridors: DAR	I-15 at Clairemont Mesa Boulevard DAR	North and South	$85
CC084	2035	Complete Corridors: DAR	I-5 at Voigt DAR	North and South	$85
CC085	2035	Complete Corridors: DAR	I-15 at SDSU Mission Valley DAR	North and South	$85
CC086	2035	Complete Corridors: Transit Operational Improvement	I-805/Nobel Drive Transit Operational Improvement	North and South	$85
CC087	2035	Complete Corridors: Transportation Technology	I-5	Transportation technology	$482

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC089	2035	Complete Corridors: Transportation Technology	I-805	Transportation technology	$284
CC091	2035	Complete Corridors: Transportation Technology	I-15	Transportation technology	$362
CC099	2035	Complete Corridors: Transportation Technology	SR 52	Transportation technology	$193
CC093	2050	Complete Corridors: Transportation Technology	I-8	Transportation technology	$363
CC097	2050	Complete Corridors: Transportation Technology	SR 56	Transportation technology	$68
CC101	2050	Complete Corridors: Transportation Technology	SR 94	Transportation technology	$305
CC105	2050	Complete Corridors: Transportation Technology	SR 163	Transportation technology	$113
CC088	2035	Complete Corridors: SIS	I-5	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$87
CC090	2035	Complete Corridors: SIS	I-805	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$47
CC092	2035	Complete Corridors: SIS	I-15	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$69
CC100	2035	Complete Corridors: SIS	SR 52	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$37

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC094	2050	Complete Corridors: SIS	I-8	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$119
CC098	2050	Complete Corridors: SIS	SR 56	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$20
CC102	2050	Complete Corridors: SIS	SR 94	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$92
CC106	2050	Complete Corridors: SIS	SR 163	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$24
GM06	2035	Complete Corridors: Goods Movement	Harbor Drive 2.0	Designated Freight Route: Dedicated lanes (where feasible) and signal priority for truck freight along Harbor Drive between Marine Terminals and connections to I-5. Includes freight signal prioritization, queue jumps, delineators and signage	$177
GM01	2050	Complete Corridors: Goods Movement	I-5 Working Waterfront Access	I-5 Working Waterfront Access Bottleneck Relief between SR 94 and SR 54	$120
GM05	2050	Complete Corridors: Goods Movement	Harbor Drive Multimodal Corridor Improvements	Improvements at intersections between marine terminals; pedestrian crossings; various truck improvements; bikeway accommodations; streetscape, safety, and parking improvements	$242
TL001	2035	Transit: Airport Connection	Airport Transit Connection	Airport to Downtown	$3,186
TL003	2035	Transit: Regional Rail	Regional Rail 398	Oceanside to Downtown San Diego (Double tracking, bridge replacements, realignment in Del Mar, new platform at Fairgrounds)	$4,324
TL098	2035	Transit: Regional Rail	Regional Rail 598	Pacific Surfliner Rail2Rail (LOSSAN)	N/A**

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL004	2050	Transit: Regional Rail	Regional Rail 398	Camp Pendleton to Downtown San Diego (Grade separations, curve straightening, Miramar Tunnel, new station at Camp Pendleton and UTC)	$9,144
TL099	2050	Transit: Regional Rail	Regional Rail 598	Pacific Surfliner Rail2Rail (LOSSAN)	N/A**
TL007	2035	Transit: Light Rail	Blue Line (San Ysidro to UTC)	Grade separations	$239
TL009	2035	Transit: Light Rail	Orange Line (El Cajon to Downtown)	Grade separations	$112
TL011	2035	Transit: Light Rail	Green Line (Santee to Downtown)	Grade separations	$113
TL002	2050	Transit: Light Rail	Light Rail 582	Mission Valley to U.S.–Mexico Border via City Heights, National City, Chula Vista	$11,314
TL008	2050	Transit: Light Rail	Blue Line (San Ysidro to UTC)	Grade separations	$957
TL010	2050	Transit: Light Rail	Orange Line (El Cajon to Downtown)	Grade separations	$530
TL012	2050	Transit: Light Rail	Green Line (Santee to Downtown)	Grade separations	$788
TL013	2050	Transit: Light Rail	Streetcar	Balboa Park Perimeter Streetcar: Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	$1,060
TL014	2035	Transit: Next Gen Rapid	Arterial Rapid Route 120	Kearny Mesa to Downtown via Mission Valley	$106
TL015	2035	Transit: Next Gen Rapid	Arterial Rapid Route 207	Balboa Avenue Trolley to Kearny Mesa via Balboa Avenue	$52
TL017	2035	Transit: Next Gen Rapid	Arterial Rapid Route 210	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	$179

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL018	2035	Transit: Next Gen Rapid	Arterial Rapid Route 211	SDSU to Downtown via Adams Avenue	$101
TL019	2035	Transit: Next Gen Rapid	Arterial Rapid Route 212	Spring Valley to Downtown via Southeast San Diego	$137
TL020	2035	Transit: Next Gen Rapid	Arterial Rapid Route 215	SDSU to Downtown via El Cajon Boulevard	$71
TL021	2035	Transit: Next Gen Rapid	Mixed Rapid Route 225	Otay Mesa Transit Center to Downtown San Diego via Chula Vista, I-805	$3
TL023	2035	Transit: Next Gen Rapid	Arterial Rapid Route 228	Point Loma to Kearny Mesa via Old Town, Linda Vista	$127
TL024	2035	Transit: Next Gen Rapid	Arterial Rapid Route 229	Pacific Beach to Convention Center via Ingraham Street, Sports Arena Boulevard, Pacific Highway	$117
TL025	2035	Transit: Next Gen Rapid	Arterial Rapid Route 230	Balboa Station to UTC via Pacific Beach, La Jolla, UTC	$132
TL026	2035	Transit: Next Gen Rapid	Mixed Rapid Route 235	Escondido to Downtown San Diego via I-15	$9
TL027	2035	Transit: Next Gen Rapid	Arterial Rapid Route 237	UC San Diego to Rancho Bernardo via Sorrento Valley and Mira Mesa	$77
TL028	2035	Transit: Next Gen Rapid	Arterial Rapid Route 238	UC San Diego to Rancho Bernardo via Sorrento Valley and Carroll Canyon	$88
TL029	2035	Transit: Next Gen Rapid	Arterial Rapid Route 241	UC San Diego Medical Center - Hillcrest to UTC/UC San Diego via Linda Vista and Clairemont	$132
TL030	2035	Transit: Next Gen Rapid	Arterial Rapid Route 243	Pacific Beach to Kearny Mesa via Clairemont Mesa	$71
TL031	2035	Transit: Next Gen Rapid	Arterial Rapid Route 255	Tram Rapid (precursor to Tram 555) Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	$72

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL032	2035	Transit: Next Gen Rapid	Arterial Rapid Route 256	SDSU to Rancho San Diego/Cuyamaca College via College Grove and Spring Valley	$67
TL033	2035	Transit: Next Gen Rapid	Arterial Rapid Route 259	El Cajon Transit Center to Lemon Grove Depot via Washington Avenue, Avocado Avenue, Campo Road, Bancroft Drive	$122
TL034	2035	Transit: Next Gen Rapid	Mixed Rapid Route 265	Otay Mesa POE to SDSU Mission Valley via SR 125, I-805, I-15	$34
TL035	2035	Transit: Next Gen Rapid	Freeway Rapid Route 280	Downtown San Diego to Escondido	$12
TL036	2035	Transit: Next Gen Rapid	Freeway Rapid Route 290	Downtown San Diego to Rancho Bernardo Transit Station	$13
TL039	2035	Transit: Next Gen Rapid	Arterial Rapid Route 295	South Bay to Clairemont via La Mesa and Kearny Mesa	$149
TL043	2035	Transit: Next Gen Rapid	Arterial Rapid Route 493	Oceanside to Solana Beach to UTC/UC San Diego via Highway 101 Coastal Communities, Carmel Valley	$367
TL047	2035	Transit: Next Gen Rapid	Mixed Rapid Route 484	Commuter Express: Carlsbad to Kearny Mesa via I-15; Palomar Airport Road, SR 78, I-15 Rancho Bernardo Transit Center	$144
TL050	2035	Transit: Next Gen Rapid	Arterial Rapid Route 625	SDSU to Palomar Station via East San Diego, Southeast San Diego, National City	$199
TL051	2035	Transit: Next Gen Rapid	Freeway Rapid Route 630	Iris Trolley/Palomar to Kearny Mesa via I-5/SR 163 and City College	$62
TL053	2035	Transit: Next Gen Rapid	Arterial Rapid Route 637	North Park to 32nd Street Trolley Station via Golden Hill	$80
TL055	2035	Transit: Next Gen Rapid	Freeway Rapid Route 640	San Ysidro to Santa Fe Depot via I-5 and City College	$18

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL056	2035	Transit: Next Gen Rapid	Freeway Rapid Route 688	San Ysidro to UTC via I-805, Kearny Mesa, UTC (stops at Palomar Street, H Street, Plaza Boulevard, 47th Street, El Cajon Boulevard, University Avenue, SDSU Mission Valley, Clairemont Mesa Boulevard, UTC)	$57
TL057	2035	Transit: Next Gen Rapid	Freeway Rapid Route 880	El Cajon to UC San Diego via Santee, SR 52, Kearny Mesa, I-805, UTC	$143
TL092	2035	Transit: Next Gen Rapid	Mixed Rapid Route 277	Ramona to Sabre Springs Transit Station	$186
TL090	2050	Transit: Next Gen Rapid	Mixed Rapid Route 225	Otay Mesa Transit Center to Downtown San Diego via Chula Vista, I-805 (Inline station at SR 94 and 28th Street)	$23
TL091	2050	Transit: Next Gen Rapid	Mixed Rapid Route 235	Escondido to Downtown San Diego via I-15 (Inline station at SR 94 and 28th Street)	$23
TL060	2035	Transit: Downtown Bus Layover	Bus Layover	Downtown Bus Layover	$70
TL111	2035	Transit: Express Bus	Express Bus 246	Rancho Bernardo to UC San Diego via SR 56 (Rancho Bernardo and Sabre Springs to UTC/UC San Diego)	N/A*
TL112	2035	Transit: Express Bus	Express Bus 247	Escondido to UC San Diego via SR 56 (Escondido Transit Center and Del Lago to UTC/UC San Diego)	N/A*
TL113	2035	Transit: Express Bus	Express Bus 993	Shelter Island to Convention Center	N/A*
TL182	2035	Transit: Circulator	Circulator 647	Mission Valley Loop via Friars Road, Fenton Parkway, and Camino Del Rio South	N/A*
TL183	2035	Transit: Circulator	Circulator 648	Mission Valley Loop via Grantville, Camino Del Rio South, and Fenton Parkway	N/A*

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL184	2035	Transit: Circulator	Circulator 649	Kearny Mesa Loop via Balboa Avenue, Ruffner Street, Copley Park Place, and Overland Avenue	N/A*
TL186	2035	Transit: Circulator	Circulator 668	Kearny Mesa Loop via Ruffin Road, Aero Drive, Murphy Canyon Road, and Chesapeake Drive	N/A*
TL142	2035	Transit: Local Bus	Local Bus 89	Solana Beach to UTC (via Del Mar Heights Road)	N/A*
TL149	2035	Transit: Local Bus	Local Bus 197	8th Street Trolley to 32nd Street Trolley via 40th Street/38th Street/32nd Street	N/A*
TL202	2035	Transit: Local Bus	Local Bus 842	Poway Business Route (Mira Mesa Transit Center to Poway Business to Sabre Springs Transit Center)	N/A*
TL248	2035	Transit: Local Bus	Local Bus 984	Miramar College Transit Station to Sorrento Valley via Carroll Canyon/Miramar Road Business Parks	N/A*
TL067	2035	Flexible Fleets: Microtransit Areas	Southeastern San Diego	Microtransit Operations	$45
TL068	2035	Flexible Fleets: Microtransit Areas	Eastern San Diego	Microtransit Operations	$38
TL071	2035	Flexible Fleets: Microtransit Areas	Clairemont Mesa	Microtransit Operations	$25
TL072	2035	Flexible Fleets: Microtransit Areas	Sorrento Valley	Microtransit Operations	$25
TL073	2035	Flexible Fleets: Microtransit Areas	Kearny Mesa Convoy	Microtransit Operations	$38
FF02	2035	Flexible Fleets: NEV Shuttle Areas	Coronado	NEV Operations	$17

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
FF03	2035	Flexible Fleets: NEV Shuttle Areas	Del Mar	NEV Operations	$10
FF06	2035	Flexible Fleets: NEV Shuttle Areas	La Jolla	NEV Operations	$10
FF09	2035	Flexible Fleets: NEV Shuttle Areas	Ocean Beach	NEV Operations	$10
FF11	2035	Flexible Fleets: NEV Shuttle Areas	Pacific Beach	NEV Operations	$17
FF14	2035	Flexible Fleets: NEV Shuttle Areas	Downtown/Little Italy	NEV Operations	$17
FF15	2035	Flexible Fleets: NEV Shuttle Areas	North Park/City Heights	NEV Operations	$17
NO01	2035	Transportation System Management: Smart Infrastructure	Advancing Border Connectivity (SIS)	SIS Implementation at Harbor Drive, Chula Vista (National City Boulevard and H Street) and San Ysidro Border District to enhance safety, transit optimization, and smoother goods movement.	$3

*Notes: *New local, express, and circulator transit routes are assumed to operate on existing roads with minimal capital costs. Vehicle and operations costs for new and existing routes are reflected in TL300 through TL311 as Systemwide Investments in Table A.6.*

***Pacific Surfliner Rail2Rail is a program that allows passengers with certain passes to ride either COASTER or Pacific Surfliner trains. Pacific Surfliner Rail2Rail service will benefit from planned LOSSAN upgrades reflected in projects TL003 and TL004.*

South County Subregion

The South County subregion spans the South Bay, extending north to Coronado, south to the U.S.-Mexico border, and east to Otay Mesa. South County includes key routes such as I-5, I-805, SR 94, SR 54, SR 125, and SR 905. Land POEs are significant features of the subregion. The San Ysidro POE is the primary gateway for personal travel between the U.S. and Mexico and one of the busiest land border crossings in the world. The Otay Mesa POE is a key gateway facilitating billions of dollars of U.S. trade with Mexico, our nation's largest trading partner. The addition of the new Otay Mesa East POE will further enhance trade and personal travel between the U.S. and Mexico. SR 125, also known as the South Bay Expressway, is a SANDAG-operated toll road anticipated to be converted to a freeway facility without tolls by 2035. Beginning at SR 905 in Otay Mesa, SR 125 provides fast and convenient access between Mexico, East County, Downtown, and points north. South County is also served by an extensive public transportation network, including the Blue Line, Rapids 225 and 227, and many local bus routes. Additionally, the Bayshore Bikeway, along with major arterial roads, improves mobility across the area, offering more travel options for residents and visitors.

Projects located in or partially within the South County subregion are listed in the table and figure below. These projects are categorized by type and organized by phasing periods: 2035 and 2050 within each project type.

Active Transportation

The regional bike network connections between South County's activity centers will expand access to parks, transit stations, and commercial areas.

The Bayshore and Border to Bayshore bikeways will connect San Ysidro to Downtown via the I-5/Blue Line major corridor. The Bayshore Bikeway will provide a fully off-street bikeway to focus on safety on high-speed roads whereas the Border to Bayshore route will support a combination of on-street and off-street bikeways. On-street, protected bikeways are also planned to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista.

Complete Corridors: Managed Lanes

MLs will give carpool and bus priority on I-805, I-5, SR 15, and SR 125. The MLs system will be developed through a combination of converting existing lanes and adding new MLs.

The reversible lane on the Coronado Bridge (SR 75) has also been included in the MLs system to facilitate high occupancy vehicle (HOV) traffic between the City of Coronado and Downtown San Diego, including traffic to/from the Naval Base Coronado. The reversible lane is identified as HOV by 2035 and high-occupancy toll by 2050.

By 2035, the SR 125 toll road will be converted to a freeway facility without tolls.

Complete Corridors: Goods Movement

The Harbor Drive 2.0 and Vesta Street Bridge projects (both by 2035) are intended to improve efficiency of goods movement to and from the Port of San Diego's marine cargo terminals and other destinations along the Working Waterfront while reducing traffic, noise, and other impacts on nearby communities. Additional improvements along Harbor Drive and I-5 are included to provide multimodal access to and through the corridor.

Additional investments are identified to facilitate cross-border traffic, including a project to widen the truck bridge between the Otay Mesa POE and the nearby Commercial Vehicle Enforcement Facility. This will alleviate a bottleneck for northbound trucks at the second-busiest commercial crossing on the U.S.-Mexico border. The new Otay Mesa East POE will also be completed and then further expanded to accommodate additional commercial vehicle, passenger vehicle, and pedestrian lanes by 2050.

Transportation System Management

Near-Term transportation system management related projects in South County include deployment of SIS at Harbor Drive, Chula Vista, and at the San Ysidro Border district. The deployment of SIS will enhance safety, transit optimization, and goods movement. Another project in South County is the Advancing Border Connectivity program, including a Regional Border Management System, which will allow travelers to access live wait-time data when crossing the border. Finally, a Regional Traveler Information System along SR 905, I-5, and I-805 will allow for real-time traffic management and emergency response.

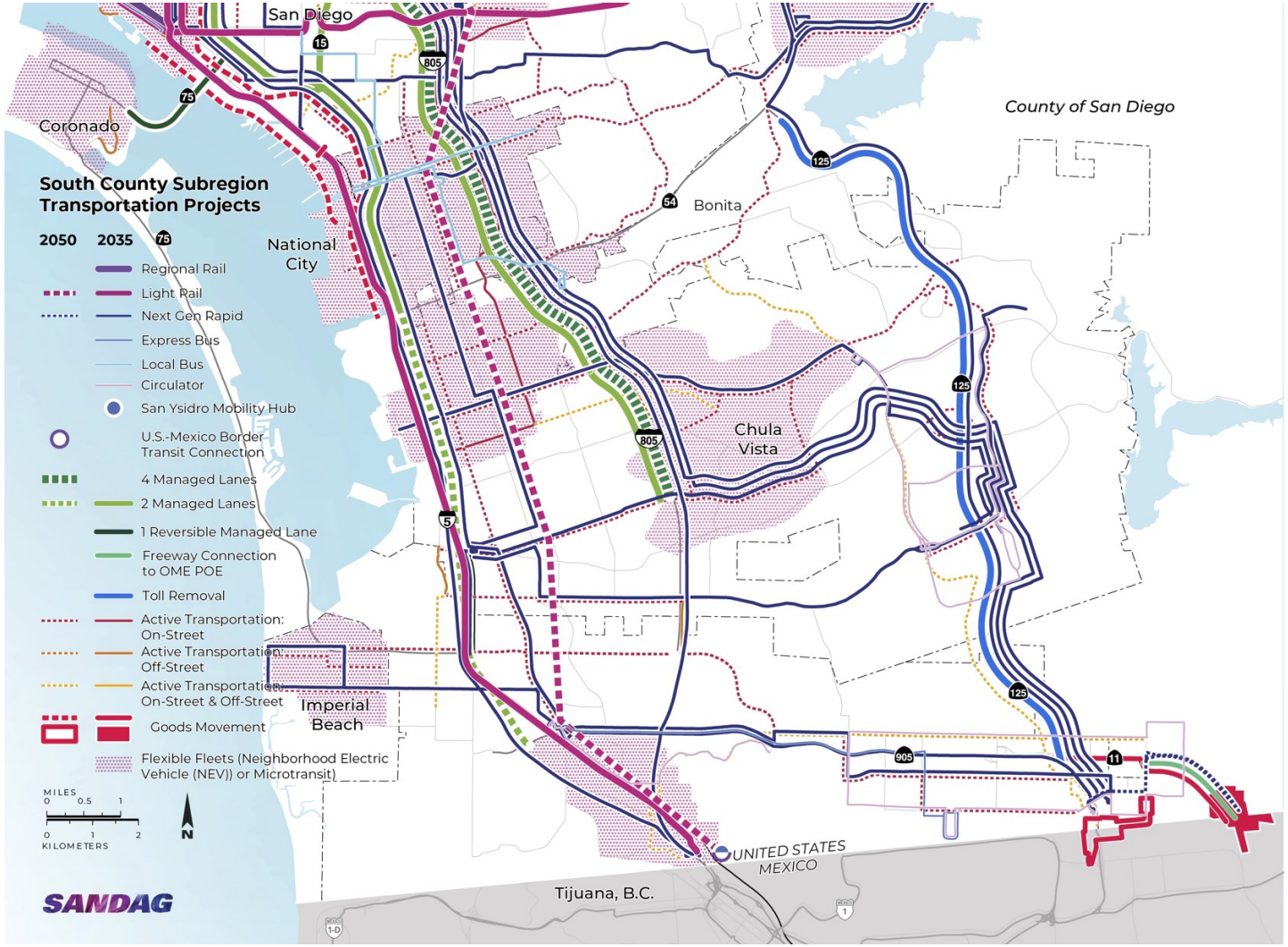
Transit and Flexible Fleets

In order to provide better and faster transit options to and from the border, the plan includes more Rapid routes, improvements to the Blue Line, a new Purple Line, enhancements to the San Ysidro Transit Center, and an improved border transit connection. For more north-south service, Rapid 640 is identified to run between San Ysidro and Downtown San Diego via I-5, Rapid 688 to connect San Ysidro with UTC via I-805, and Rapid 292 between Otay Mesa and El Cajon via SR 125.

The plan also includes transit access to the Cross Border Express (CBX): Express Bus 191 from CBX to the Iris Trolley station and Circulator 661 between CBX and Otay Mesa.

Flexible Fleets will enhance connections to transit and serve neighborhood trips. A total of eight service areas are identified throughout South County (Downtown/Little Italy, Southeastern San Diego, Coronado, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, San Ysidro/U.S.-Mexico Border) and are all phased by 2035.

Figure A.4: South County Subregion Projects



Note: Transportation investments not shown on this map but included in the project table below include transportation technology, SIS, and transportation system management.

Source: SANDAG

Table A.4: South County Subregion Projects

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT003	2035	Active Transportation: Off-Street Bikeway	Bayshore Bikeway: Barrio Logan Segment (Beardsley Street to Park Boulevard)	Early Action Program (Tier 1), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$6
AT008	2035	Active Transportation: Off-Street Bikeway	I-805 Multi-Use Path Bridge Main Street to Palm Avenue	Local Bike Plan	$10
AT012	2035	Active Transportation: Off-Street Bikeway	Bayshore Bikeway Upgrades: Off-Street Coronado	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Upgrade Existing Bikeway	$12
AT013	2035	Active Transportation: Off-Street Bikeway	Bayshore Bikeway: Segment 8B - Palomar Street to Main Street	Early Action Program (Tier 1), Regional Bike Plan, Local Bike Plan	$9
AT167	2035	Active Transportation: Off-Street Bikeway	Bayshore Bikeway Segment 1	Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$4
AT179	2035	Active Transportation: Off-Street Bikeway	Sweetwater Bikeway Ramp	Early Action Program (Tier 2)	$13
AT087	2050	Active Transportation: Off-Street Bikeway	Bayshore Bikeway: Harbor Drive	Regional Bike Plan, Local Bike Plan, Upgrade Existing Bikeway	$14
AT127	2050	Active Transportation: Off-Street Bikeway	I-805 Connector - Bonita Road to Floyd Avenue	Regional Bike Plan, Local Bike Plan	$14
AT128	2050	Active Transportation: Off-Street Bikeway	I-805 Connector - Bonita Road to H Street	Regional Bike Plan, Local Bike Plan	$10
AT016	2035	Active Transportation: On-Street & Off-Street Bikeway	City Heights/Fairmount Corridor	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$43

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT040	2035	Active Transportation: On-Street & Off-Street Bikeway	Lemon Grove to Imperial Bikeway	Early Action Program (Tier 2), Systemic Safety Network, Upgrade Existing Bikeway	$36
AT023	2050	Active Transportation: On-Street & Off-Street Bikeway	Chollas Creek Bikeway: South Fork	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$65
AT078	2050	Active Transportation: On-Street & Off-Street Bikeway	SR 125 Connector - Bonita Road to U.S.-Mexico Border	Regional Bike Plan, Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$102
AT099	2050	Active Transportation: On-Street & Off-Street Bikeway	Chollas Creek Bikeway: North Fork	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$77
AT119	2050	Active Transportation: On-Street & Off-Street Bikeway	Golden Hill to Fairmount Park	Local Bike Plan	$14
AT155	2050	Active Transportation: On-Street & Off-Street Bikeway	San Ysidro to Otay Mesa Connector	Regional Bike Plan, Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$29
AT156	2050	Active Transportation: On-Street & Off-Street Bikeway	Saturn Boulevard Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$15
AT159	2050	Active Transportation: On-Street & Off-Street Bikeway	SR 905 Corridor	Regional Bike Plan, Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$109
AT174	2050	Active Transportation: On-Street & Off-Street Bikeway	San Ysidro Park to School Connector	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$10

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT011	2035	Active Transportation: On-Street Bikeway	South Bay to Southeastern San Diego	Early Action Program (Tier 2), Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$53
AT027	2035	Active Transportation: On-Street Bikeway	Downtown to Southeast	Early Action Program (Tier 1), Regional Bike Plan, Local Bike Plan, Safety Focus Network	$3
AT035	2035	Active Transportation: On-Street Bikeway	Imperial Beach Connector	Early Action Program (Tier 1), Regional Bike Plan, Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$5
AT045	2035	Active Transportation: On-Street Bikeway	North Park to Downtown	Early Action Program (Tier 1), Safety Focus Network, Upgrade Existing Bikeway	$4
AT007	2050	Active Transportation: On-Street Bikeway	Eastlake Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$36
AT061	2050	Active Transportation: On-Street Bikeway	Golden Hill to Logan Heights	Early Action Program (Tier 1), Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$12
AT067	2050	Active Transportation: On-Street Bikeway	Main Street to Bayshore	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$22
AT068	2050	Active Transportation: On-Street Bikeway	Market Street Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$34
AT071	2050	Active Transportation: On-Street Bikeway	Palm Avenue to Otay Mesa	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$45

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT072	2050	Active Transportation: On-Street Bikeway	Palomar Street Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$36
AT076	2050	Active Transportation: On-Street Bikeway	Spring Valley to Bayshore Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$40
AT077	2050	Active Transportation: On-Street Bikeway	Spring Valley to Sweetwater Bikeway	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$38
AT080	2050	Active Transportation: On-Street Bikeway	Sweetwater to Chula Vista Bayshore	Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$18
AT081	2050	Active Transportation: On-Street Bikeway	Sweetwater to Skyline Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$26
AT083	2050	Active Transportation: On-Street Bikeway	Encanto to Barrio Logan Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$30
AT085	2050	Active Transportation: On-Street Bikeway	Bay to Ranch Bikeway	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$9
AT086	2050	Active Transportation: On-Street Bikeway	Bayshore Bikeway Connector	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$5
AT090	2050	Active Transportation: On-Street Bikeway	Border Access Corridor	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$42

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT098	2050	Active Transportation: On-Street Bikeway	Chollas Creek Bikeway to Otay	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$19
AT100	2050	Active Transportation: On-Street Bikeway	Chula Vista Oleander Connector	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$16
AT101	2050	Active Transportation: On-Street Bikeway	Chula Vista Regional Connector	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$55
AT111	2050	Active Transportation: On-Street Bikeway	Collwood to Euclid Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$28
AT118	2050	Active Transportation: On-Street Bikeway	Golden Hill to Bayshore Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$10
AT129	2050	Active Transportation: On-Street Bikeway	Imperial Beach Bikeways	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$14
AT130	2050	Active Transportation: On-Street Bikeway	J Street Bikeway	Regional Bike Plan, Local Bike Plan, Upgrade Existing Bikeway	$17
AT136	2050	Active Transportation: On-Street Bikeway	Logan Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network	$4
AT144	2050	Active Transportation: On-Street Bikeway	National City - Chula Vista - San Ysidro Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$39

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT148	2050	Active Transportation: On-Street Bikeway	Valencia Bikeway	Regional Bike Plan, Local Bike Plan, Systemic Safety Network, Upgrade Existing Bikeway	$7
AT157	2050	Active Transportation: On-Street Bikeway	South Park to Downtown	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Upgrade Existing Bikeway	$13
AT160	2050	Active Transportation: On-Street Bikeway	SR 125 Corridor - East County Southern Loop to La Mesa/Lemon Grove/El Cajon connections	Regional Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$36
AT162	2050	Active Transportation: On-Street Bikeway	Sweetwater to National City	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$29
CC002	2035	Complete Corridors: 2 MLs	I-5 MLs	SR 54 to SR 15, 8F/10F to 8F+2ML	$113
CC003	2035	Complete Corridors: 2 MLs	I-5 MLs	SR 15 to Pacific Highway, 8F to 6F+2ML	$61
CC008	2035	Complete Corridors: 2 MLs	SR 15 MLs	I-5 to I-805, 6F to 6F+2ML	$130
CC014	2035	Complete Corridors: 2 MLs	I-805 MLs	Palomar Street to SR 94, 8F+2HOV to 8F+2ML	$110
CC016	2035	Complete Corridors: 2 MLs	I-805 MLs	SR 94 to SR 15, 8F to 8F+2ML	$55
CC001	2050	Complete Corridors: 2 MLs	I-5 MLs	SR 905 to SR 54, 8F to 6F+2ML	$81
CC025	2050	Complete Corridors: 2 MLs	SR 94 MLs	I-5 to I-15, 6F/8F to 6F+2ML	$80
CC026	2050	Complete Corridors: 2 MLs	SR 94 MLs	I-15 to I-805, 8F to 6F+2ML+Operational Improvements	$41
CC027	2050	Complete Corridors: 2 MLs	SR 94 MLs	I-805 to SR 125, 8F to 6F+2ML	$75
CC015	2050	Complete Corridors: 4 MLs	I-805 MLs	Palomar Street to SR 94, 8F+2ML to 6F+4ML	$110
CC017	2050	Complete Corridors: 4 MLs	I-805 MLs	SR 94 to SR 15, 8F+2ML to 6F+4ML	$16
CC035	2035	Complete Corridors: Toll Removal	SR 125 MLs	SR 905 to SR 54, 4T to 4F	$42

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC037	2035	Complete Corridors: Reversible Managed Lane	SR 75 Coronado Bridge	4F+1 Reversible to 4F+1 ML HOV	$22
CC038	2050	Complete Corridors: Reversible Managed Lane	SR 75 Coronado Bridge	4F+1 Reversible to 4F+1 ML HOT	$22
CC040	2035	Complete Corridors: Freeway Connection to OME POE	SR 11/Otay Mesa East POE (Enrico Fermi to Mexico) to OME POE	Otay Mesa East POE and roadway connections	$615
CC077	2050	Complete Corridors: ML Connector	SR 94/I-805 ML Connector	North to West, East to South	$300
CC080	2050	Complete Corridors: ML Connector	I-15/SR 94 ML Connector	South to West, East to North	$800
CC087	2035	Complete Corridors: Transportation Technology	I-5	Transportation technology	$482
CC089	2035	Complete Corridors: Transportation Technology	I-805	Transportation technology	$284
CC091	2035	Complete Corridors: Transportation Technology	I-15	Transportation technology	$362
CC107	2035	Complete Corridors: Transportation Technology	SR 125	Transportation technology	$224
CC101	2050	Complete Corridors: Transportation Technology	SR 94	Transportation technology	$305
CC103	2050	Complete Corridors: Transportation Technology	SR 54	Transportation technology	$90
CC109	2050	Complete Corridors: Transportation Technology	SR 905	Transportation technology	$195
CC088	2035	Complete Corridors: SIS	I-5	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$87

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
CC090	2035	Complete Corridors: SIS	I-805	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$47
CC092	2035	Complete Corridors: SIS	I-15	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$69
CC108	2035	Complete Corridors: SIS	SR 125	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$43
CC102	2050	Complete Corridors: SIS	SR 94	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$92
CC104	2050	Complete Corridors: SIS	SR 54	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$20
CC110	2050	Complete Corridors: SIS	SR 905	SIS upgrades to signalized ramps and intersections along the highway and parallel or connecting major arterials	$38
GM02	2035	Complete Corridors: Goods Movement	Otay Mesa East Port of Entry Pilot Programs	Pilot programs for streamlining commercial vehicle operations for reducing wait times at Otay Mesa East Port of Entry, including commercial vehicle appointment system	$25
GM03	2035	Complete Corridors: Goods Movement	Vesta Bridge - Phase 1	Vesta Bridge Phase 1 and operational improvements: SR 15, Main Street, Harbor Drive, and 32nd Street	$105
GM06	2035	Complete Corridors: Goods Movement	Harbor Drive 2.0	Designated Freight Route: Dedicated lanes (where feasible) and signal priority for truck freight along Harbor Drive between Marine Terminals and connections to I-5. Includes freight signal prioritization, queue jumps, delineators and signage	$177

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
GM07	2035	Complete Corridors: Goods Movement	Regional Border Management System & Tolling Equipment	Border Wait Times - SR 11 tolling equipment, and Regional Border Management System	$44
GM01	2050	Complete Corridors: Goods Movement	I-5 Working Waterfront Access	I-5 Working Waterfront Access Bottleneck Relief between SR 94 and SR 54	$120
GM04	2050	Complete Corridors: Goods Movement	Otay Mesa Port of Entry Truck Bridge to Commercial Vehicle Enforcement Facility	Otay Mesa Port of Entry: Bridge widening between Port of Entry and Commercial Vehicle Enforcement Facility to coincide with improvements at both facilities	$63
GM05	2050	Complete Corridors: Goods Movement	Harbor Drive Multimodal Corridor Improvements	Improvements at intersections between marine terminals; pedestrian crossings; various truck improvements; bikeway accommodations; streetscape, safety, and parking improvements	$242
GM08	2050	Complete Corridors: Goods Movement	Otay Mesa East Port of Entry Build-Out	Expand facility to accommodate additional passenger vehicle, commercial vehicle, and pedestrian lanes	$1,200
TL001	2035	Transit: Airport Connection	Airport Transit Connection	Airport to Downtown	$3,186
TL003	2035	Transit: Regional Rail	Regional Rail 398	Oceanside to Downtown San Diego (Double tracking, bridge replacements, realignment in Del Mar, new platform at Fairgrounds)	$4,324
TL098	2035	Transit: Regional Rail	Regional Rail 598	Pacific Surfliner Rail2Rail (LOSSAN)	N/A**
TL004	2050	Transit: Regional Rail	Regional Rail 398	Camp Pendleton to Downtown San Diego (Grade separations, curve straightening, Miramar Tunnel, new station at Camp Pendleton and UTC)	$9,144
TL099	2050	Transit: Regional Rail	Regional Rail 598	Pacific Surfliner Rail2Rail (LOSSAN)	N/A**
TL007	2035	Transit: Light Rail	Blue Line (San Ysidro to UTC)	Grade separations	$239

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL009	2035	Transit: Light Rail	Orange Line (El Cajon to Downtown)	Grade separations	$112
TL011	2035	Transit: Light Rail	Green Line (Santee to Downtown)	Grade separations	$113
TL002	2050	Transit: Light Rail	Light Rail 582	Mission Valley to U.S.–Mexico Border via City Heights, National City, Chula Vista	$11,314
TL008	2050	Transit: Light Rail	Blue Line (San Ysidro to UTC)	Grade separations	$957
TL010	2050	Transit: Light Rail	Orange Line (El Cajon to Downtown)	Grade separations	$530
TL012	2050	Transit: Light Rail	Green Line (Santee to Downtown)	Grade separations	$788
TL013	2050	Transit: Light Rail	Streetcar	Balboa Park Perimeter Streetcar: Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	$1,060
TL014	2035	Transit: Next Gen Rapid	Arterial Rapid Route 120	Kearny Mesa to Downtown via Mission Valley	$106
TL016	2035	Transit: Next Gen Rapid	Arterial Rapid Route 209	Chula Vista Bayfront to Millennia via H Street Corridor, Southwestern College	$136
TL018	2035	Transit: Next Gen Rapid	Arterial Rapid Route 211	SDSU to Downtown via Adams Avenue	$101
TL019	2035	Transit: Next Gen Rapid	Arterial Rapid Route 212	Spring Valley to Downtown via Southeast San Diego	$137
TL020	2035	Transit: Next Gen Rapid	Arterial Rapid Route 215	SDSU to Downtown via El Cajon Boulevard	$71
TL021	2035	Transit: Next Gen Rapid	Mixed Rapid Route 225	Otay Mesa Transit Center to Downtown San Diego via Chula Vista, I-805	$3
TL022	2035	Transit: Next Gen Rapid	Mixed Rapid Route 227	Otay Mesa to Imperial Beach via 905	$68

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL024	2035	Transit: Next Gen Rapid	Arterial Rapid Route 229	Pacific Beach to Convention Center via Ingraham Street, Sports Arena Boulevard, Pacific Highway	$117
TL026	2035	Transit: Next Gen Rapid	Mixed Rapid Route 235	Escondido to Downtown San Diego via I-15	$9
TL031	2035	Transit: Next Gen Rapid	Arterial Rapid Route 255	Tram Rapid (precursor to Tram 555) Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	$72
TL034	2035	Transit: Next Gen Rapid	Mixed Rapid Route 265	Otay Mesa POE to SDSU Mission Valley via SR 125, I-805, I-15	$34
TL035	2035	Transit: Next Gen Rapid	Freeway Rapid Route 280	Downtown San Diego to Escondido	$12
TL036	2035	Transit: Next Gen Rapid	Freeway Rapid Route 290	Downtown San Diego to Rancho Bernardo Transit Station	$13
TL037	2035	Transit: Next Gen Rapid	Mixed Rapid Route 292	El Cajon to Otay Mesa via El Cajon, Jamacha, and Otay Lakes	$124
TL038	2035	Transit: Next Gen Rapid	Arterial Rapid Route 293	Palm Avenue Trolley to Otay Ranch via Palomar Street	$66
TL039	2035	Transit: Next Gen Rapid	Arterial Rapid Route 295	South Bay to Clairemont via La Mesa and Kearny Mesa	$149
TL050	2035	Transit: Next Gen Rapid	Arterial Rapid Route 625	SDSU to Palomar Station via East San Diego, Southeast San Diego, National City	$199
TL051	2035	Transit: Next Gen Rapid	Freeway Rapid Route 630	Iris Trolley/Palomar to Kearny Mesa via I-5/ SR 163 and City College	$62
TL052	2035	Transit: Next Gen Rapid	Arterial Rapid Route 635	Eastlake to Palomar Trolley via Main Street Corridor	$127
TL053	2035	Transit: Next Gen Rapid	Arterial Rapid Route 637	North Park to 32nd Street Trolley Station via Golden Hill	$80

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL054	2035	Transit: Next Gen Rapid	Arterial Rapid Route 638	Iris Trolley to Otay Mesa via Otay, Airway Drive, SR 905 Corridor	$73
TL055	2035	Transit: Next Gen Rapid	Freeway Rapid Route 640	San Ysidro to Santa Fe Depot via I-5 and City College	$18
TL056	2035	Transit: Next Gen Rapid	Freeway Rapid Route 688	San Ysidro to UTC via I-805, Kearny Mesa, UTC (stops at Palomar Street, H Street, Plaza Boulevard, 47th Street, El Cajon Boulevard, University Avenue, SDSU Mission Valley, Clairemont Mesa Boulevard, UTC)	$57
TL090	2050	Transit: Next Gen Rapid	Mixed Rapid Route 225	Otay Mesa Transit Center to Downtown San Diego via Chula Vista, I-805 (Inline station at SR 94 and 28th Street)	$23
TL091	2050	Transit: Next Gen Rapid	Mixed Rapid Route 235	Escondido to Downtown San Diego via I-15 (Inline station at SR 94 and 28th Street)	$23
TL093	2050	Transit: Next Gen Rapid	Mixed Rapid Route 227	Otay Mesa East POE to Imperial Beach via SR 905	$14
TL060	2035	Transit: Downtown Bus Layover	Bus Layover	Downtown Bus Layover	$70
TL062	2035	Transit: San Ysidro Mobility Hub	U.S.–Mexico Border Transit Connection	San Ysidro Mobility Hub	$300
TL063	2050	Transit: San Ysidro Mobility Hub	U.S.–Mexico Border Transit Connection	San Ysidro Mobility Hub	$650
TL064	2050	Transit: US-Mexico Border Transit Connection	U.S.–Mexico Border Transit Connection	U.S. - Mexico Border Transit Connection	$520
TL110	2035	Transit: Express Bus	Express Bus 121	CBX to Iris Transit Station Express	N/A*
TL113	2035	Transit: Express Bus	Express Bus 993	Shelter Island to Convention Center	N/A*
TL146	2035	Transit: Circulator	Circulator 193	Iris Transit Center to San Ysidro High School	N/A*

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL185	2035	Transit: Circulator	Circulator 661	Otay Mesa Loop via Otay Mesa Road, Heritage Road, Siempre Viva Road, and Alta Road	N/A*
TL194	2035	Transit: Circulator	Circulator 715	Otay Ranch Loop via Southwest College, La Media Road, Hunte Parkway, and Eastlake Parkway	N/A*
TL195	2035	Transit: Circulator	Circulator 716	Lower Otay Ranch Loop via Birch Road, Orion Avenue, Rock Mountain, and La Media Road	N/A*
TL147	2035	Transit: Local Bus	Local Bus 195	8th Street Trolley to Plaza Bonita via 8th Street, L Avenue, and 30th Street	N/A*
TL148	2035	Transit: Local Bus	Local Bus 196	8th Street Trolley to Plaza Boulevard via 8th Street	N/A*
TL149	2035	Transit: Local Bus	Local Bus 197	8th Street Trolley to 32nd Street Trolley via 40th Street/38th Street/32nd Street	N/A*
TL066	2035	Flexible Fleets: Microtransit Areas	Central Chula Vista	Microtransit Operations	$34
TL067	2035	Flexible Fleets: Microtransit Areas	Southeastern San Diego	Microtransit Operations	$45
TL069	2035	Flexible Fleets: Microtransit Areas	Casa De Oro/Spring Valley	Microtransit Operations	$18
FF02	2035	Flexible Fleets: NEV Shuttle Areas	Coronado	NEV Operations	$17
FF04	2035	Flexible Fleets: NEV Shuttle Areas	Downtown Chula Vista	NEV Operations	$10
FF05	2035	Flexible Fleets: NEV Shuttle Areas	Imperial Beach	NEV Operations	$10
FF08	2035	Flexible Fleets: NEV Shuttle Areas	National City	NEV Operations	$17

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
FF12	2035	Flexible Fleets: NEV Shuttle Areas	San Ysidro/U.S. Mexico Border	NEV Operations	$17
FF14	2035	Flexible Fleets: NEV Shuttle Areas	Downtown/Little Italy	NEV Operations	$17
NO01	2035	Transportation System Management: Smart Infrastructure	Advancing Border Connectivity SIS	SIS Implementation at Harbor Drive, Chula Vista (National City Boulevard and H Street) and San Ysidro Border District to enhance safety, transit optimization, and smoother goods movement.	$3
NO02	2035	Transportation System Management: Smart Borders	Advancing Border Connectivity Regional Border Management System	Planned technologies for traffic management and crowd-sourced wait time calculations at the Otay Mesa East POE.	$5
NO03	2035	Transportation System Management: Smart Corridors	Advancing Border Connectivity NextGen Integrated Corridor Management (ICM)	Regional traveler information system along the SR 905, I-5, and I-805 that allow for real-time traffic management and emergency response.	$4

*Notes: *New local, express, and circulator transit routes are assumed to operate on existing roads with minimal capital costs. Vehicle and operations costs for new and existing routes are reflected in TL300 through TL311 as Systemwide Investments in Table A.6.*

***Pacific Surfliner Rail2Rail is a program that allows passengers with certain passes to ride either COASTER or Pacific Surfliner trains. Pacific Surfliner Rail2Rail service will benefit from planned LOSSAN upgrades reflected in projects TL003 and TL004.*

Arterials

Local jurisdictions and the County of San Diego will drive the completion of Complete Streets efforts along significant arterials (major through streets that connect the freeway system). These projects are listed in Table A.5 with their 2025 Regional Transportation Improvement Program (RTIP—SANDAG's programming document) ID numbers and are a part of the air quality conformity analysis for programmatic purposes (**Appendix C: Air Quality Planning and Transportation Conformity**). SANDAG supports and encourages Complete Streets implementation along these corridors. Complete Streets are roads that are designed to be safe and accessible for people of all ages and abilities, traveling by all modes, including walking, biking, using public transit, and driving cars or commercial vehicles.

Table A.5: Arterials

Phase Year	TIP ID	Lead Agency	Project Name	Description
2035	CHV91	Chula Vista	H Street Construction from Marina Parkway to E Street and widening of Bay Boulevard to Street A	H Street from E Street to Bay Boulevard (0.3 mile) - This project includes construction of a two to three lane road from E Street to Marina Parkway and a five lane Major Road from Street A to Bay Boulevard to integrate with the new segment of H Street that is currently under construction for redevelopment of the area as part of the Chula Vista Bayfront Master Plan. Street Improvements will include streetscape enhancements such as street trees, lighting, furnishings, etc. The project is identified and included in the Chula Vista Bayfront Master Plan and the Bayfront Transportation Development Impact Fee Nexus Study as "BAY-17".
2035	CHV93	Chula Vista	SR 125 at Main Street and Otay Valley Road Interchanges	Interchange on SR 125 at Main Street and Otay Valley Road - Construction of freeway interchanges/overpasses on SR 125 at Main Street and Otay Valley Road.
2035	CHV97	Chula Vista	Main Street from Heritage Road to Wolf Canyon Bridge	Main Street from Heritage Road to Wolf Canyon Bridge (0.82 mile) – Construction of a 6-lane Prime Arterial from Heritage Road to Wolf Canyon Bridge including bike lanes and sidewalk facilities. (TDIF Facility 60A).
2035	CNTY14A	San Diego County	South Santa Fe Avenue South	South Santa Fe from Robelini Drive to Smilax Road (1.19 miles) – This project will improve South Santa Fe to a four-lane divided road from west of Robelini Drive to Smilax Road, including improvements to Robelini Drive. The project will be in phases.
2035	CNTY21	San Diego County	Bradley Avenue Widening and Overpass at SR 67	Bridge 57-0552 - On Bradley Avenue from Magnolia Avenue to Mollison Avenue, Phase 1 - Widen Bradley Avenue between Graves Ave and Mollison Avenue from 2 lanes to 4 lanes including sidewalks and bicycle lanes; Phase 2 - replace 2-lane bridge over SR 67 with a 6-lane bridge including turn pockets. Construction funding shown only for Phase 1. Phase 2 construction will be funded by TransNet.
2035	ESC04	Escondido	Citracado Parkway II	Citracado Parkway from West Valley to Andreason (0.5 mile) – widen from 2 to 4 lanes with raised medians, construct bridge over Escondido Creek.

Phase Year	TIP ID	Lead Agency	Project Name	Description
2035	O22	Oceanside	College Boulevard Improvements from Vista Way to Old Grove Road	College Boulevard from Vista Way to Old Grove Road (2.5 miles) - Traffic calming without additional lanes between Waring Road/Barnard Drive and Roselle Avenue (first phase). The second phase is widening from the existing four lanes to six lanes with bike lanes and raised median between Olive Avenue and Old Grove.
2035	SAN260	North County Transit District	COASTER Train Sets	In the San Diego Region along the COASTER Corridor - Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service. Toll Credits will be used to match federal funds for the CON phase.
2035	SD34	San Diego	El Camino Real	Bridge 57C0042 - In San Diego on El Camino Real from San Dieguito Road to Via de la Valle - reconstruct & widen from two to four lanes and extend transition lane and additional grading to avoid biological impacts.
2035	SD102A	San Diego	Otay Truck Route Widening (Phase 4)	Otay Truck Route - In San Diego, from Drucker Lane to La Media Road, add one lane, for a total of three lanes: two for trucks and one lane for emergency vehicles (Border Patrol/fire department access). From Britannia Boulevard to La Media Road, add one lane for trucks and one lane for emergency vehicles. Also, along Britannia Boulevard from Britannia Court to the Otay Truck Route, add one lane for trucks and one lane for emergency vehicles. This project will be constructed in two phases; an Eastern Phase between La Media Road and Drucker Lane, and a Western Phase from Britannia Boulevard to La Media Road. Current construction programming is for the Eastern Phase only. (CIP S-11060).
2035	SD250	San Diego	La Media Road Improvements	La Media Road from SR 905 to Siempre Viva Road (0.75 mile) - In San Diego, on La Media Road from SR905 to Siempre Viva Road, widen La Media Road to a six-lane primary arterial from SR 905 to Airway Road, and to a five-lane major between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes. This project will also improve drainage at the intersection of La Media Road and Airway Road (CIP S-15018).
2035	SM19	San Marcos	Grand Avenue Bridge and Street Improvements	From Discovery Street to San Marcos Boulevard – construct four-lane secondary arterial bridge and a six-lane arterial street from Craven Road to Grand Avenue.

Phase Year	TIP ID	Lead Agency	Project Name	Description
2035	SM24	San Marcos	Woodland Parkway Interchange and Barham Drive Widening & Street Improvements #88005	SR 78 Bridge 57 0389 - This project includes reconstruction of the SR 78 overcrossing at Woodland Parkway, reconfiguration of on/off ramps, widening and realigning portions of Woodland Parkway, Barham Drive and Rancheros Drive. Improvements would also include continuation of new bike lanes and trails.
2035	SM31	San Marcos	San Marcos Creek Specific Plan – Discovery St. Widening and Flood Control Improvements #88265	From Via Vera Cruz Road to Bent Avenue /Craven Road - Part of San Marcos Creek Specific Plan group of projects to widen Discovery Street to four lanes secondary arterial between Via Vera Cruz and Bent Avenue. Improvements include construction of roadway improvements, bike lanes and trails.
2035	SM32	San Marcos	Via Vera Cruz Bridge and Street Improvements #88264	Bridge 57C0867 - Part of San Marcos Creek Specific Plan group of projects to widen to four lanes secondary arterial and construct a bridge at San Marcos Creek.
2035	SM42	San Marcos	Discovery St. from Craven to Twin Oaks #ST007	Discovery Street from Craven Road to Twin Oaks Valley Road (0.9 mile) – The project includes the design and construction of all intersections, signals, utilities, drainage and water quality components of Discovery Street as a four-lane arterial from Bent Avenue and Craven Drive and east to Twin Oaks Valley Road.
2035	SM48	San Marcos	San Marcos Creek Specific Plan: Creekside Drive and Pad Grading #88505	Creekside Drive from Via Vera Cruz to Grand Avenue (0.57 mile) – construct approximately 3,000 feet of a two-lane collector road from Via Vera Cruz to Grand Avenue in the City of San Marcos; will include two 12' lanes, diagonal parking on the north side, and parallel parking on the south side; the project will also include a 10' bike trail meandering along the south side.
2035	SM69	San Marcos	Twin Oaks Valley Road & Barham Drive Improvements #ST008	Barham Drive from Campus Drive to Twin Oaks Valley Road (0.1 mile) - This project involves surface improvements including asphalt, concrete, medians, sidewalks, signage and traffic lights.
2035	SNT33	Santee	SR 52 Improvements between SR 125 and I-15	SR 52 from SR 125 to I-15 Milepost begins at 7.4 ends at 14.6 (7.2 miles) – This project will improve Highway 52 between SR 125 and I-15 to alleviate congestion on the freeway and on Santee streets. The project will add a westbound lane from Mast Boulevard to the summit, relocate the bike lane to the south side of the freeway, add an additional lane to the westbound on-ramp at Mast Boulevard, and restripe the section between Mast Boulevard and SR 125 to add an additional lane in each direction.

Phase Year	TIP ID	Lead Agency	Project Name	Description
2035	CNTY34	San Diego County	Dye Road Extension	Dye Road to San Vicente Road from 500 ft west of Ramona Street to Intersection of Warnock Drive and San Vicente Road (1.15 miles) - In Ramona - study, design and construct a two-lane community collector road with intermittent turn lanes, bike lanes, curb, gutter, and pathway/walkway.
2035	CNTY35	San Diego County	Ramona Street Extension	Ramona Street from Boundary Avenue to Warnock Drive (0.25 mile) - in the community of Ramona, construct new road extension; two lanes with intermittent turn lanes, bike lanes and walkway/pathway.

Systemwide Investments

In addition to the capital projects shown in the sub-region tables, there are also several other supporting services and programs that make up the breadth of the transportation investments included in the plan. Collectively, these services and programs support the transportation network of the Regional Plan.

These systemwide support services are:

- Transit Operations Costs: Based on vehicle revenue hours and service spans by service type.
- Transit Frequency Enhancements: Increases in frequency to support more robust local bus service on select corridors.
- Bus and Rail Maintenance Facilities: Maintenance facilities to enable the operations of the additional bus and rail routes identified in the system.
- Transit Fare Subsidies: Subsidies to reduce the fares paid by transit riders
- Transit Station Amenities: Amenities located at certain transit stations including shade, wayfinding, landscaping, public restrooms, Wi-Fi, and ongoing associated operations, maintenance, and security.
- Regional Transportation System Management Program: Program to enhance Data Hub, Curb & Access Parking, Transit Optimization, Mobility as a Service, Smart Intersection Systems, Smart Corridors, and Smart Borders projects.
- Reconnecting Communities Program: Regionwide program that improves safety and provides safe connections and buffers from pollution.

In addition to the projects and investments listed above, there are also other systemwide costs associated with the Local Streets and Roads Program, Highway Maintenance and Operations, and Debt Service that are incurred by the region and must be included in the plan. All systemwide programs and services are shown in Table A.6. The specific transit frequency and service span enhancements (by route) are shown in **Attachment A2: Transit Frequency and Span of Service**.

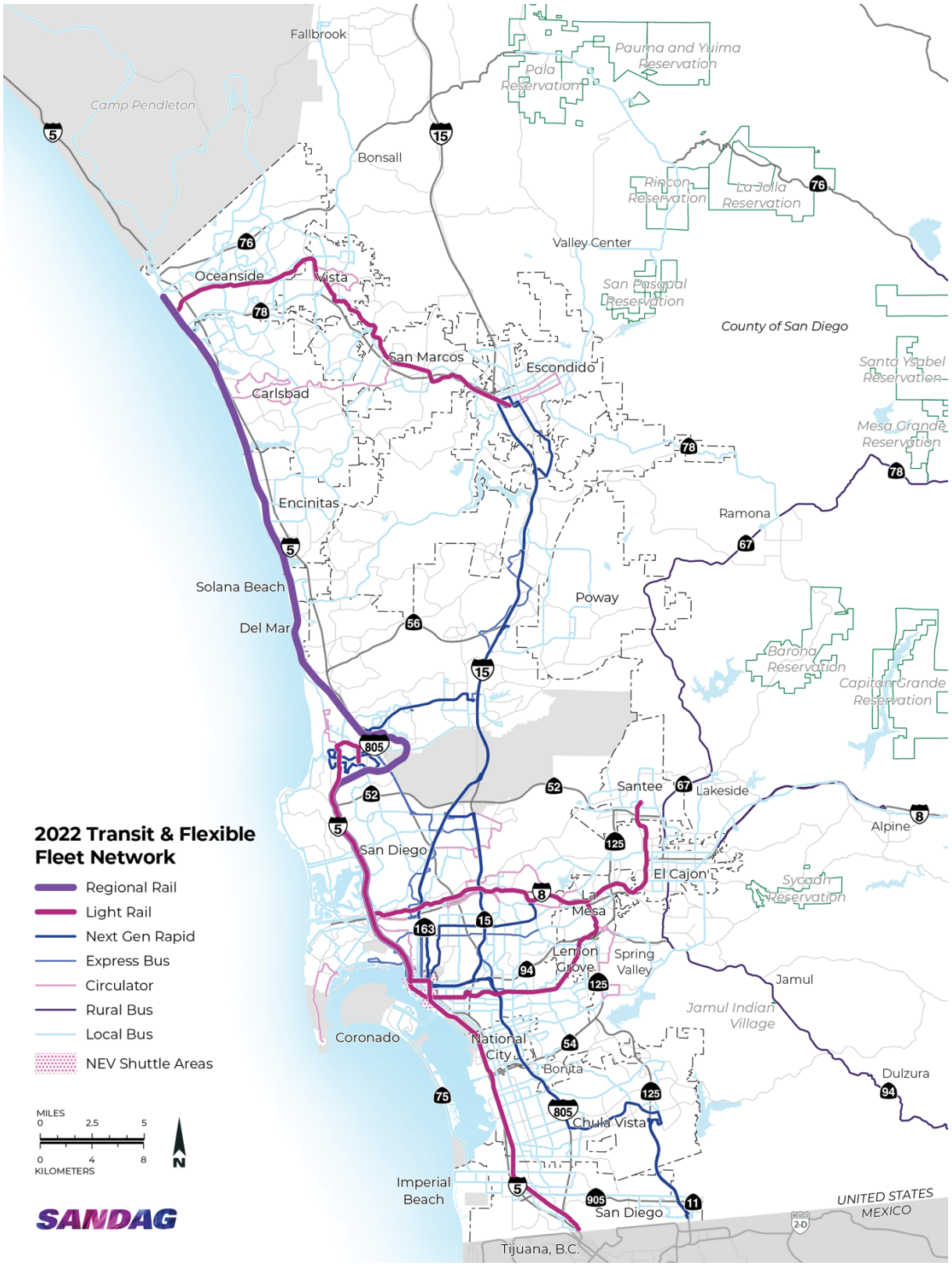
Table A.6: Systemwide Investments

Project ID	Phase Year	Project Name	Cost ($2024) Millions
TL310	2035	Transit Vehicles	$1,058
TL311	2050	Transit Vehicles	$3,235
TL300	2035	Transit Operations	$6,907
TL301	2050	Transit Operations	$16,834
TL320	2035	Transit Fare Subsidies	$346
TL321	2050	Transit Fare Subsidies	$2,092
TL401	2035	Transit Amenities	$247
TL402	2050	Transit Amenities	$617
TL058	2035	Transit Maintenance Facilities	$330
TL059	2050	Transit Maintenance Facilities	$907
NO04	2050	Regional Transportation System Management Program	$225
HMO1	2035	Highway Maintenance and Operations	$1,470
HMO2	2050	Highway Maintenance and Operations	$3,854
LSRP1	2035	Local Streets and Roads Program	$6,543
LSRP2	2050	Local Streets and Roads Program	$8,287
DS1	2035	Debt Service	$1,380
DS2	2050	Debt Service	$1,216
RC1	2050	Reconnecting Communities Program	$100

Transportation Network Maps

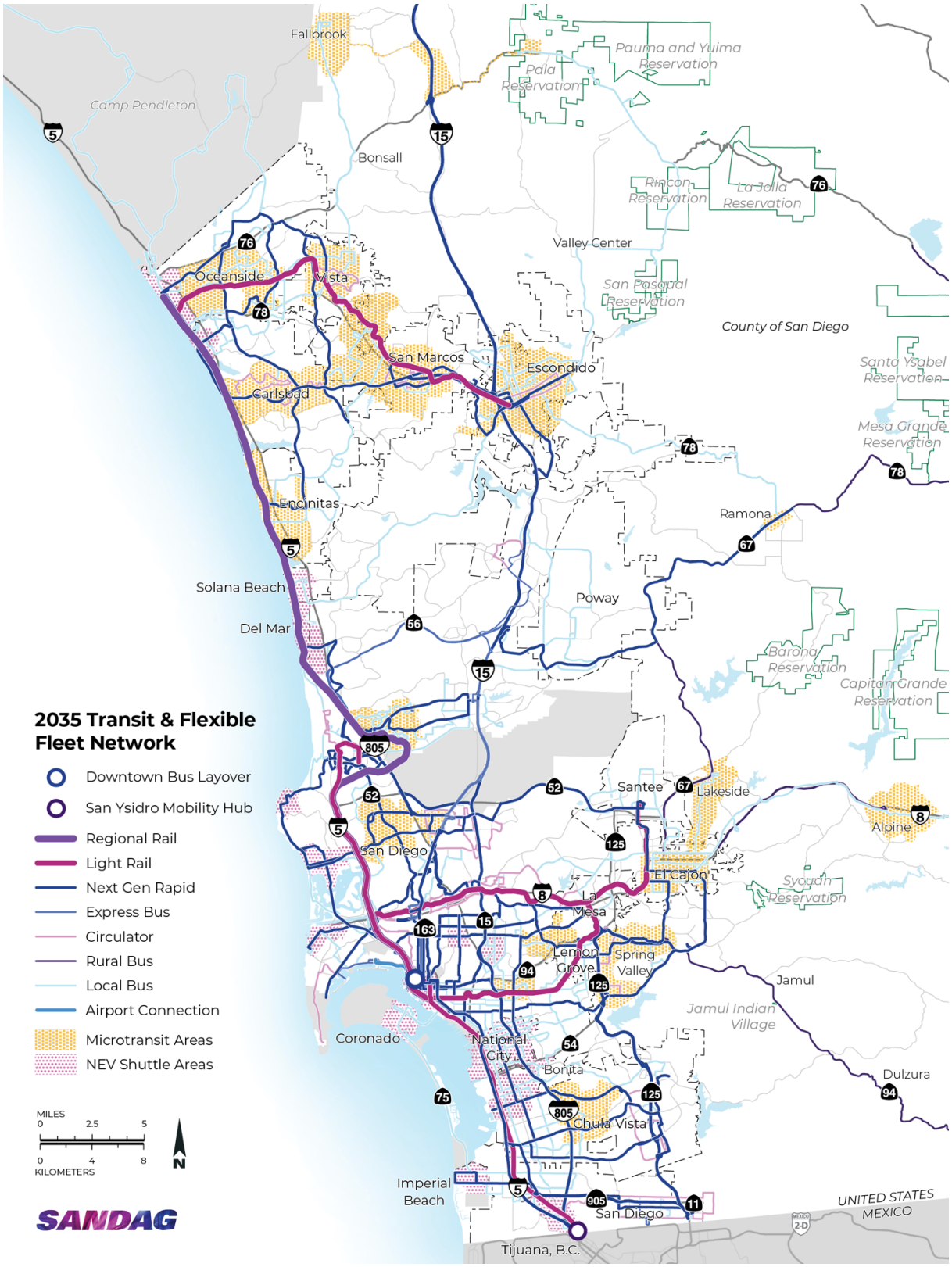
To gain a sense of the full picture of the regional transportation network, the following maps show the progression of improvement through the implementation phases. Figures A.5 through A.11 depict the 2022, 2035, and 2050 transit & Flexible Fleet, Complete Corridors & transportation management, and active transportation networks, respectively. Transportation projects included in the fiscally constrained plan and identified in the maps below are also available in a publicly accessible spatial data viewer— **2025 Regional Plan Network Explorer** — hosted on the SANDAG website.

Figure A.5: Transit and Flexible Fleet Network (2022)



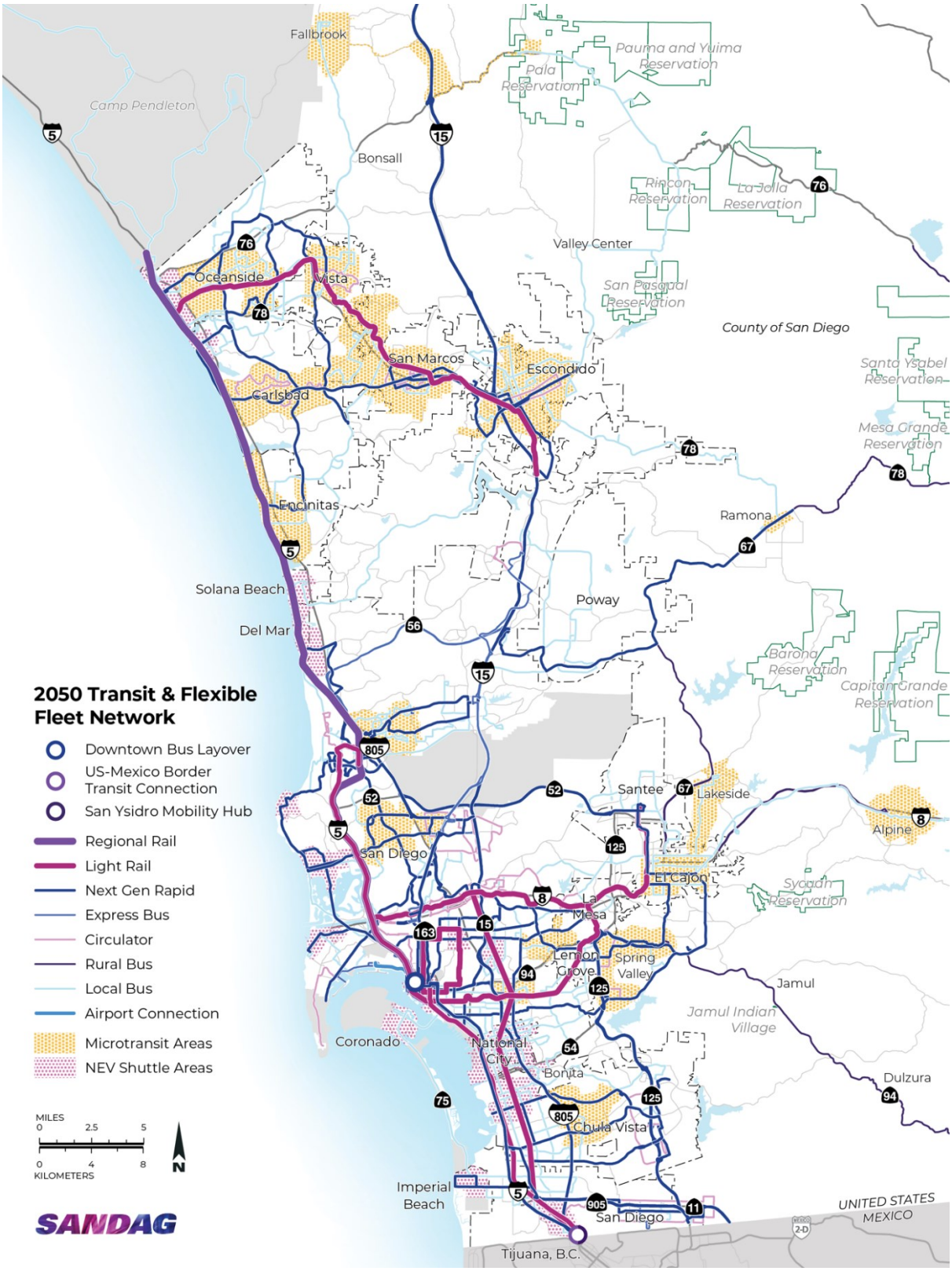
Source: SANDAG

Figure A.6: Transit & Flexible Fleet Network (2035)



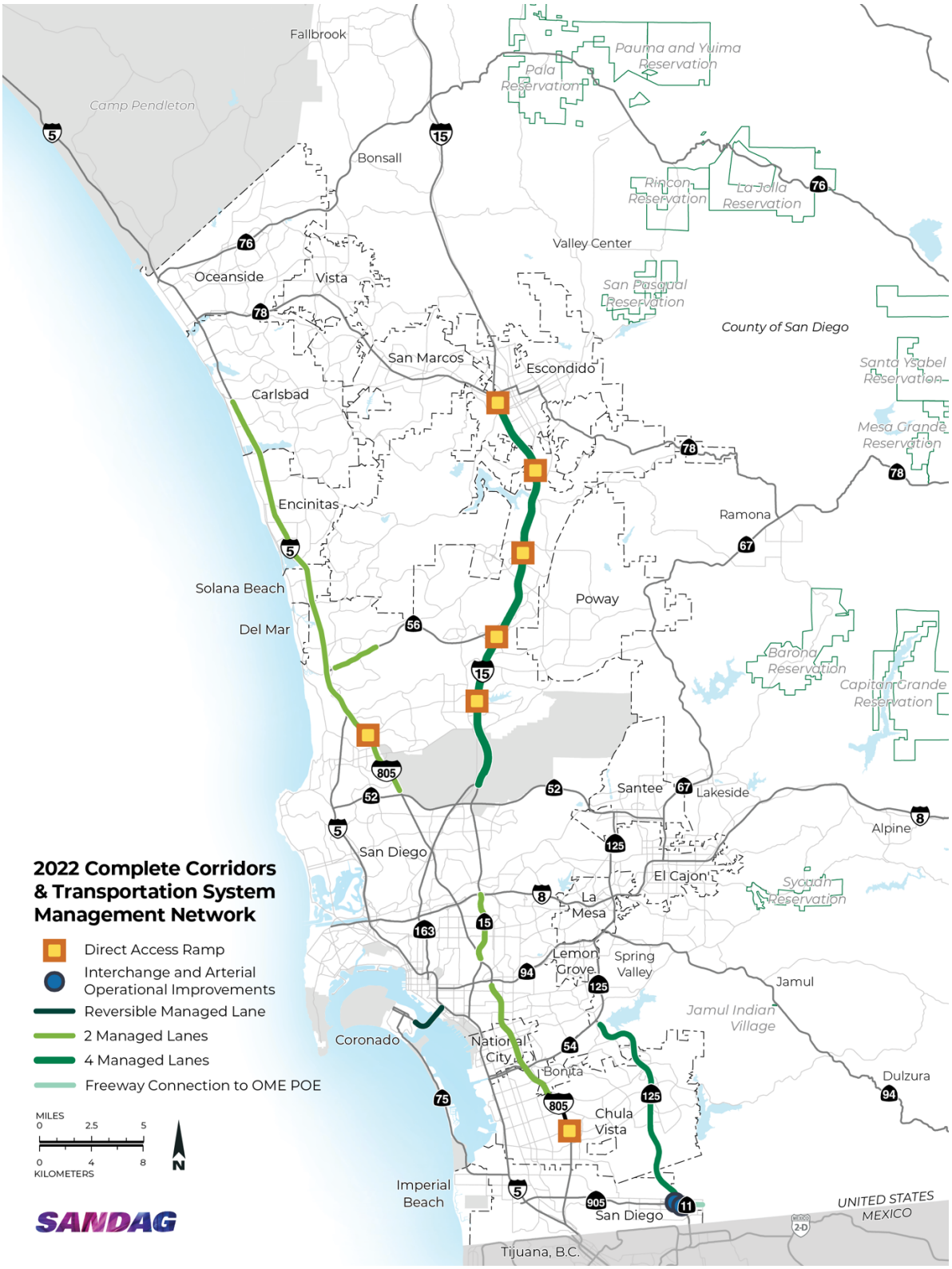
Source: SANDAG

Figure A.7: Transit & Flexible Fleet Network (2050)



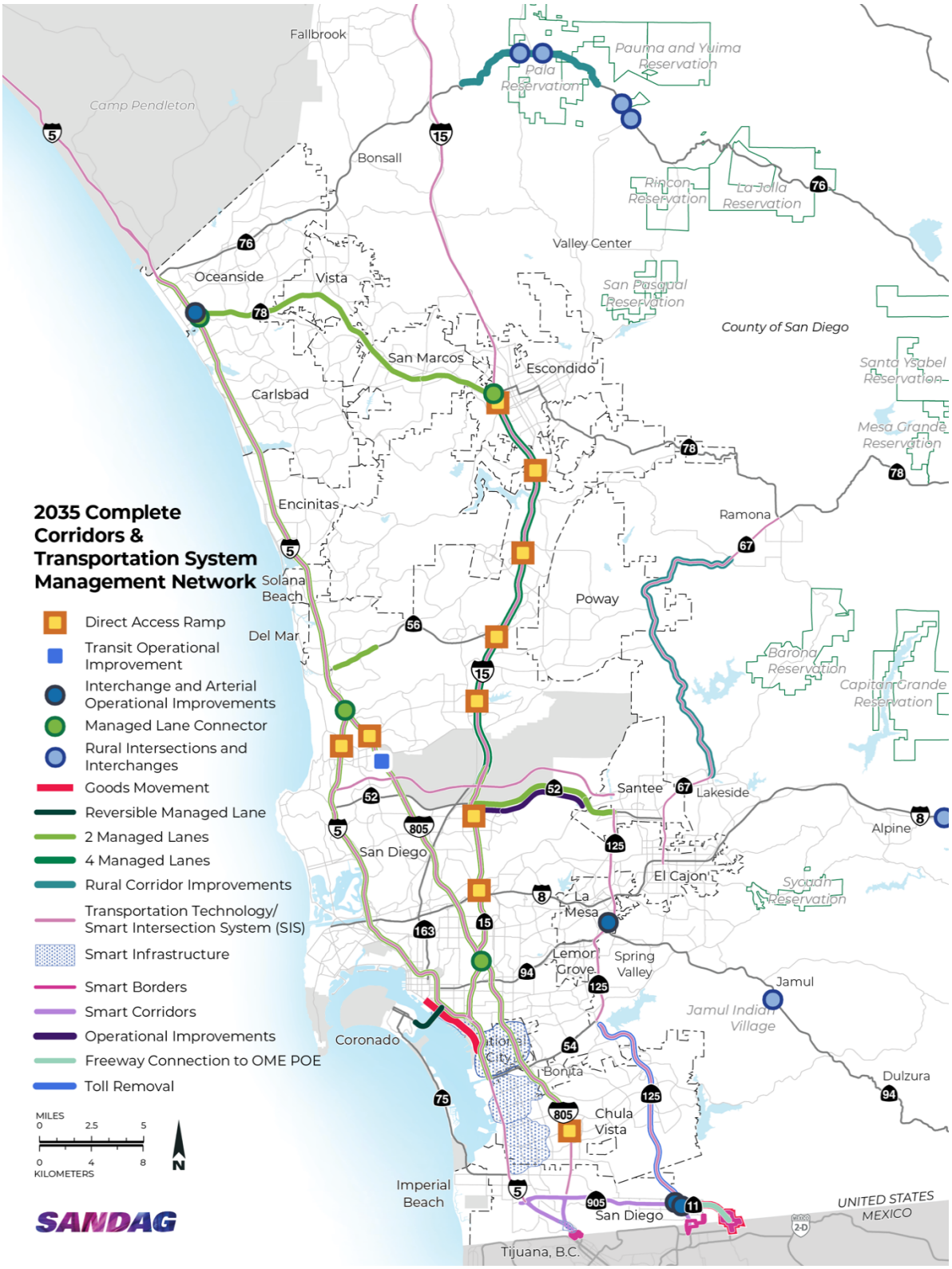
Source: SANDAG

Figure A.8: Complete Corridors & Transportation System Management Network (2022)



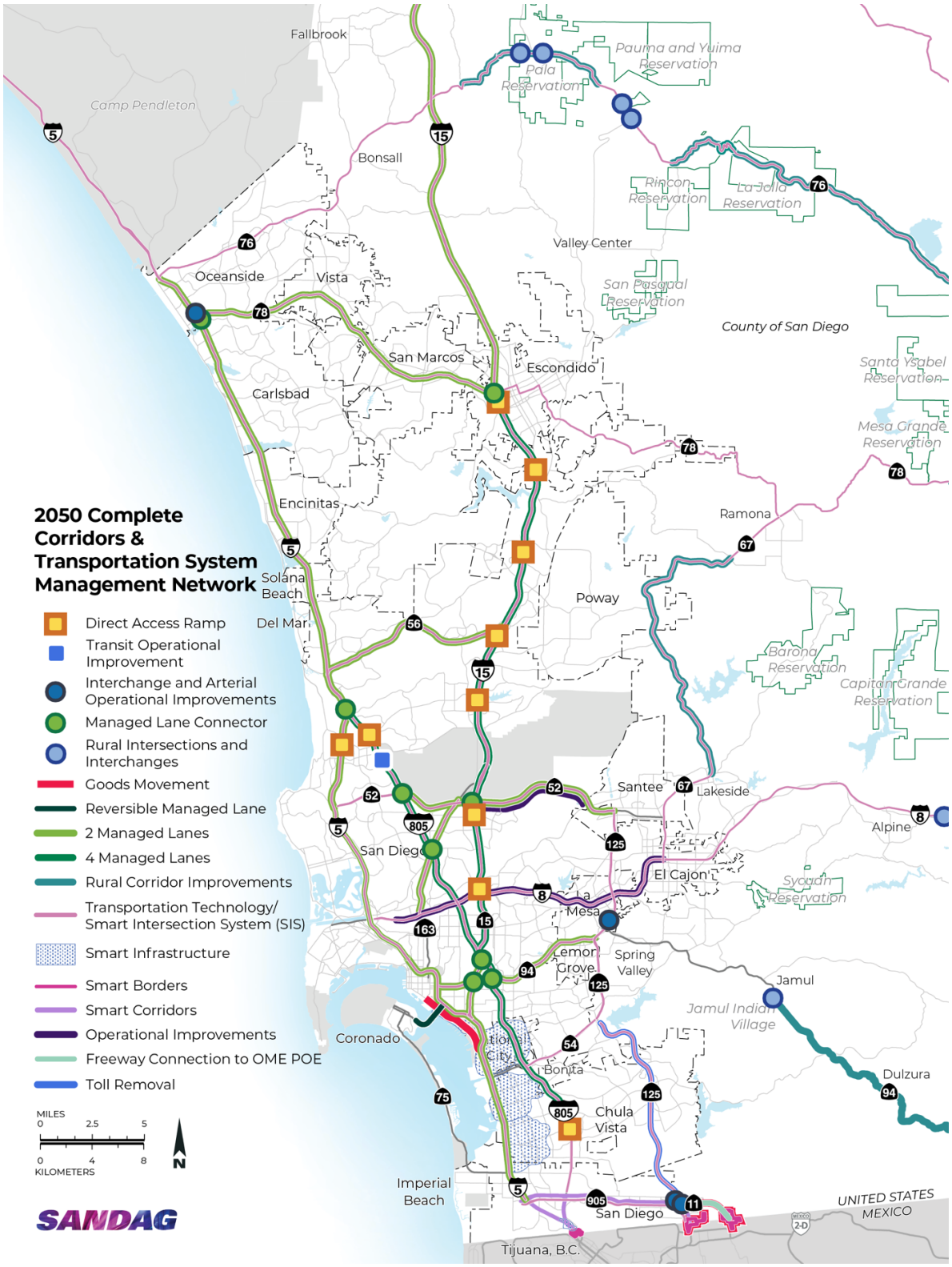
Source: SANDAG

Figure A.9: Complete Corridors & Transportation System Management Network (2035)



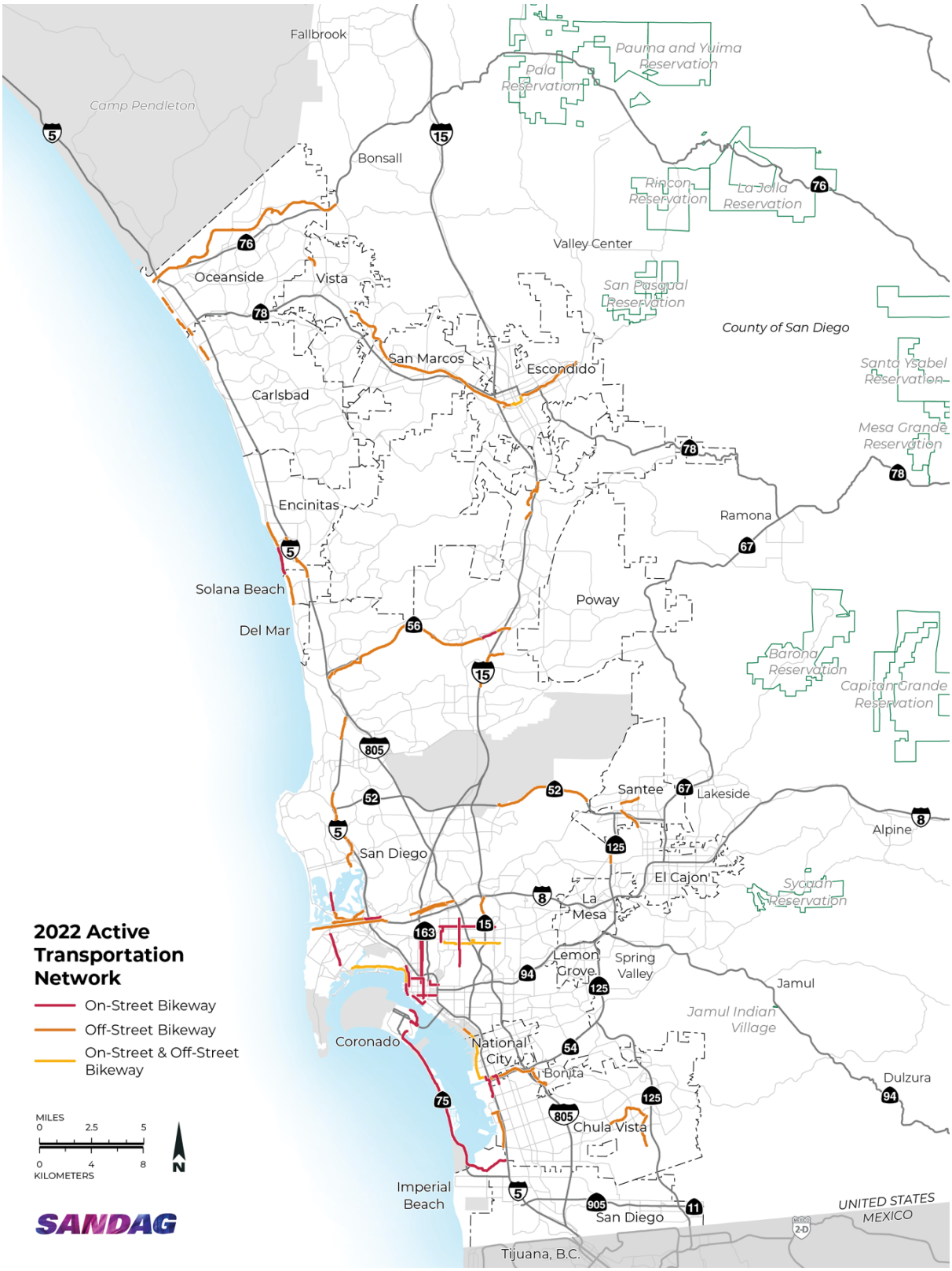
Source: SANDAG

Figure A.10: Complete Corridors & Transportation System Management Network (2050)



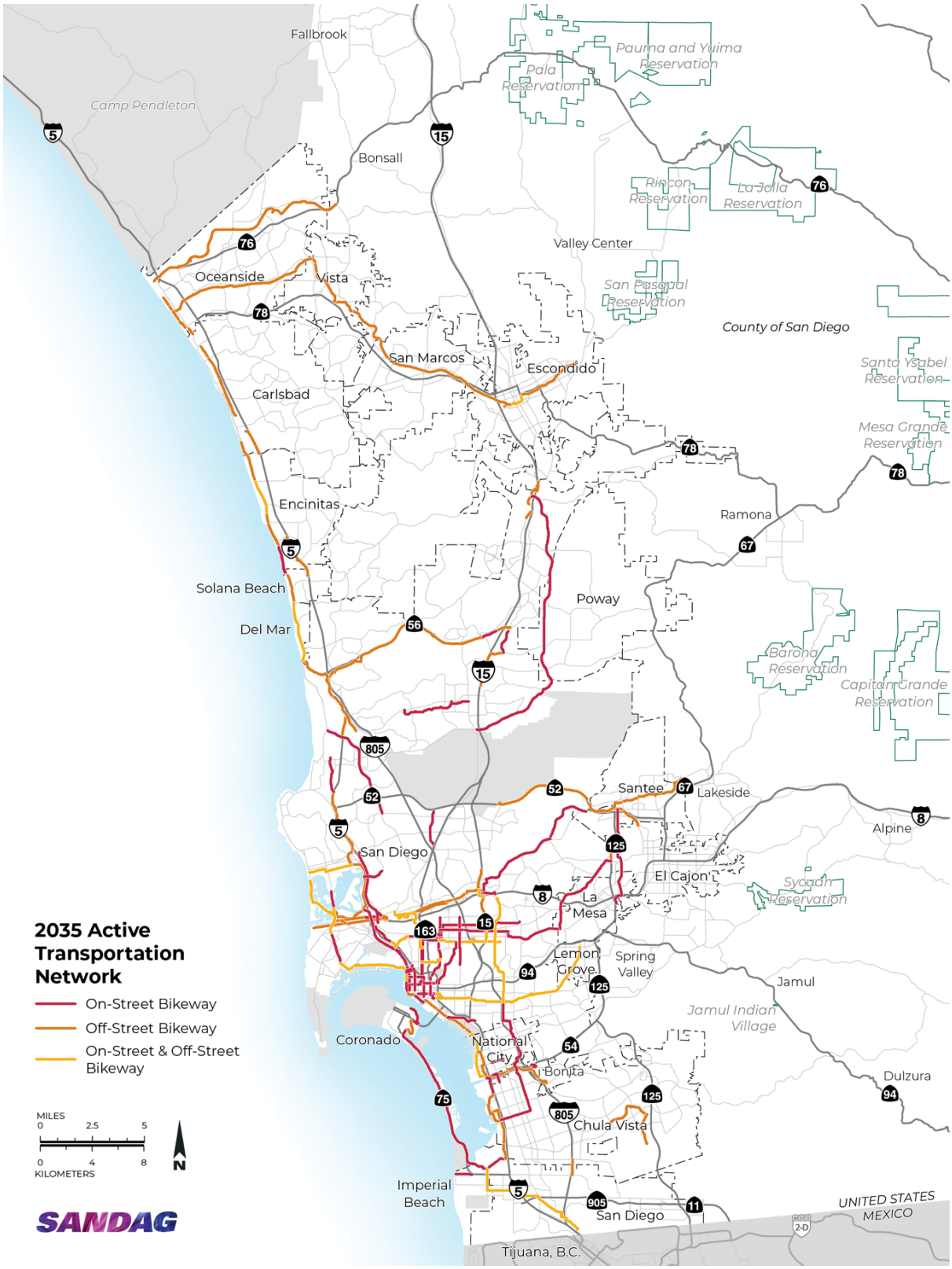
Source: SANDAG

Figure A.11: Active Transportation Network (2022)



Source: SANDAG

Figure A.12: Active Transportation Network (2035)



Source: SANDAG

Figure A.13: Active Transportation Network (2050)

Source: SANDAG

Unconstrained Project List

The Unconstrained Project List defines the region's vision for transportation if funding were available to implement all identified projects. There are several projects in the network for which funding has not yet been identified or which would be funded and implemented by other agencies and the private sector. These projects are described in Table A.7. More information about how a project is included in the Regional Plan is available in Appendix N.

Table A.7: Unconstrained Project List

Phase Year	Project Category	Project Name	Description
UNC	Complete Corridor	I-8 MLs	I-5 to SR 67, 8F to 6F+2ML
UNC	Complete Corridor	I-8 MLs	SR 67 to 2nd Street, 6F to 6F+2ML
UNC	Complete Corridor	I-8 MLs	2nd Street to Greenfield Drive, 5F (3 eastbound, 2 westbound) to 5F+2ML
UNC	Complete Corridor	I-8 MLs	Greenfield Drive to Lake Jennings Park Road, 4F to 4F+2ML
UNC	Complete Corridor	I-5 MLs	I-805 to SR 78, 8F+2HOV to 6F+4ML
UNC	Complete Corridor	I-5 MLs	SR 78 to SR 76, 8F to 6F+4ML
UNC	Complete Corridor	I-5 MLs	SR 76 to County Line, 8F to 6F+4ML
UNC	Complete Corridor	I-805 MLs	SR 905 to Palomar Street, 8F to 6F+4ML
UNC	Complete Corridor	I-15 MLs	SR 76 to County Line, 8F to 6F+4ML
UNC	Complete Corridor	SR 52 MLs	I-5 to I-805, 4F to 4F+2ML
UNC	Complete Corridor	SR 54 MLs	I-805 to SR 125, 6F to 4F+2ML
UNC	Complete Corridor	SR 94 MLs	I-5 to I-15, 8F to 4F+4ML
UNC	Complete Corridor	SR 94 MLs	I-15 to I-805, 8F to 6F+4ML
UNC	Complete Corridor	SR 94 Operational Improvements	Operational improvements on SR 94 from SR 125 to Steele Canyon Road
UNC	Complete Corridor	SR 905 MLs	I-5 to Otay Mesa Port of Entry, 6F to 4F+2ML
UNC	Complete Corridor	SR 125 MLs	SR 54 to SR 52, 6F to 6F+2ML
UNC	Complete Corridor	SR 125 MLs	SR 905 to SR 54, 4F to 4F+2ML
UNC	Complete Corridor	SR 94/SR 125 ML connector	North to West and East to South
UNC	Complete Corridor	SR 125/SR 905 ML Connector	South to West
UNC	Complete Corridor	I-5/SR 52 ML Connector	South to East and West to North
UNC	Complete Corridor	I-5/SR 52 ML Connector	North to East and West to South
UNC	Complete Corridor	I-5/I-8 ML Connector	South to East and West to North
UNC	Complete Corridor	I-5/I-8 ML Connector	North to East and West to South

Phase Year	Project Category	Project Name	Description
UNC	Complete Corridor	I-5/SR 15 ML Connector	North to North and South to South
UNC	Complete Corridor	I-5/SR 15 ML Connector	South to North and South to North
UNC	Complete Corridor	I-5/SR 905 ML Connector	South to East and West to North
UNC	Complete Corridor	I-15/SR 78 ML Connector	South to West and East to North
UNC	Complete Corridor	I-15/SR 56 ML Connector	South to West and East to North
UNC	Complete Corridor	I-15/I-8 ML Connector	North to West and East to South
UNC	Complete Corridor	I-15/I-8 ML Connector	North to East and West to South
UNC	Complete Corridor	I-15/I-8 ML Connector	South to West and East to North
UNC	Complete Corridor	I-15/I-8 ML Connector	South to East and West to North
UNC	Complete Corridor	I-805/SR 52 ML Connector	North to West and East to South
UNC	Complete Corridor	I-805/I-8 ML Connector	North to West and East to South
UNC	Complete Corridor	I-805/I-8 ML Connector	North to East and West to South
UNC	Complete Corridor	I-805/I-8 ML Connector	South to West and East to North
UNC	Complete Corridor	I-805/I-8 ML Connector	South to East and West to North
UNC	Complete Corridor	I-805/SR 54 ML Connector	South to East and West to North
UNC	Complete Corridor	I-805/SR 54 ML Connector	North to East and West to South
UNC	Complete Corridor	I-805/SR 905 ML Connector	South to West and East to North
UNC	Complete Corridor	I-805/SR 905 ML Connector	South to East and West to North
UNC	Complete Corridor	SR 125/I-8 ML Connector	North to West and East to South
UNC	Complete Corridor	SR 125/I-8 ML Connector	North to East and West to South
UNC	Complete Corridor	SR 125/SR 52 ML Connector	North to West and East to South
UNC	Complete Corridor	SR 125/SR 54 ML Connector	South to South and North to North
UNC	Complete Corridor	SR 125/SR 54 ML Connector	North to West and East to South
UNC	Complete Corridor	I-5/SR 56 Interchange/Arterial Improvements	West to North and South to East
UNC	Complete Corridor	SR 56/Camino del Sur Interchange	Construct ramps at the SR 56/Camino del Sur interchange

Phase Year	Project Category	Project Name	Description
UNC	Complete Corridor	SR 125 at Spring Street/SR 94	DAR South
UNC	Complete Corridor	SR 125 at Jamacha	DAR
UNC	Complete Corridor	SR 905 at Beyer Boulevard	DAR
UNC	Complete Corridor	SR 905 at Siempre Viva Road	DAR North
UNC	Complete Corridor	I-805 at E Palomar Street	DAR South
UNC	Complete Corridor	SR 163 at Fashion Valley	DAR
UNC	Complete Corridor	I-5 at Palomar Airport Road	DAR
UNC	Complete Corridor	I-5 at Carlsbad Village Drive	DAR
UNC	Complete Corridor	I-5 at Palomar Street	DAR
UNC	Complete Corridor	I-5 at Camino de la Plaza	DAR
UNC	Complete Corridor	SR 94 at Spring Street	DAR
UNC	Complete Corridor	I-15 at Hale Avenue	DAR
UNC	Complete Corridor	SR 56 at Carmel Country Road	DAR
UNC	Flexible Fleets	Additional NEV Service Areas	Geographies that can fund NEV services
UNC	Transit	Light Rail Transit Port Transit Center (PTC) to Ocean Beach	Proposed SPUR light rail transit line from PTC to Ocean Beach
UNC	Transit	Regional Rail Route 582	Purple Line extension: Sorrento Mesa to Mission Valley via UTC, Kearny Mesa
UNC	Transit	Regional Rail Route 398	LOSSAN extension: Downtown San Diego to U.S.-Mexico Border
UNC	Transit	Airport to Airport to Consolidated Rental Car Center (CONRAC)	Airport Transit Connector: CONRAC
UNC	Transit	Mixed Rapid Route 103	Solana Beach to Sabre Springs via Del Mar Heights Road and SR 56
UNC	Transit	Mixed Rapid Route 104	Sorrento Mesa to Sabre Springs via SR 56
UNC	Transit	Arterial Rapid Route 190	Otay Ranch to North Island via Palomar Street and Silver Strand
UNC	Transit	Express Rapid Route 194	East County to Naval Air Station North Island Express Bus

Phase Year	Project Category	Project Name	Description
UNC	Transit	Arterial Rapid Route 233	Downtown to Ocean Beach via Pacific Highway, Sports Arena Boulevard, West Point Loma Boulevard, and Cable Street
UNC	Transit	Arterial Rapid Route 481	Oceanside to SR 76/Vista Way via Mission Avenue/SR 76
UNC	Transit	Arterial Rapid Route 487	East Vista Way
UNC	Transit	Arterial Rapid Route 867	Lakeside to Santee Town Center via SR 67
UNC	Transit	Express Rapid Route 870	El Cajon to UTC via Santee, SR 52, I-805
UNC	Transit	Express Rapid Route 890	El Cajon to Sorrento Mesa via Santee, SR 52, I-805
UNC	Transit	Mixed Rapid Route 910	Coronado to Downtown via Coronado Bridge
UNC	Transit	Skyway Route 573	Aerial gondola between Fashion Valley Trolley station and UC San Diego Medical Center – Hillcrest
UNC	Transit	Skyway Route 592	Aerial gondola between UC San Diego and Mira Mesa
UNC	Transit	Ferry Route 595	Passenger ferry between Chula Vista, National City, Coronado, Downtown, and Harbor Island
UNC	Transit	Ferry Route 596	Express Ferry/Water Taxi Service from Chula Vista to Downtown
UNC	Transit	California High-Speed Rail	Phase 1 of the **California High-Speed Rail** is under way to connect San Francisco to Los Angeles and Anaheim. Phase 2 of the project is proposed to extend from Los Angeles through the Inland Empire, then follow the I-15 corridor south into the San Diego region. Potential alignments into downtown San Diego are identified on SR 163 or inter-lining with the LOSSAN corridor south of University/Sorrento Valley. The project would be implemented and funded by the California High-Speed Rail Authority
UNC	Goods Movement	US and MX Collaboration on Freight Projects and Policies	Collaborate with U.S. and Mexican agencies, community members, commercial industry representatives, and additional stakeholders on freight projects and policies
UNC	Goods Movement	Rail Logistics Centers	New rail logistics centers at key locations

Phase Year	Project Category	Project Name	Description
UNC	Goods Movement	Promote Public-Private Partnership Models in Zero-Emission Vehicle Infrastructure	Streamline and improve public procurement processes, explore zero-emission charging/fueling business models, and coordinate with local jurisdictions to develop revenue sharing guidelines
UNC	Goods Movement	NCMT Rail Improvements	NCMT Freight Rail Improvements, including but not limited to: additional rail storage facilities in the vicinity of the balloon track, realignment of Marina way to create cargo buffer areas. Include a near-zero or zero emission 'railcar switcher' for the improvements and use at the NC Rail yard.
UNC	Goods Movement	NCMT Optimization Plan	National City Marine Terminal rail improvements and electrical and other infrastructure and equipment
UNC	Goods Movement	TAMT Redevelopment Plan	Tenth Avenue Marine Terminal (TAMT) Redevelopment Plan: Enhanced electrical infrastructure/equipment and enhanced and additional on-dock rail
UNC	Goods Movement	TAMT Rail Improvements	TAMT Freight Rail Improvements, including but not limited to: track repositioning, track upgrades and increased staging area for rail cargo and loading. Include a near-zero or zero emission 'railcar switcher' for the improvements and use at the TAMT Rail yard.
UNC	Goods Movement	TAMT Cargo Staging	Tenth Avenue Marine Terminal (TAMT) Marine Cargo Staging and Handling Projects, including but not limited to: enhanced open storage, cargo handling infrastructure improvements, deployment of zero-emission infrastructure and equipment, wharf reinforcements, on-dock shorepower, improvements to facilitate "marine highway" cargo, and front gate operational and technology enhancements
UNC	Goods Movement	NCMT Cargo Staging	National City Marine Terminal (NCMT) Marine Cargo Staging and Handling Projects, including but not limited to: enhanced technology and infrastructure to facilitate roll-on/roll-off cargo storage, wharf extension to create two new berths, improvements to facilitate "marine highway" cargo, cargo handling and at-berth electrification infrastructure improvements.

Phase Year	Project Category	Project Name	Description
UNC	Goods Movement	NCMT Truck Parking/Staging	Truck parking and staging alternatives for National City Marine Terminal, including but not limited to EV charging infrastructure
UNC	Goods Movement	Trucks on MLs	Potential use of MLs during off-peak periods for moving goods. Study feasibility of alternatives for important truck corridors.
UNC	Goods Movement	Desert Line Rehab	Desert Line Basic Service, Rehabilitation
UNC	Goods Movement	Truck Staging Modernization	Modernizing existing truck parking/staging areas for near-zero to zero infrastructure truck shore power
UNC	Goods Movement	Truck Parking Information Management System	Truck Parking Information Management System: Resource for tenants and truck operators to obtain information and potentially reserve parking resources. Could be tied to Port Freight Community Web Portal.
UNC	Goods Movement	New Truck Parking Opportunities	New dynamic truck parking/staging areas including zero-emission infrastructure and considering establishment of public-private partnerships
UNC	Goods Movement	Zero-Emission Truck Toll Policy	Study implementation of toll discounts for zero-emission trucks in advance of CARB mandates
UNC	Goods Movement	Low- and Zero-Emission Zones	Low-emission zones in AB 617 or other disadvantaged communities
UNC	Goods Movement	Zero-Emission Technology Support for Commercial Vehicles and Infrastructure	Create a Technology Advancement Program to support and pursue development and deployment of emerging zero-emission technologies for vehicles and infrastructure
UNC	Goods Movement	Runaway Truck Ramps	Program of runaway truck ramps and other safety improvements on rural corridors
UNC	Goods Movement	Overweight Truck Route Planning	Study the potential for increasing weight limits for battery electric medium- and heavy-duty vehicles on Clean Freight Corridors and other truck routes
UNC	Goods Movement	Fuel Cell Electric Truck Planning	Develop a Regional Fuel Cell Electric Truck Strategic Plan and Infrastructure Investment Plan

Phase Year	Project Category	Project Name	Description
UNC	Goods Movement	Stakeholder Collaboration for Air Quality Improvements	Collaborate with stakeholders, including community members, public agencies, and commercial industry representatives on the implementation of air quality improvement programs
UNC	Goods Movement	Zero-Emission Policy Harmonization	Support and advocate for consistent zero-emission commercial vehicle policies across state and national borders that facilitate infrastructure deployment and fleet adoption
UNC	Goods Movement	Utility and Freight Data Visualization	Collaborate with utilities and industry to support public and private investments in zero-emission vehicle infrastructure through maps and other data visualization methods
UNC	Goods Movement	Zero-Emission Vehicle Workforce Training	Collaborate with workforce development organizations and original equipment manufacturers to support workforce training programs for emerging zero-emission technologies

Coordinated Plan

SANDAG's Coordinated Public Transit-Human Services Transportation Plan and Regional Short-Range Transit Plan (**Coordinated Plan**) identifies the transportation needs of older adults, people with disabilities, and people with low incomes; includes strategies to meet those needs; and identifies priorities for funding. It also identifies public transit and specialized transportation service gaps and deficiencies, evaluates the performance of current services, and describes a methodology for making future service adjustments. It is developed through engagement with users and providers of public transit and specialized transportation. The Coordinated Plan satisfies federal requirements established in Federal Transit Law, state requirements established in the Transportation Development Act, and regional requirements established in SANDAG Board Policies. The Coordinated Plan is currently being updated and will be completed by fall 2025.

The Regional Plan is coordinated and consistent with the Coordinated Plan. The Regional Plan includes funding for transit and specialized transportation services and assumes that funding levels will increase as new revenue sources become available.

ITS Architecture

The Intelligent Transportation System Architecture (**ITS Architecture**) is a framework for designing and implementing ITS technologies. The architecture functions as a blueprint for integrating technology with the broader transportation network by mapping out relationships between different systems, technologies, and flows of data. In practice this requires defining how the various components of the transportation network will communicate, i.e., communications between travelers, traffic management centers, emergency responders, traffic signals and sensors, smartphones, etc. This work optimizes efficiency across the transportation network, leading to increased safety, reduced congestion, cost savings, and a more seamless traveler experience. The Federal Highway Administration requires that all ITS projects funded through the Highway Trust Fund be in conformance with the National ITS Architecture and applicable standards.

Supporting Policies and Programs

Program investments include those pertaining to Climate, Digital Infrastructure, Fix It First, Habitat, Health, Housing and Land Use, Pricing Strategies, Transportation Demand Management, Transportation Technology and Operational Improvements, and Vision Zero. These investments will support programs that complement the capital and operational investments of the transportation system, encourage sustainable growth and development, and implement innovative demand management strategies. Local programs include grants and resources to support capital and planning activities for local jurisdictions. Regional programs support the conservation and management of habitat, adoption of new technologies, and encouragement of residents, businesses, and community organizations to use transportation alternatives to driving alone. Table A.8 displays the programs and costs associated with Supporting Policies and Programs. For more information on program and policy costs see Appendix H.

Table A.8: Policy and Program Assumptions

Policy and Program Assumptions	Cost ($2024) Millions
Climate	$882
Digital Infrastructure	N/A*
Fix It First	N/A*
Habitat	$1,500
Health	N/A*
Housing and Land Use	$449
Pricing Strategies	N/A*
Transportation Demand Management	$255
Transportation Technology and Operational Improvements	N/A*
Vision Zero	$258

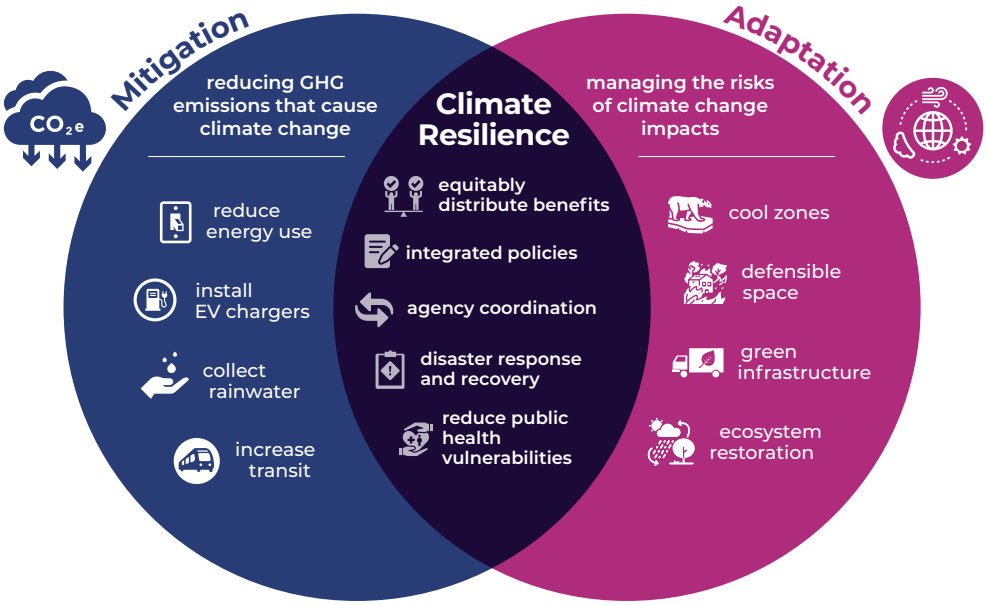
*Notes: *The costs to implement these policies and programs are included in projects listed in Tables A.1 through A.6. Revenues that result from pricing strategies are described in Appendix I.*

2025 REGIONAL PLAN
Policies and Programs

Climate

Our region is experiencing the effects of climate change, including increased risk of extreme heat, rising sea levels, flooding, and wildfires. Our climate efforts focus not only on reducing emissions that contribute to future climate change, but also on 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.



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 Climate Action Roadmap to address short- and long-term actions to reduce carbon emissions by 2050.
- Funding 400 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 households 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 recommends resilience strategies for three major transportation corridors along local naval bases to track and combat climate hazards.
- 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, supporting 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.

Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí
免費語言協助 | 免费语言协助 | مساعدة ترجمة مجانية | 무료 언어 지원 | کمک زبان رایگان | 無料の言語支援 | Бесплатная языковая помощь
Assistência linguística gratuita | मुफ़्त भाषा सहायता | Assistance linguistique gratuite | ជំនួយភាសាឥតគិតថ្លៃ
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Digital Infrastructure

In an increasingly data-driven world, high-quality, high-speed internet service is a requirement in nearly all facets of life, from telehealth to transportation to economic development.

Yet, much of our region still lacks reliable, high-speed connectivity that will enable the future of connected regions.

Beyond enabling our region more access to transportation, education, healthcare, and other opportunities, expanding internet capacity across our region helps us meet state mandates to reduce greenhouse gas emissions by reducing the number of miles people need to drive, enhancing public transit corridors, and enabling new technologies of the future, like autonomous vehicles, digital messaging boards, smart streetlighting and stoplights, connected managed lanes, and more.

What has SANDAG been working on?

By leveraging the Regional Digital Divide Taskforce and our **Regional Digital Equity Strategy**, SANDAG supports the expansion of reliable digital infrastructure in the region by:

- Developing and supporting programs and policies that expand digital infrastructure coverage to more places.
- Strengthening partnerships with internet providers and community-based organizations to collaborate on the development of a broadly connected digital infrastructure network.
- Continually assessing our region's digital infrastructure coverage needs and proactively working alongside stakeholder agencies to address gaps identified in achieving a robustly connected region.
- Expanding digital infrastructure coverage faster by including fiber infrastructure construction work as part of ongoing transportation construction projects: this uses less taxpayer money.
- Working alongside our regional stakeholders to leverage funding opportunities to expand digital infrastructure to increase economic mobility and quality of life and develop a more prepared and resilient workforce.

Policy and Program Connections

Health | TDM | Technology & Improvements | Vision Zero

What is SANDAG considering next?

- Working with regional stakeholders and internet providers to connect digital infrastructure to areas that need it most.
- Coordinating with regional partners and internal stakeholders to identify existing work with ongoing transportation construction projects that may enable cost savings or cost sharing opportunities.

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

- Enabling new technologies can help improve transportation safety, increase transportation options and access points, and enhance the drivers' 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.

2025 REGIONAL PLAN
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.

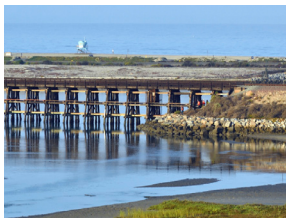
What does this look like in practice?

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.

Policy and Program Connections

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

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. This includes reviewing 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**.

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.

2025 REGIONAL PLAN
Policies and Programs

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.*

Policy and Program Connections

Climate

Housing & Land Use

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.

[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.

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
- Collaborated with the San Diego Natural History Museum to complete the **San Diego Collaboration for Conservation: Sustaining the Region's Legacy of Biodiversity Conservation Report**. The report identifies the challenges and opportunities related to habitat management and monitoring, ecosystem benefits and economic resilience, education and public awareness, equitable access to natural spaces, and research and policy.
- Future activities include working with the EMP's Regional Habitat Conservation Taskforce and stakeholders around the region to update the habitat conservation assessment previously completed in 2011. The updated assessment will identify the gaps in funding, specifically for regional acquisition, management, and monitoring, in order to implement our Regional Habitat Conservation Vision and fulfill the commitments made in our habitat conservation plans.

Learn More

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

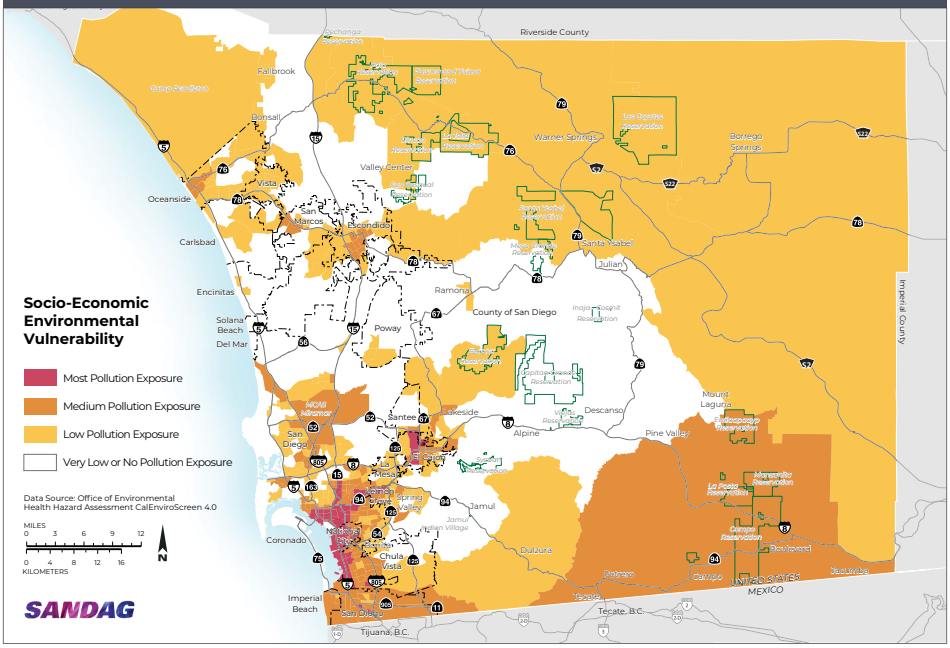
2025 REGIONAL PLAN
Policies and Programs

Health

People in the San Diego region continue to suffer from the health impacts of a car-centric transportation system. 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. The Regional Plan looks to prioritize 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



Why is reducing air pollution so urgent?

Exposure to tiny particles from diesel pollution and from vehicle brake and tire 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.

Research shows that people in our region who live, work, and play near highways, the Port, warehouse distribution centers, and other sources of transportation pollution will experience 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 Infrastructure | 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 a regional Climate Action Roadmap.
- Publishing a **Military Installation Resilience Framework**.
- Preparing a **Regional ZEV Blueprint**.

Public Transit

- Bringing 35 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**.
  - 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.

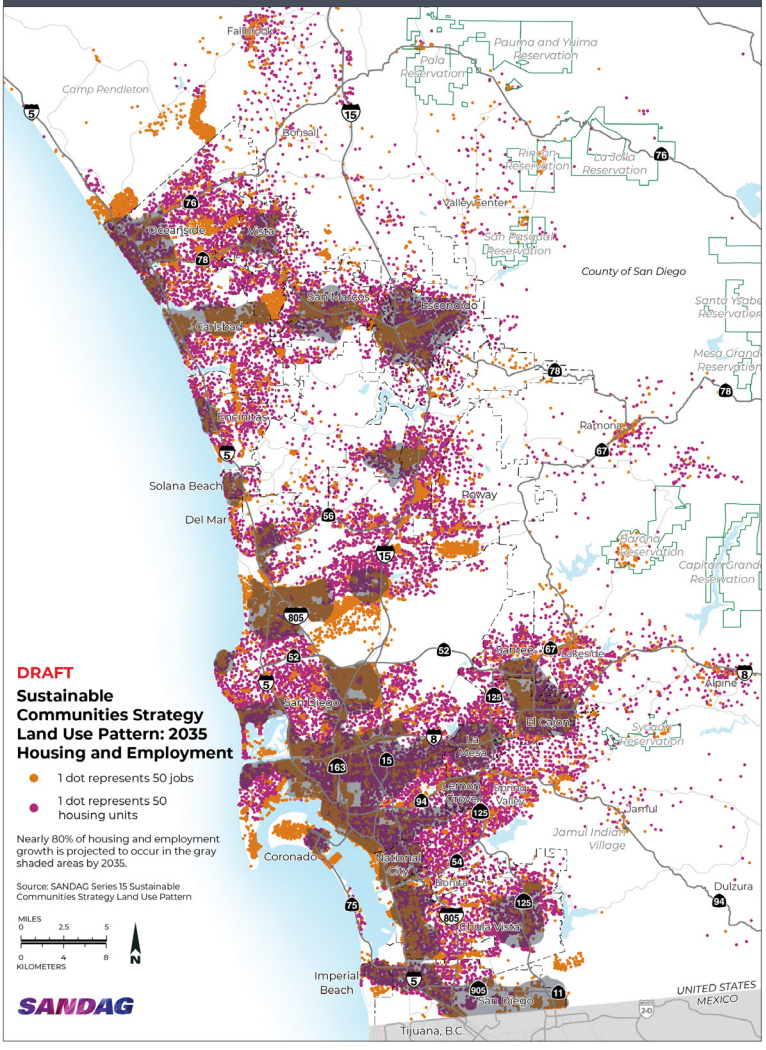
2025 REGIONAL PLAN
Policies and Programs

Housing & Land Use

For decades, our region has not had 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: three out of five of those units must be affordable. We aim to address this crisis by helping the region build more affordable housing faster. This involves providing grants and giving local agencies technical assistance, data, and resources they need to support housing development and housing-related funding.

Our Sustainable Communities Strategy will guide our cities and County to develop more housing in areas with access to public transit and other sustainable transportation choices (including ones that exist now and future ones). This will give residents convenient options for getting around the region without always needing to drive alone. And by supporting housing development in these areas, we are also meeting our region's climate emission reduction goals while making it easier for residents to get to where they live, work, and play.

Sustainable Communities Strategy Land Use Pattern: 2035 Housing and Employment



Policy and Program Connections

Climate | Habitat Conservation | Health | Vision Zero

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.

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.

2025 REGIONAL PLAN
Policies and Programs

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, older adults, people living in 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 assumes 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

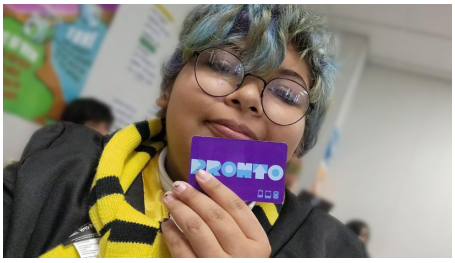
Fees when people order things delivered by vehicle which are meant to offset increases in traffic and road wear and tear as online shopping becomes more popular. Delivery fees incentivize companies to bundle products into fewer orders (which reduces how many delivery trips are made) or to use cargo bikes 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 services like 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 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 will be used to ensure that no group, such as those driving fossil fuel-powered vehicles, low-income individuals, rural residents, or those with long commutes, is paying more than their fair share.

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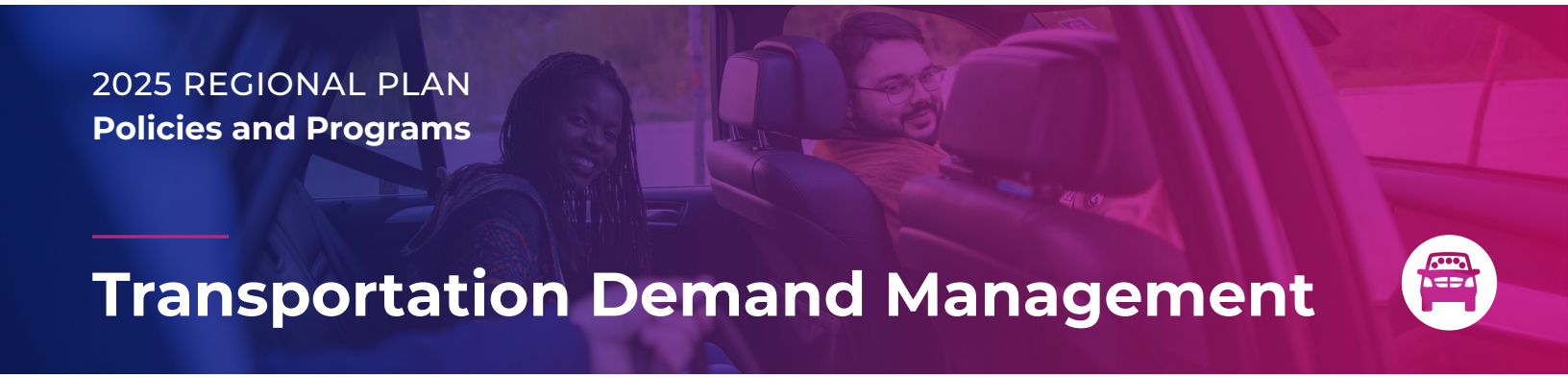


2025 REGIONAL PLAN
Policies and Programs

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:

- 395 active vanpools helped almost 26,000 people commute
- 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 options.

Policy and Program Connections

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

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

TDM Program

Supporting employers, schools, 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.

SANDAG

2025 REGIONAL PLAN
Policies and Programs

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 Infrastructure | Fix It First | Pricing Strategies | 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 Task 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.

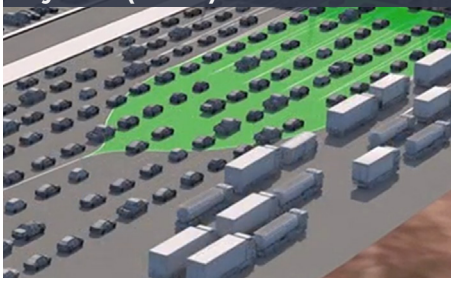
Learn more

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

Managed Lanes

Smart Intersections

Regional Border Management System (RBMS)



Smart Stoplights

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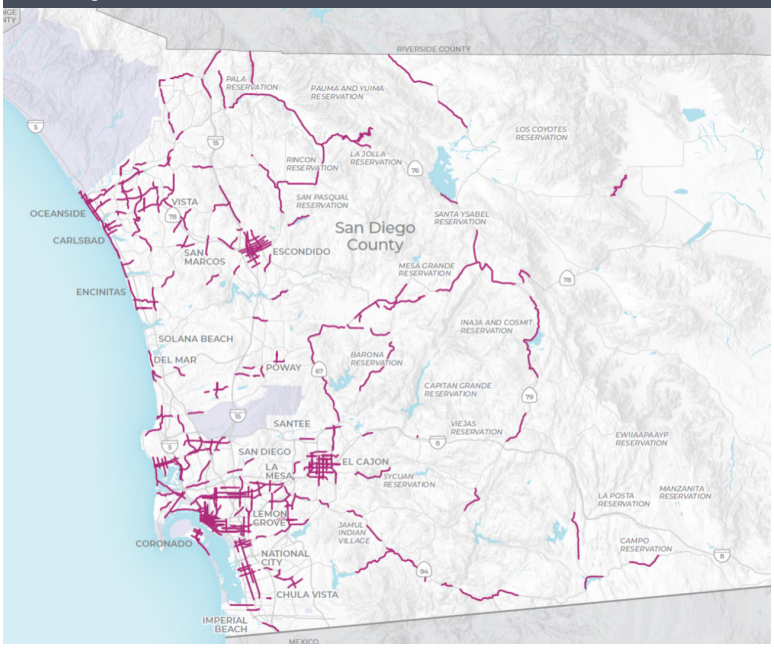
Vision Zero

Every day, three people are killed or seriously injured on roads in the San Diego region.[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 traffic deaths 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 roadway users about safe practices
- Advocating for vehicle designs to minimize collisions and make them less severe
- Providing timely and effective medical care to those involved in collisions

Safety Focus Network



To better understand how to improve safety in our region and enable local jurisdictions to be eligible for federal safety funding, SANDAG and regional partners developed a Regional Vision Zero Action Plan. This plan also provides a unified vision for our region's active transportation network while offering technical resources.

We studied crashes in the region and developed a Safety Focus Network that shows where the most incidents occur within a small portion of roadways. This network represents 6% of the roadway network (excluding freeways) that experienced 54% of fatal and serious injury crashes.

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 related 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.

Policy and Program Connections

Climate | Digital Infrastructure | 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 enhance safety by being safe road users and observing safe speeds. 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?

- 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.
- 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.
- Completed the Regional Vision Zero Action Plan with input collected from the community; local agencies can use the plan to apply for implementation funds to build safety advancing projects.
- Future activities include identifying and building partnerships to support implementation of each safe system approach element: 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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Attachments

- Attachment A1: California Assembly Bill 805: Strategies to Reduce Pollution Exposure in Disadvantaged Communities
- Attachment A2: Transit Frequency and Span of Service
- Attachment A3: Travel and Tourism
- Attachment A4: Goods Movement

Attachment A1:
California Assembly Bill 805:
Strategies to Reduce Pollution Exposure in Disadvantaged Communities

Overview

The goal of the 2025 Regional Plan is to make transportation more convenient, reliable, equitable, healthy, and safe for everyone. It will include short- and long-term plans for our region's transportation system.

This analysis, in accordance with California Assembly Bill 805 (Gonzalez Fletcher, 2017, Chapter 658) (AB805), identifies disadvantaged communities and includes transportation strategies to reduce pollution exposure in these communities.[1]

Defining Disadvantaged Communities

SANDAG has identified the location of disadvantaged communities pursuant to Section 39711 of the Health and Safety Code. The California Office of Environmental Health Hazard Assessment has developed a screening tool – the California Communities in Environmental Health Screening Tool, or CalEnviroScreen 4.0 – for designating these communities. This statewide tool evaluates multiple pollutants and stressors at the Census tract level.[2] CalEnviroScreen provides a snapshot of existing conditions based on historical data; it does not forecast future conditions for disadvantaged communities. Forecast future conditions of social equity focus populations can be found in **Appendix E: Title VI Analysis and Engagement.**

Using CalEnviroScreen, SANDAG has mapped the communities in the region that meet the pollution exposure and demographic characteristics of disadvantaged communities. Aligning with the California Environmental Protection Agency's Designation of Disadvantaged Communities Pursuant to Senate Bill 535 (De León, 2012) (SB 535), the Regional Plan identifies the most vulnerable 25% of communities on the environmental/socioeconomic vulnerability scale and includes transportation strategies to reduce pollution exposure in those communities.

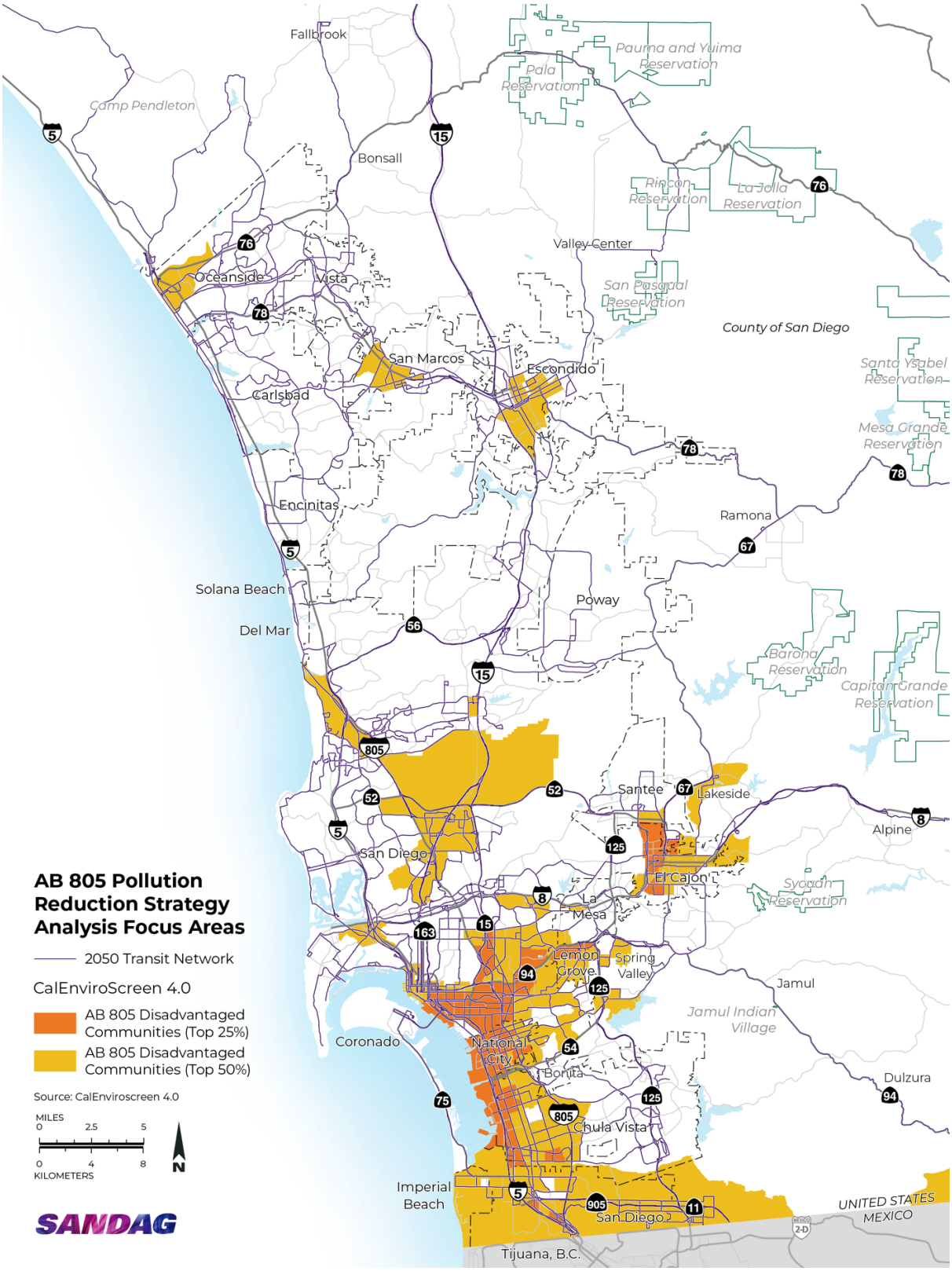
However, with the understanding that there are more communities in the region with varying levels of vulnerability, SANDAG completed an additional analysis to include Census tracts ranking in the top 50% of CalEnviroScreen scores. This additional consideration is inclusive of communities SANDAG's Social Equity Partner network serves.

The Social Equity Partner Network provided equity-focused input on the development of the Regional Plan. Throughout the plan's development, the Network's Community-based organization (CBO) Outreach Team gathered input on mobility needs of each community. The Social Equity Working Group has been integral in defining performance measures used for the social equity analysis.

[1] "***Bill Text - AB-805 County of San Diego: transportation agencies.***" *California Legislative Information, accessed February 25, 2025. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB805*

[2] **CalEnviroScreen 4.0 | Office of Environmental Health Hazard Assessment**

Figure A1.1: AB 805 Pollution-Reduction Strategy Analysis Focus Areas



Source: CalEnviroScreen 4.0

Transportation Strategies to Reduce Pollution Exposure

Pollution-reduction measures in the Regional Plan include projects, policies, and programs that all work together to implement the transportation network, as detailed in this appendix. While the projects listed below are specific to the identified disadvantaged communities, the policies and programs apply more generally and do not specifically allocate or apply to any community.

The projects of the Regional Plan are intended to work as a system to benefit mobility, congestion, and equity as part of the larger regional network. Although some projects on their own would not necessarily reduce pollution, how they function within the transportation system reduces pollution and are included in this analysis. Therefore, those projects that, either alone or as part of the transportation system, reduce pollution are listed in Tables A1.1 and A1.2. Following the project list are Regional Plan policies and programs (grants) that could be applied in disadvantaged communities to reduce pollution exposure.

Transportation Projects

Table A1.1 shows projects benefiting communities in the highest scoring 25% Census tracts of CalEnviroScreen. They are ordered by type and alphabetically by jurisdiction. Similarly, Table A1.2 lists projects benefiting communities in the additional analysis and is organized in the same manner. Because the analysis of projects is based on the Census tract level, some communities will be included in both tables.

Following Tables A1.1 and A1.2[3], maps of the transit and active transportation projects are shown in Figures A1.2–A1.7. Please note that boundaries and routes often run along roads and do not necessarily reflect *how* much of a project is part of a jurisdiction or community planning area.

[3] Transit projects included in Tables A1.1 and A1.2 are based on route alignment rather than transit stop locations.

Table A1.1: Transit and Active Transportation Projects Located in Disadvantaged Communities (Top 25%)

Category	Project ID	Project Name	Barrio Logan	City Heights	Encanto	Downtown	Golden Hill	Mid-City Eastern	Otay Mesa-Nestor	San Ysidro	Southeast-ern SD	County Islands	Chula Vista	El Cajon	Lemon Grove	National City
Transit	TL215	Rural Bus 892												✓		
Transit	TL214	Rural Bus 891												✓		
Transit	TL210	Local Bus 872												✓		
Active Transp.	AT107	East County Loop Bikeway: Santee - El Cajon – La Mesa												✓		
Active Transp.	AT178	El Cajon - Fletcher and Broadway Bikeways												✓		
Active Transp.	AT034	El Cajon Main Street Bikeway												✓		
Transit	TL196	Local Bus 815												✓		
Transit	TL211	Local Bus 874												✓		
Transit	TL212	Local Bus 875												✓		
Transit	TL199	Local Bus 833												✓		
Active Transp.	AT075	Santee to El Cajon												✓		
Transit	TL203	Local Bus 848												✓		
Transit	TL209	Local Bus 864												✓		
Transit	TL035	Freeway Rapid 280		✓			✓				✓					
Transit	TL091	Mixed Rapid 235		✓			✓				✓					
Transit	TL026	Mixed Rapid 235		✓			✓				✓					
Transit	TL057	Freeway Rapid 880												✓		
Transit	TL145	Local Bus 115												✓		
Transit	TL107	Express Bus 60		✓	✓						✓					
Transit	TL034	Mixed Rapid 265		✓	✓						✓	✓	✓			✓
Transit	TL037	Mixed Rapid 292											✓	✓		
Transit	TL216	Rural Bus 894												✓		
Transit	TL232	Local Bus 936													✓	
Transit	TL204	Circulator 851														
Transit	TL208	Local Bus 856													✓	
Transit	TL207	Local Bus 855														
Active Transp.	AT041	Lemon Grove to La Mesa Connector													✓	
Transit	TL032	Arterial Rapid 256													✓	
Transit	TL033	Arterial Rapid 259												✓	✓	
Transit	TL197	Local Bus 816												✓		
Transit	TL213	Rural Bus 888												✓		
Transit	TL147	Local Bus 195											✓			✓
Transit	TL242	Local Bus 968														✓
Active Transp.	AT098	Chollas Creek Bikeway to Otay									✓					✓
Transit	TL148	Local Bus 196														✓
Transit	TL241	Local Bus 967														✓
Transit	TL238	Local Bus 963														✓
Active Transp.	AT083	Encanto to Barrio Logan Bikeway	✓								✓					✓
Active Transp.	AT023	Chollas Creek Bikeway: South Fork			✓						✓					
Transit	TL126	Local Bus 12	✓		✓		✓				✓					

Category	Project ID	Project Name	Barrio Logan	City Heights	Encanto	Downtown	Golden Hill	Mid-City Eastern	Otay Mesa-Nestor	San Ysidro	Southeast-ern SD	County Islands	Chula Vista	El Cajon	Lemon Grove	National City
Transit	TL119	Local Bus 4			✓	✓					✓					
Transit	TL235	Local Bus 955			✓			✓			✓					✓
Transit	TL127	Local Bus 13		✓	✓			✓								✓
Active Transp.	AT016	City Heights/Fairmount Corridor		✓	✓											
Transit	TL116	Local Bus 1		✓				✓								
Transit	TL011	Green Line (Santee to Downtown)				✓								✓		
Transit	TL012	Green Line (Santee to Downtown)				✓								✓		
Transit	TL038	Arterial Rapid 293							✓				✓			
Active Transp.	AT072	Palomar Street Bikeway											✓			
Transit	TL193	Local Bus 712											✓			
Transit	TL016	Arterial Rapid 209											✓			
Transit	TL190	Local Bus 705											✓			✓
Transit	TL192	Local Bus 709											✓			
Active Transp.	AT101	Chula Vista Regional Connector											✓			
Transit	TL052	Arterial Rapid 635											✓			
Transit	TL220	Local Bus 906								✓						
Transit	TL221	Local Bus 907								✓						
Active Transp.	AT174	San Ysidro Park to School Connector								✓						
Active Transp.	AT155	San Ysidro to Otay Mesa Connector								✓						
Transit	TL146	Circulator 193								✓						
Transit	TL022	Mixed Rapid 227								✓						
Transit	TL110	Express Bus 121								✓						
Transit	TL219	Local Bus 905								✓						
Transit	TL054	Arterial Rapid 638								✓						
Transit	TL093	Mixed Rapid 227								✓						
Active Transp.	AT011	South Bay to Southeastern San Diego			✓							✓	✓			✓
Transit	TL050	Arterial Rapid 625			✓			✓					✓			✓
Transit	TL002	Light Rail 582		✓	✓			✓		✓			✓			✓
Transit	TL236	Local Bus 961											✓			✓
Active Transp.	AT076	Spring Valley to Bayshore Bikeway														✓
Transit	TL237	Local Bus 962														✓
Transit	TL019	Arterial Rapid 212	✓		✓	✓					✓					
Active Transp.	AT111	Collwood to Euclid Bikeway			✓			✓								
Active Transp.	AT040	Lemon Grove to Imperial Bikeway			✓										✓	
Transit	TL223	Local Bus 916			✓			✓							✓	
Transit	TL224	Local Bus 917			✓			✓							✓	
Active Transp.	AT060	Chollas Valley Bikeway			✓										✓	
Transit	TL009	Orange Line (El Cajon to Downtown)			✓	✓					✓			✓	✓	
Transit	TL010	Orange Line (El Cajon to Downtown)			✓	✓					✓			✓	✓	
Active Transp.	AT110	College Avenue Bikeway													✓	
Active Transp.	AT013	Bayshore Bikeway: Segment 8B - Palomar Street to Main Street											✓			
Active Transp.	AT067	Main Street to Bayshore							✓				✓			

Category	Project ID	Project Name	Barrio Logan	City Heights	Encanto	Downtown	Golden Hill	Mid-City Eastern	Otay Mesa-Nestor	San Ysidro	Southeast-ern SD	County Islands	Chula Vista	El Cajon	Lemon Grove	National City
Transit	TL229	Local Bus 932							✓				✓			✓
Active Transp.	AT144	National City - Chula Vista - San Ysidro Bikeway											✓			✓
Active Transp.	AT080	Sweetwater to Chula Vista Bayshore											✓			
Active Transp.	AT179	Sweetwater Bikeway Ramp														✓
Transit	TL188	Local Bus 701											✓			
Transit	TL189	Local Bus 704											✓			
Transit	TL021	Mixed Rapid 225		✓	✓						✓	✓	✓			✓
Transit	TL090	Mixed Rapid 225		✓	✓						✓	✓				
Transit	TL017	Arterial Rapid 210		✓												
Transit	TL105	Express Bus 10		✓												
Transit	TL122	Local Bus 7		✓												
Transit	TL240	Local Bus 965		✓												
Transit	TL020	Arterial Rapid 215		✓												
Transit	TL039	Arterial Rapid 295													✓	
Transit	TL031	Arterial Rapid 255				✓										
Active Transp.	AT118	Golden Hill to Bayshore Bikeway	✓								✓					
Transit	TL007	Blue Line (San Ysidro to UTC)	✓			✓			✓	✓			✓			✓
Transit	TL008	Blue Line (San Ysidro to UTC)	✓			✓			✓	✓			✓			✓
Transit	TL013	Streetcar				✓										
Transit	TL053	Arterial Rapid 637	✓								✓					
Active Transp.	AT061	Golden Hill to Logan Heights	✓								✓					
Transit	TL056	Freeway Rapid 688		✓	✓					✓	✓	✓	✓			✓
Active Transp.	AT068	Market Street Bikeway			✓	✓					✓					
Transit	TL120	Local Bus 5			✓	✓					✓					
Active Transp.	AT119	Golden Hill to Fairmount Park		✓			✓									
Transit	TL118	Local Bus 3			✓	✓					✓					
Active Transp.	AT099	Chollas Creek Bikeway: North Fork	✓	✓							✓					
Transit	TL113	Express Bus 993				✓										
Active Transp.	AT003	Bayshore Bikeway: Barrio Logan Segment (Beardsley Street to Park Boulevard)	✓			✓										
Transit	TL217	Local Bus 901	✓			✓										
Transit	TL228	Local Bus 929	✓			✓					✓		✓			✓
Transit	TL055	Freeway Rapid 640	✓			✓			✓	✓	✓		✓			✓
Transit	TL051	Freeway Rapid 630	✓			✓					✓		✓			✓
Transit	TL149	Local Bus 197									✓					✓
Active Transp.	AT136	Logan Bikeway			✓						✓					
Active Transp.	AT027	Downtown to Southeast				✓										
Active Transp.	AT086	Bayshore Bikeway Connector														✓

Notes: County of San Diego Community Planning Areas (CPA) County Islands (Lincoln Acres, Greenwood, Mira Mesa)

Tables based on route alignment and not stops or portion of route in a CPA.

Table A1.2: Transit and Active Transportation Projects Located in Disadvantaged Communities (Top 50%)

Category	Project ID	Project Name	City Heights	Clairemont Mesa	College Area	Encanto	Downtown	Golden Hill	Kearny Mesa	Linda Vista	Mid-City Eastern	Midway-Pacific Highway	Military Facilities	Mira Mesa	Mission Valley	North Park	Old Town San Diego	Otay Mesa-Nestor	Peninsula	San Ysidro	Serra Mesa	Skyline-Paradise Hills	Southeastern SD	Torrey Pines	University	Uptown	Central Mountain	County Islands	Jamul-Dulzura	Lakeside	Mountain Empire	North County Metro	Otay	Spring Valley	Chula Vista	El Cajon	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Vista
Transit	TL064	U.S.–Mexico Border Transit Connection																		✓																							
Transit	TL062	U.S.–Mexico Border Transit Connection																		✓																							
Transit	TL060	Bus Layover					✓																																			
Transit	TL063	U.S.–Mexico Border Transit Connection																		✓																							
Transit	TL005	SPRINTER (Oceanside to Escondido)																														✓				✓					✓	✓
Transit	TL007	Blue Line (San Ysidro to UTC)					✓					✓					✓	✓		✓															✓						✓		
Transit	TL009	Orange Line (El Cajon to Downtown)				✓	✓																													✓			✓	✓		
Transit	TL011	Green Line (Santee to Downtown)			✓		✓					✓					✓											✓								✓				✓			
Transit	TL002	Light Rail 582	✓								✓							✓		✓															✓						✓		
Transit	TL006	SPRINTER (Oceanside to Escondido)																														✓				✓					✓	✓
Transit	TL008	Blue Line (San Ysidro to UTC)					✓					✓					✓	✓		✓															✓						✓		
Transit	TL012	Green Line (Santee to Downtown)			✓		✓					✓					✓											✓								✓				✓			
Transit	TL010	Orange Line (El Cajon to Downtown)				✓	✓																													✓			✓	✓		
Transit	TL001	Airport Transit Connection					✓																																			
Transit	TL013	Streetcar					✓	✓															✓																				
Transit	TL014	Arterial Rapid 120					✓		✓	✓											✓				✓																		
Transit	TL016	Arterial Rapid 209																																	✓								
Transit	TL017	Arterial Rapid 210	✓									✓				✓	✓		✓						✓													✓					
Transit	TL018	Arterial Rapid 211			✓		✓																		✓																		
Transit	TL019	Arterial Rapid 212				✓	✓															✓										✓										
Transit	TL020	Arterial Rapid 215	✓		✓		✓									✓																										
Transit	TL021	Mixed Rapid 225	✓			✓	✓	✓															✓					✓					✓			✓					✓		
Transit	TL023	Arterial Rapid 228							✓	✓		✓					✓		✓		✓														✓								
Transit	TL024	Arterial Rapid 229					✓					✓							✓																							
Transit	TL026	Mixed Rapid 235					✓	✓	✓				✓	✓									✓					✓					✓					✓					
Transit	TL027	Arterial Rapid 237												✓										✓																		
Transit	TL028	Arterial Rapid 238												✓										✓																		
Transit	TL029	Arterial Rapid 241		✓						✓																																
Transit	TL030	Arterial Rapid 243		✓					✓																																
Transit	TL031	Arterial Rapid 255					✓	✓												✓																						
Transit	TL032	Arterial Rapid 256			✓						✓																						✓						✓	✓		
Transit	TL033	Arterial Rapid 259																															✓			✓				✓		
Transit	TL036	Freeway Rapid 290					✓		✓	✓			✓		✓					✓								✓														
Transit	TL035	Freeway Rapid 280					✓	✓	✓				✓															✓				✓					✓					
Transit	TL037	Mixed Rapid 292																													✓	✓	✓	✓	✓	✓						
Transit	TL039	Arterial Rapid 295		✓	✓				✓		✓									✓													✓					✓	✓			
Transit	TL040	Arterial Rapid 440																																		✓						✓
Transit	TL050	Arterial Rapid 625	✓		✓	✓					✓					✓				✓			✓												✓					✓		
Transit	TL051	Freeway Rapid 630					✓	✓	✓	✓					✓			✓		✓			✓												✓					✓		
Transit	TL052	Arterial Rapid 635																																	✓							
Transit	TL053	Arterial Rapid 637						✓												✓																						

Category	Project ID	Project Name	City Heights	Clairemont Mesa	College Area	Encanto	Downtown	Golden Hill	Kearny Mesa	Linda Vista	Mid-City Eastern	Midway-Pacific Highway	Military Facilities	Mira Mesa	Mission Valley	North Park	Old Town San Diego	Otay Mesa-Nestor	Peninsula	San Ysidro	Serra Mesa	Skyline-Paradise Hills	Southeastern SD	Torrey Pines	University	Uptown	Central Mountain	County Islands	Jamul-Dulzura	Lakeside	Mountain Empire	North County Metro	Otay	Spring Valley	Chula Vista	El Cajon	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Vista
Transit	TL054	Arterial Rapid 638																✓		✓																							
Transit	TL055	Freeway Rapid 640					✓	✓										✓		✓			✓												✓						✓			
Transit	TL056	Freeway Rapid 688	✓			✓			✓				✓					✓		✓			✓		✓			✓						✓						✓			
Transit	TL057	Freeway Rapid 880		✓					✓				✓												✓											✓								
Transit	TL103	Arterial Rapid 204																							✓																		
Transit	TL104	Arterial Rapid 350																																			✓						
Transit	TL105	Express Bus 10	✓									✓				✓	✓									✓																	
Transit	TL106	Express Bus 20					✓		✓	✓			✓	✓	✓						✓							✓															
Transit	TL107	Express Bus 60	✓	✓					✓				✓												✓																	
Transit	TL108	Express Bus 110					✓		✓	✓			✓	✓	✓						✓							✓															
Transit	TL109	Express Bus 120					✓		✓	✓					✓						✓					✓																	
Transit	TL114	Express Bus 994					✓					✓					✓																									
Transit	TL116	Local Bus 1	✓		✓						✓					✓																							✓			
Transit	TL117	Local Bus 2					✓	✓																																		
Transit	TL118	Local Bus 3				✓	✓																✓			✓															
Transit	TL119	Local Bus 4				✓																✓																			
Transit	TL120	Local Bus 5					✓																✓																		
Transit	TL122	Local Bus 7	✓				✓									✓																									
Transit	TL123	Local Bus 8										✓					✓		✓																						
Transit	TL124	Local Bus 9										✓					✓		✓																						
Transit	TL125	Local Bus 11			✓		✓																			✓																
Transit	TL126	Local Bus 12				✓	✓															✓																			
Transit	TL127	Local Bus 13	✓		✓	✓					✓																															
Transit	TL129	Circulator 18			✓																																				
Transit	TL130	Circulator 25							✓	✓					✓						✓																					
Transit	TL131	Local Bus 27							✓																																
Transit	TL132	Local Bus 28										✓					✓		✓																						
Transit	TL133	Local Bus 30										✓			✓		✓																								
Transit	TL134	Local Bus 31											✓	✓											✓																	
Transit	TL135	Local Bus 35										✓					✓		✓																						
Transit	TL136	Local Bus 41		✓						✓					✓						✓																					
Transit	TL137	Local Bus 43		✓					✓																																
Transit	TL138	Local Bus 44		✓					✓	✓							✓																								
Transit	TL139	Circulator 83					✓										✓									✓																
Transit	TL141	Circulator 88															✓																								
Transit	TL143	Local Bus 101																						✓	✓																
Transit	TL144	Local Bus 105															✓																								
Transit	TL145	Local Bus 115			✓																															✓						
Transit	TL150	Local Bus 302																																					✓	✓	
Transit	TL151	Local Bus 303																																					✓	✓	
Transit	TL152	Local Bus 304																																							
Transit	TL153	Local Bus 305																											✓								✓			✓	
Transit	TL155	Local Bus 308																																			✓				
Transit	TL158	Local Bus 313																																					✓		
Transit	TL160	Local Bus 318																																					✓	✓	
Transit	TL163	Local Bus 332																																					✓	✓	
Transit	TL165	Local Bus 347																																							
Transit	TL166	Circulator 351																																			✓				
Transit	TL167	Circulator 352																																			✓				
Transit	TL168	Local Bus 353																																			✓				
Transit	TL169	Local Bus 354																																			✓				

Category	Project ID	Project Name	City Heights	Clairemont Mesa	College Area	Encanto	Downtown	Golden Hill	Kearny Mesa	Linda Vista	Mid-City Eastern	Midway-Pacific Highway	Military Facilities	Mira Mesa	Mission Valley	North Park	Old Town San Diego	Otay Mesa-Nestor	Peninsula	San Ysidro	Serra Mesa	Skyline-Paradise Hills	Southeastern SD	Torrey Pines	University	Uptown	Central Mountain	County Islands	Jamul-Dulzura	Lakeside	Mountain Empire	North County Metro	Otay	Spring Valley	Chula Vista	El Cajon	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Vista
Transit	TL170	Local Bus 355																																		✓							
Transit	TL171	Local Bus 356																																		✓							
Transit	TL172	Local Bus 357																																		✓							
Transit	TL173	Local Bus 358																																		✓							
Transit	TL174	Local Bus 359																																		✓							
Transit	TL175	Local Bus 371																																		✓							
Transit	TL176	Local Bus 388																																		✓							
Transit	TL177	Local Bus 392																																								✓	
Transit	TL178	Local Bus 395																																							✓	
Transit	TL180	Circulator 445																																								✓
Transit	TL188	Local Bus 701																																	✓								
Transit	TL189	Local Bus 704																																	✓								
Transit	TL190	Local Bus 705																																	✓					✓			
Transit	TL192	Local Bus 709																																	✓								
Transit	TL193	Local Bus 712																																	✓								
Transit	TL196	Local Bus 815																																		✓							
Transit	TL197	Local Bus 816																																		✓							
Transit	TL198	Local Bus 832																																								
Transit	TL199	Local Bus 833																												✓						✓							
Transit	TL203	Local Bus 848																												✓						✓							
Transit	TL204	Circulator 851																																✓					✓				
Transit	TL205	Local Bus 852	✓								✓																												✓					
Transit	TL208	Local Bus 856			✓						✓																							✓					✓				
Transit	TL209	Local Bus 864																																		✓							
Transit	TL210	Local Bus 872																																		✓							
Transit	TL211	Local Bus 874																																		✓							
Transit	TL212	Local Bus 875																																		✓							
Transit	TL216	Rural Bus 894																										✓			✓					✓							
Transit	TL217	Local Bus 901					✓										✓																						✓					
Transit	TL219	Local Bus 905															✓			✓																								
Transit	TL220	Local Bus 906															✓			✓																								
Transit	TL221	Local Bus 907															✓			✓																								
Transit	TL222	Local Bus 909																																								
Transit	TL223	Local Bus 916				✓					✓																													✓				
Transit	TL224	Local Bus 917				✓					✓																													✓				
Transit	TL225	Local Bus 921												✓											✓	✓																		
Transit	TL226	Local Bus 923					✓																																				
Transit	TL227	Local Bus 928						✓					✓								✓																								
Transit	TL228	Local Bus 929					✓										✓																				✓					✓			
Transit	TL229	Local Bus 932															✓																				✓					✓			
Transit	TL230	Local Bus 933															✓																						✓					
Transit	TL231	Local Bus 934															✓																						✓					
Transit	TL232	Local Bus 936			✓						✓																							✓							✓		
Transit	TL235	Local Bus 955	✓		✓						✓																														✓		
Transit	TL236	Local Bus 961				✓															✓														✓						✓		
Transit	TL237	Local Bus 962																			✓													✓						✓		
Transit	TL238	Local Bus 963																			✓																		✓		
Transit	TL239	Local Bus 964												✓																												
Transit	TL240	Local Bus 965	✓																																							
Transit	TL241	Local Bus 967				✓																																		✓		
Transit	TL242	Local Bus 968																										✓												✓		

Category	Project ID	Project Name	City Heights	Clairemont Mesa	College Area	Encanto	Downtown	Golden Hill	Kearny Mesa	Linda Vista	Mid-City Eastern	Midway-Pacific Highway	Military Facilities	Mira Mesa	Mission Valley	North Park	Old Town San Diego	Otay Mesa-Nestor	Peninsula	San Ysidro	Serra Mesa	Skyline-Paradise Hills	Southeastern SD	Torrey Pines	University	Uptown	Central Mountain	County Islands	Jamul-Dulzura	Lakeside	Mountain Empire	North County Metro	Otay	Spring Valley	Chula Vista	El Cajon	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Vista
Transit	TL249	Circulator 985																							✓																		
Transit	TL250	Local Bus 992					✓																		✓																		
Transit	TL110	Express Bus 121																✓		✓																						
Transit	TL111	Express Bus 246																						✓	✓																		
Transit	TL112	Express Bus 247																						✓	✓							✓					✓						
Transit	TL113	Express Bus 993					✓																																				
Transit	TL142	Local Bus 89																						✓	✓																		
Transit	TL146	Circulator 193																✓		✓																						
Transit	TL147	Local Bus 195																																	✓					✓			
Transit	TL148	Local Bus 196																																						✓			
Transit	TL181	Circulator 449																																									
Transit	TL182	Circulator 647													✓																												
Transit	TL183	Circulator 648			✓																																						
Transit	TL184	Circulator 649							✓																																		
Transit	TL185	Circulator 661																															✓										
Transit	TL186	Circulator 668							✓																																		
Transit	TL202	Local Bus 842												✓																														
Transit	TL248	Local Bus 984												✓																														
Transit	TL022	Mixed Rapid 227																✓		✓																								
Transit	TL034	Mixed Rapid 265	✓			✓																	✓					✓					✓		✓		✓				✓		
Transit	TL038	Arterial Rapid 293																✓																	✓			✓					
Transit	TL093	Mixed Rapid 227																✓		✓													✓					✓					
Transit	TL015	Arterial Rapid 207							✓																																		
Transit	TL046	Mixed Rapid 483																																			✓					✓	
Transit	TL047	Mixed Rapid 484							✓				✓	✓														✓				✓					✓					✓	
Transit	TL128	Circulator 14			✓						✓																											✓					
Transit	TL042	Arterial Rapid 491																																			✓						
Transit	TL043	Arterial Rapid 493																						✓	✓																✓		
Transit	TL044	Arterial Rapid 494																																							✓	✓	
Transit	TL243	Local Bus 472																						✓																		
Transit	TL244	Local Bus 473												✓										✓																		
Transit	TL246	Local Bus 478																						✓	✓																	
Transit	TL247	Local Bus 479																						✓	✓																	
Transit	TL004	Regional Rail 398					✓					✓					✓							✓	✓															✓		
Transit	TL099	Regional Rail 598					✓					✓					✓							✓	✓															✓		
Transit	TL098	Regional Rail 598					✓					✓	✓	✓			✓							✓	✓															✓		
Transit	TL003	Regional Rail 398					✓					✓	✓	✓			✓							✓	✓															✓		
Transit	TL213	Rural Bus 888																									✓			✓	✓					✓					
Transit	TL245	Local Bus 471												✓										✓																		
Transit	TL214	Rural Bus 891																												✓						✓					
Transit	TL215	Rural Bus 892																												✓						✓					
Transit	TL090	Mixed Rapid 225	✓			✓	✓	✓															✓					✓						✓								
Transit	TL091	Mixed Rapid 235					✓	✓	✓				✓	✓									✓					✓					✓									
Active Transp.	AT008	I-805 Multi-Use Path Bridge Main Street to Palm Avenue																✓																		✓						
Active Transp.	AT016	City Heights/Fairmount Corridor	✓																																							
Active Transp.	AT020	Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento																						✓	✓																	
Active Transp.	AT036	Inland Rail Trail: Vista to Oceanside																																							✓	✓

Category	Project ID	Project Name	City Heights	Clairemont Mesa	College Area	Encanto	Downtown	Golden Hill	Kearny Mesa	Linda Vista	Mid-City Eastern	Midway-Pacific Highway	Military Facilities	Mira Mesa	Mission Valley	North Park	Old Town San Diego	Otay Mesa-Nestor	Peninsula	San Ysidro	Serra Mesa	Skyline-Paradise Hills	Southeastern SD	Torrey Pines	University	Uptown	Central Mountain	County Islands	Jamul-Dulzura	Lakeside	Mountain Empire	North County Metro	Otay	Spring Valley	Chula Vista	El Cajon	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Vista
Active Transp.	AT040	Lemon Grove to Imperial Bikeway				✓																																	✓			
Active Transp.	AT060	Chollas Valley Bikeway				✓																																	✓			
Active Transp.	AT064	I-15 Bikeway - Via Rancho Parkway to Citracado Parkway																																			✓						
Active Transp.	AT068	Market Street Bikeway				✓	✓																✓																			
Active Transp.	AT072	Palomar Street Bikeway																																	✓							
Active Transp.	AT076	Spring Valley to Bayshore Bikeway																				✓																		✓		
Active Transp.	AT080	Sweetwater to Chula Vista Bayshore																																	✓							
Active Transp.	AT084	SR 52 Bikeway - I-5 to Santo Road		✓					✓				✓																													
Active Transp.	AT100	Chula Vista Oleander Connector																																	✓							
Active Transp.	AT120	Hillcrest - El Cajon Corridor: Fletcher Gap																																						✓			
Active Transp.	AT132	Kearny Mesa to Beaches Corridor - Genessee Avenue to Linda Vista Road		✓						✓																																
Active Transp.	AT144	National City - Chula Vista - San Ysidro Bikeway																✓																	✓						✓		
Active Transp.	AT148	Valencia Bikeway				✓																																				
Active Transp.	AT152	San Carlos to College and Grantville Bikeway			✓																																					
Active Transp.	AT156	Saturn Boulevard Bikeway																✓																									
Active Transp.	AT160	SR 125 Corridor - East County Southern Loop to La Mesa/Lemon Grove/El Cajon connections																														✓							✓			
Active Transp.	AT119	Golden Hill to Fairmount Park	✓					✓																																		
Active Transp.	AT178	El Cajon - Fletcher and Broadway Bikeways																																		✓						
Active Transp.	AT003	Bayshore Bikeway: Barrio Logan Segment (Beardsley Street to Park Boulevard)					✓																																		
Active Transp.	AT011	South Bay to Southeastern San Diego				✓																					✓								✓						✓		
Active Transp.	AT023	Chollas Creek Bikeway: South Fork				✓																																				
Active Transp.	AT035	Imperial Beach Connector																																					✓			
Active Transp.	AT059	I-15 Bikeway - Murphy Canyon Road to Affinity Court							✓				✓	✓																												
Active Transp.	AT067	Main Street to Bayshore																✓																	✓							
Active Transp.	AT071	Palm Avenue to Otay Mesa																✓																				✓				
Active Transp.	AT075	Santee to El Cajon																																		✓						
Active Transp.	AT083	Encanto to Barrio Logan Bikeway				✓																																		✓		
Active Transp.	AT087	Bayshore Bikeway: Harbor Drive					✓																																		
Active Transp.	AT099	Chollas Creek Bikeway: North Fork	✓								✓												✓																			

Category	Project ID	Project Name	City Heights	Clairemont Mesa	College Area	Encanto	Downtown	Golden Hill	Kearny Mesa	Linda Vista	Mid-City Eastern	Midway-Pacific Highway	Military Facilities	Mira Mesa	Mission Valley	North Park	Old Town San Diego	Otay Mesa-Nestor	Peninsula	San Ysidro	Serra Mesa	Skyline-Paradise Hills	Southeastern SD	Torrey Pines	University	Uptown	Central Mountain	County Islands	Jamul-Dulzura	Lakeside	Mountain Empire	North County Metro	Otay	Spring Valley	Chula Vista	El Cajon	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Vista
Active Transp.	AT103	Clairemont Mesa to Tierrasanta Bikeway		✓					✓																																		
Active Transp.	AT107	East County Loop Bikeway: Santee - El Cajon - La Mesa																																		✓				✓			
Active Transp.	AT111	Collwood to Euclid Bikeway	✓		✓						✓																																
Active Transp.	AT127	I-805 Connector - Bonita Road to Floyd Avenue																																	✓								
Active Transp.	AT135	Linda Vista Road to Clairemont Mesa Boulevard							✓	✓											✓																						
Active Transp.	AT139	Mira Mesa Corridor - I-805 to Scranton Road												✓										✓																				
Active Transp.	AT143	Montezuma Mesa Bikeway			✓						✓				✓																												
Active Transp.	AT151	Rose Street Bikeway																																			✓						
Active Transp.	AT155	San Ysidro to Otay Mesa Connector																		✓																							
Active Transp.	AT159	SR 905 Corridor																															✓										
Active Transp.	AT167	Bayshore Bikeway Segment 1					✓																																			
Active Transp.	AT179	Sweetwater Bikeway Ramp																																							✓		
Active Transp.	AT005	Coastal Rail Trail San Diego - Pacific Highway (W. Washington Street to Fiesta Island Road)										✓			✓		✓																										
Active Transp.	AT009	Morena Bikeway															✓																										
Active Transp.	AT013	Bayshore Bikeway: Segment 8B - Palomar Street to Main Street																✓																			✓							
Active Transp.	AT021	Coastal Rail Trail San Diego - Del Mar to Sorrento via Carmel Valley																						✓																			
Active Transp.	AT029	El Prado: Cross-Park																							✓																		
Active Transp.	AT045	North Park to Downtown					✓	✓																																		
Active Transp.	AT049	Rolando to Grossmont/La Mesa			✓																																✓			✓			
Active Transp.	AT061	Golden Hill to Logan Heights						✓															✓																				
Active Transp.	AT065	La Jolla to Scripps Ranch											✓	✓											✓																		
Active Transp.	AT069	Midway to Sunset Cliffs																	✓																								
Active Transp.	AT073	Pomerado Bikeway												✓															✓														
Active Transp.	AT077	Spring Valley to Sweetwater Bikeway																																✓	✓								
Active Transp.	AT081	Sweetwater to Skyline Bikeway																				✓																			✓		
Active Transp.	AT093	Carlsbad - San Marcos Corridor																																								✓
Active Transp.	AT097	Centre City to Bear Valley Bikeway																																			✓						
Active Transp.	AT101	Chula Vista Regional Connector																																	✓							
Active Transp.	AT113	El Cajon Boulevard Bus-Bike Lane	✓		✓						✓																															
Active Transp.	AT121	I-15 Bikeway - Citracado Parkway to Country Club Lane																																			✓						
Active Transp.	AT129	Imperial Beach Bikeways																																				✓					

Category	Project ID	Project Name	City Heights	Clairemont Mesa	College Area	Encanto	Downtown	Golden Hill	Kearny Mesa	Linda Vista	Mid-City Eastern	Midway-Pacific Highway	Military Facilities	Mira Mesa	Mission Valley	North Park	Old Town San Diego	Otay Mesa-Nestor	Peninsula	San Ysidro	Serra Mesa	Skyline-Paradise Hills	Southeastern SD	Torrey Pines	University	Uptown	Central Mountain	County Islands	Jamul-Dulzura	Lakeside	Mountain Empire	North County Metro	Otay	Spring Valley	Chula Vista	El Cajon	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Vista
Active Transp.	AT133	Kearny Mesa to Beaches Corridor - Linda Vista Road to I-15 Bikeway							✓												✓																						
Active Transp.	AT137	Mid-County Bikeway - Coastal Rail Trail to Inland Rail Trail																																		✓							
Active Transp.	AT143	Montezuma Mesa Bikeway			✓										✓																												
Active Transp.	AT141	Mira Mesa Corridor - Sorrento Valley Boulevard to Mira Mesa Boulevard																						✓																				
Active Transp.	AT145	North Coast Bike Trail																						✓	✓																			
Active Transp.	AT153	San Luis Rey River to Coast																																									✓	
Active Transp.	AT157	South Park to Downtown						✓																																			
Active Transp.	AT169	Pacific Highway Coastal Rail Trail Airport Connections					✓					✓					✓									✓																		
Active Transp.	AT177	Washington Avenue Bikeway																																		✓							
Active Transp.	AT014	Central Coast Corridor: La Jolla to Del Mar																						✓	✓																			
Active Transp.	AT088	Bear Valley Bikeway																																		✓							
Active Transp.	AT028	East County Loop Bikeway: Valle De Oro																																	✓								
Active Transp.	AT002	Uptown: Mission Hills and Old Town Bikeways															✓									✓																		
Active Transp.	AT030	Genesee Bikeway		✓																					✓																			
Active Transp.	AT034	El Cajon Main Street Bikeway																																		✓							
Active Transp.	AT038	La Mesa Bikeway									✓																													✓			
Active Transp.	AT042	Mira Mesa Neighborhood Bikeway											✓																														
Active Transp.	AT062	Hotel Circle Connection															✓																										
Active Transp.	AT066	Lakeside to Rancho San Diego																												✓						✓							
Active Transp.	AT070	Mission Gorge to Clairemont Mesa Bikeway							✓																																		
Active Transp.	AT074	Rosecrans Bikeway										✓					✓		✓																								
Active Transp.	AT078	SR 125 Connector - Bonita Road to U.S.-Mexico Border																														✓		✓									
Active Transp.	AT082	San Luis Rey River Trail																																								✓	
Active Transp.	AT090	Border Access Corridor																																									
Active Transp.	AT098	Chollas Creek Bikeway to Otay																																							✓		
Active Transp.	AT102	Clairemont Mesa to Linda Vista Bikeway		✓					✓																																		
Active Transp.	AT110	College Avenue Bikeway									✓																														✓			
Active Transp.	AT114	El Norte Bikeway																																			✓						
Active Transp.	AT118	Golden Hill to Bayshore Bikeway						✓															✓																				
Active Transp.	AT126	I-8 Corridor - San Diego River Trail to Olde Highway 80																												✓													
Active Transp.	AT130	J Street Bikeway																																	✓								
Active Transp.	AT134	Kearny Mesa to Mission Valley Bikeway		✓					✓	✓																																	

Category	Project ID	Project Name	City Heights	Clairemont Mesa	College Area	Encanto	Downtown	Golden Hill	Kearny Mesa	Linda Vista	Mid-City Eastern	Midway-Pacific Highway	Military Facilities	Mira Mesa	Mission Valley	North Park	Old Town San Diego	Otay Mesa-Nestor	Peninsula	San Ysidro	Serra Mesa	Skyline-Paradise Hills	Southeastern SD	Torrey Pines	University	Uptown	Central Mountain	County Islands	Jamul-Dulzura	Lakeside	Mountain Empire	North County Metro	Otay	Spring Valley	Chula Vista	El Cajon	Escondido	Imperial Beach	La Mesa	Lemon Grove	National City	Oceanside	Vista
Active Transp.	AT138	Midway to Pacific Beach Bikeway										✓							✓																								
Active Transp.	AT154	San Marcos Bikeway																																									
Active Transp.	AT158	SR 67 Bikeway - Lakeside to Ramona																												✓													
Active Transp.	AT162	Sweetwater to National City																															✓										
Active Transp.	AT174	San Ysidro Park to School Connector																		✓																							

Notes: Peninsula (Ocean Beach & Point Loma Highlands, Loma Alta, Loma Palisades, Loma Portal, Fleetridge, Roseville, Sunset Cliffs, Wooded Area, La Playa, Liberty Station)

Central Mountain (Cuyamaca, Descanso, Guatay, Pine Valley, and Mount Laguna)

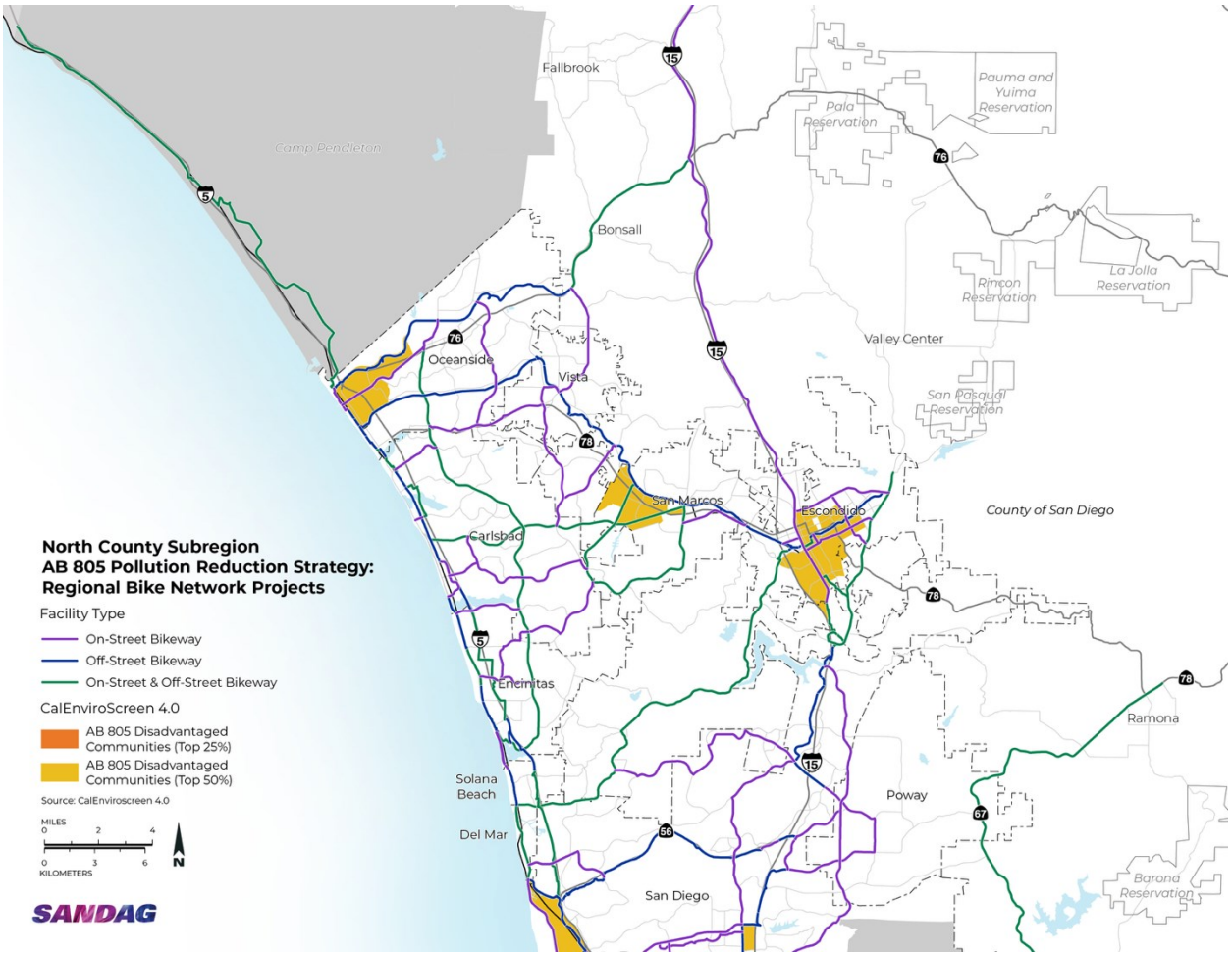
County Islands (Lincoln Acres, Greenwood, Mira Mesa)

Mountain Empire (Tecate, Potrero, Boulevard, Campo, Jacumba)

North County Metro (Hidden Meadows, Twin Oaks)

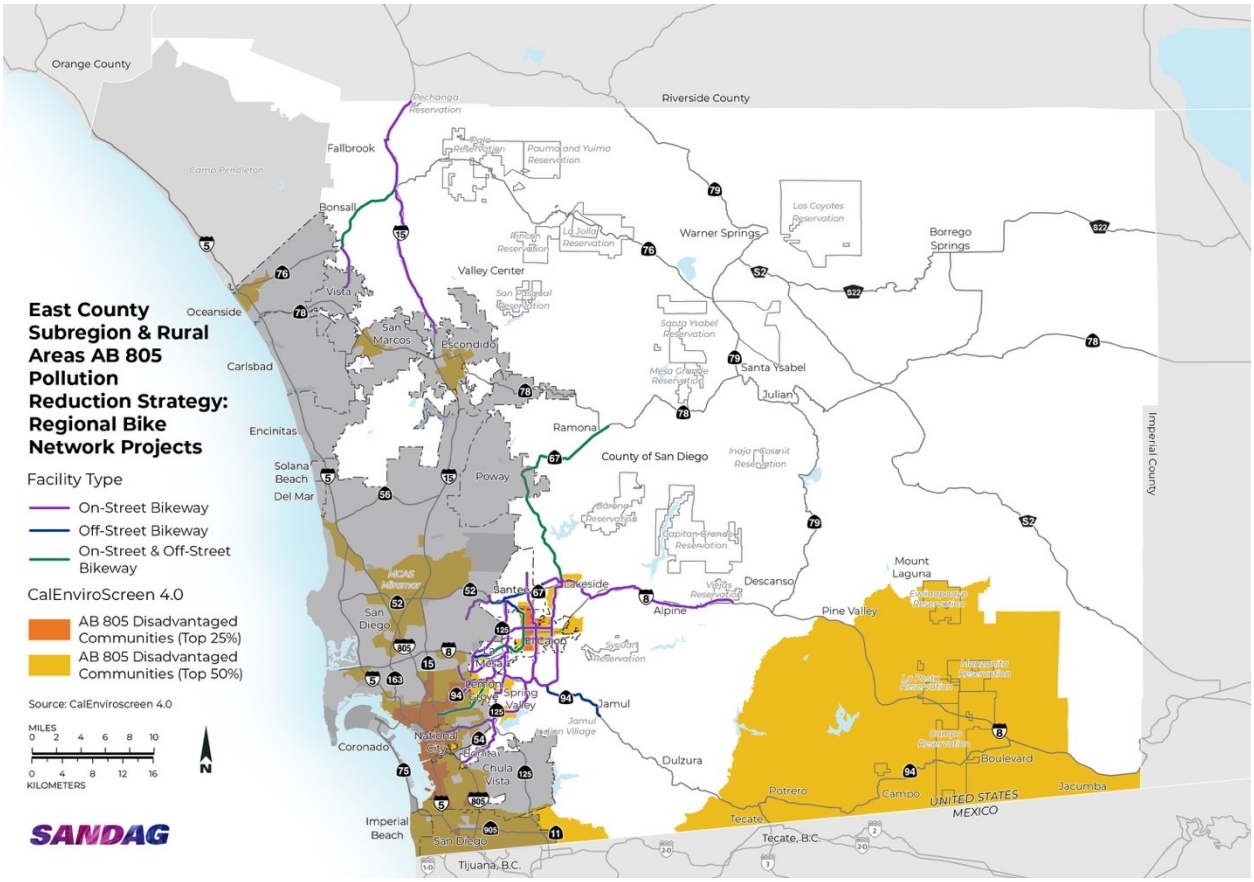
Tables based on route alignment and not stops or portion of route in a CPA.

Figure A1.2: AB 805 Pollution Reduction Strategies: Regional Bike Network Projects (North County)



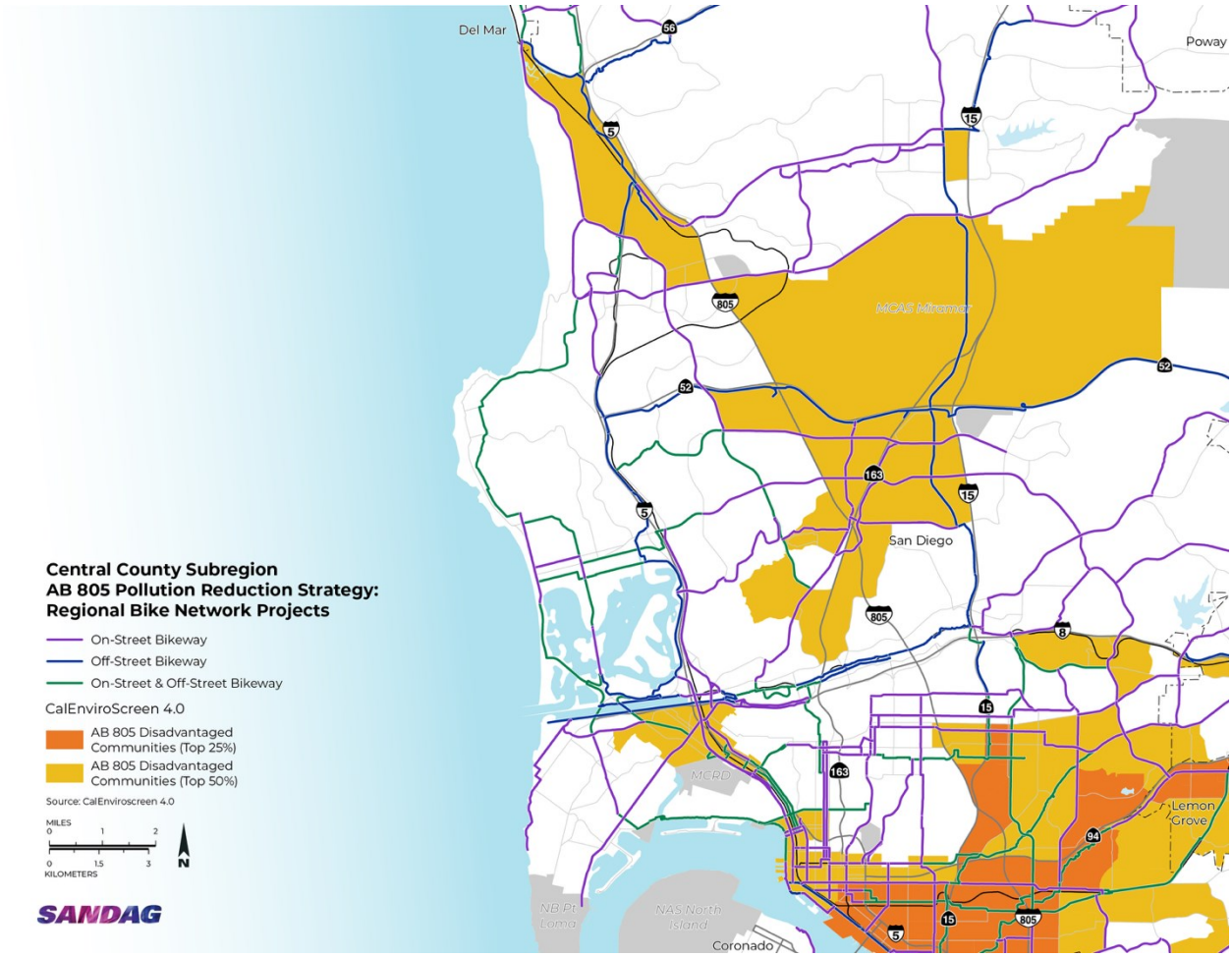
Source: CalEnviroScreen 4.0

Figure A1.3: AB 805 Pollution Reduction Strategies: Regional Bike Network Projects (East County and Rural)



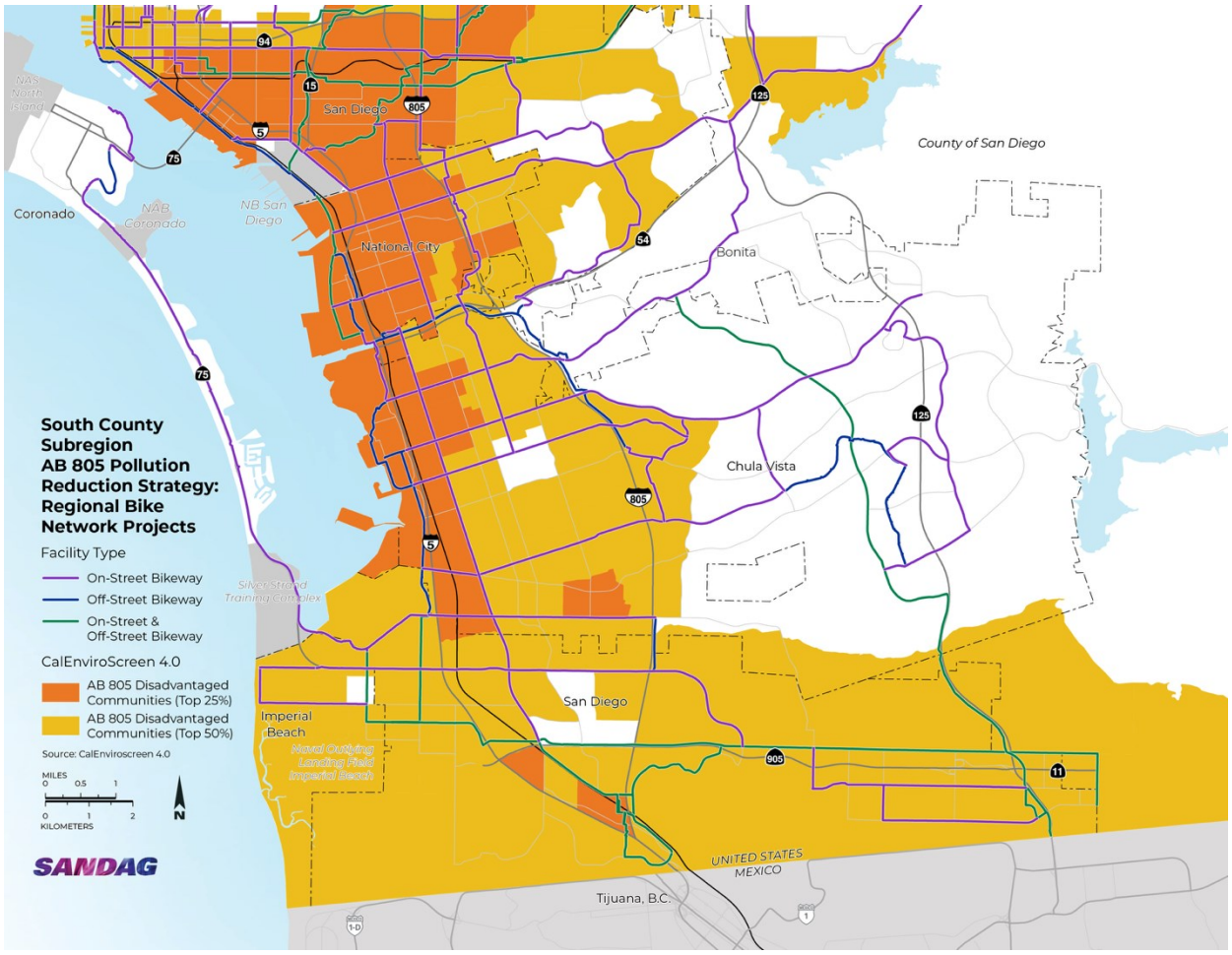
Source: CalEnviroScreen 4.0

Figure A1.4: AB 805 Pollution Reduction Strategies: Regional Bike Network Projects (Central)



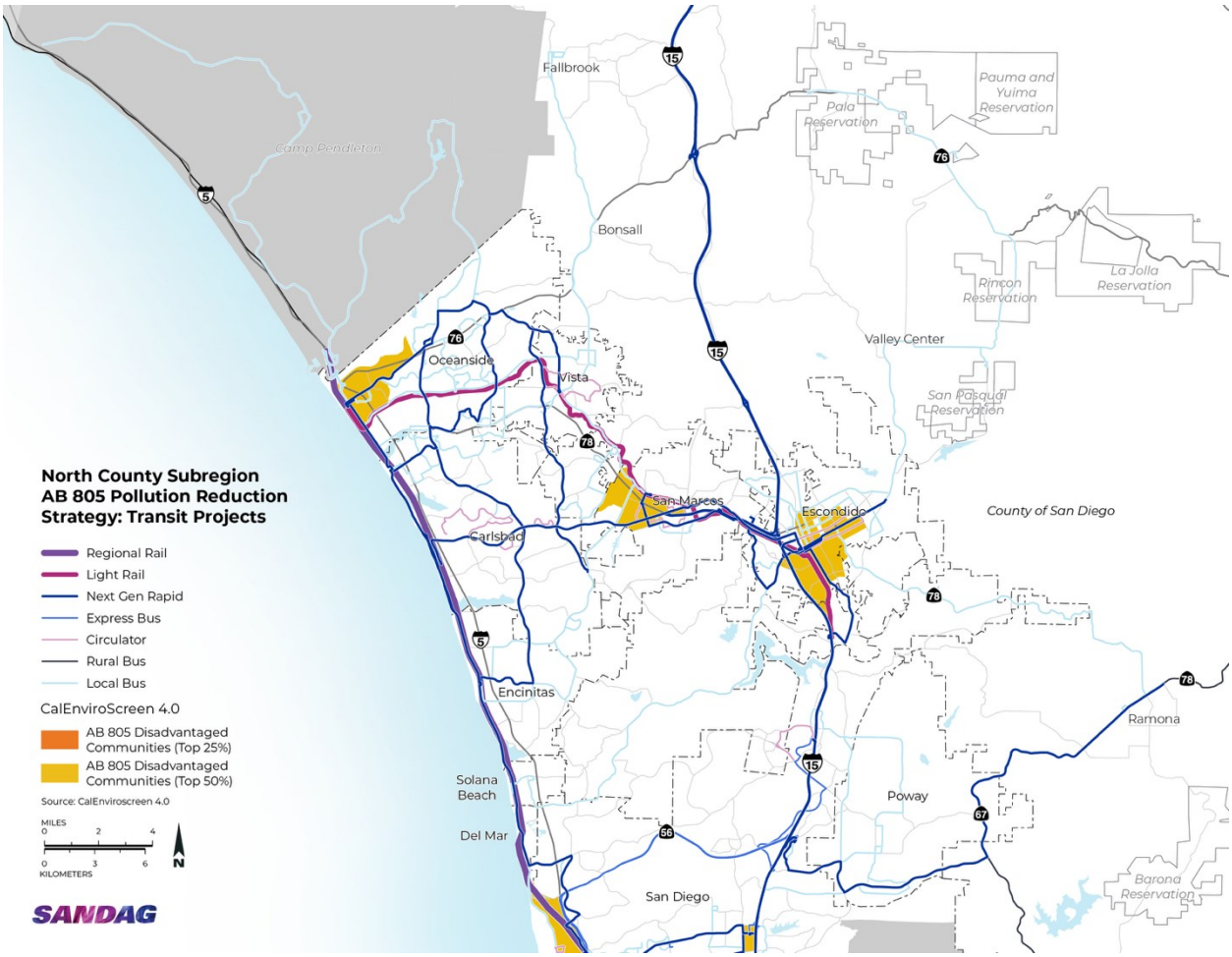
Source: CalEnviroScreen 4.0

Figure A1.5: AB 805 Pollution Reduction Strategies: Regional Bike Network Projects (South County)



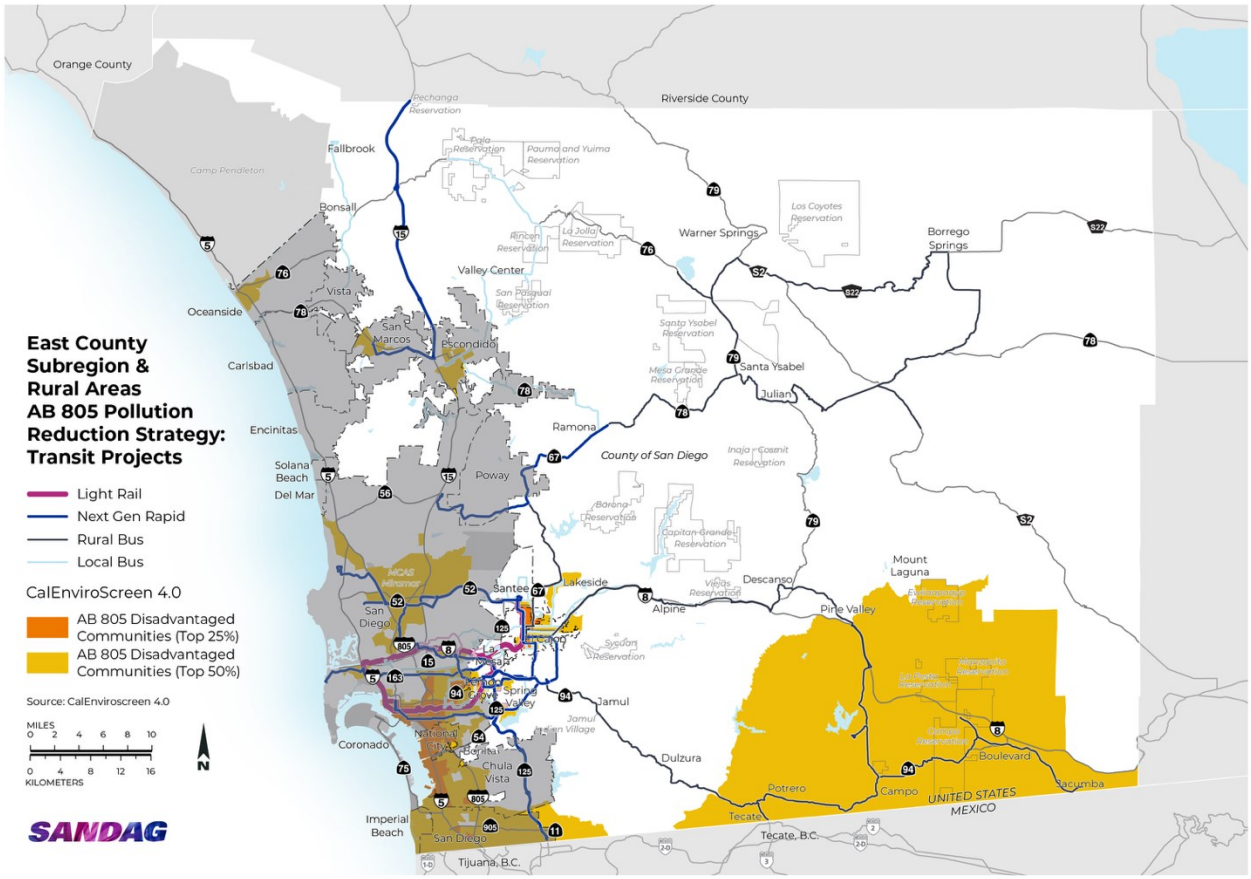
Source: CalEnviroScreen 4.0

Figure A1.6: AB 805 Pollution Reduction Strategies: Transit Projects (North County)



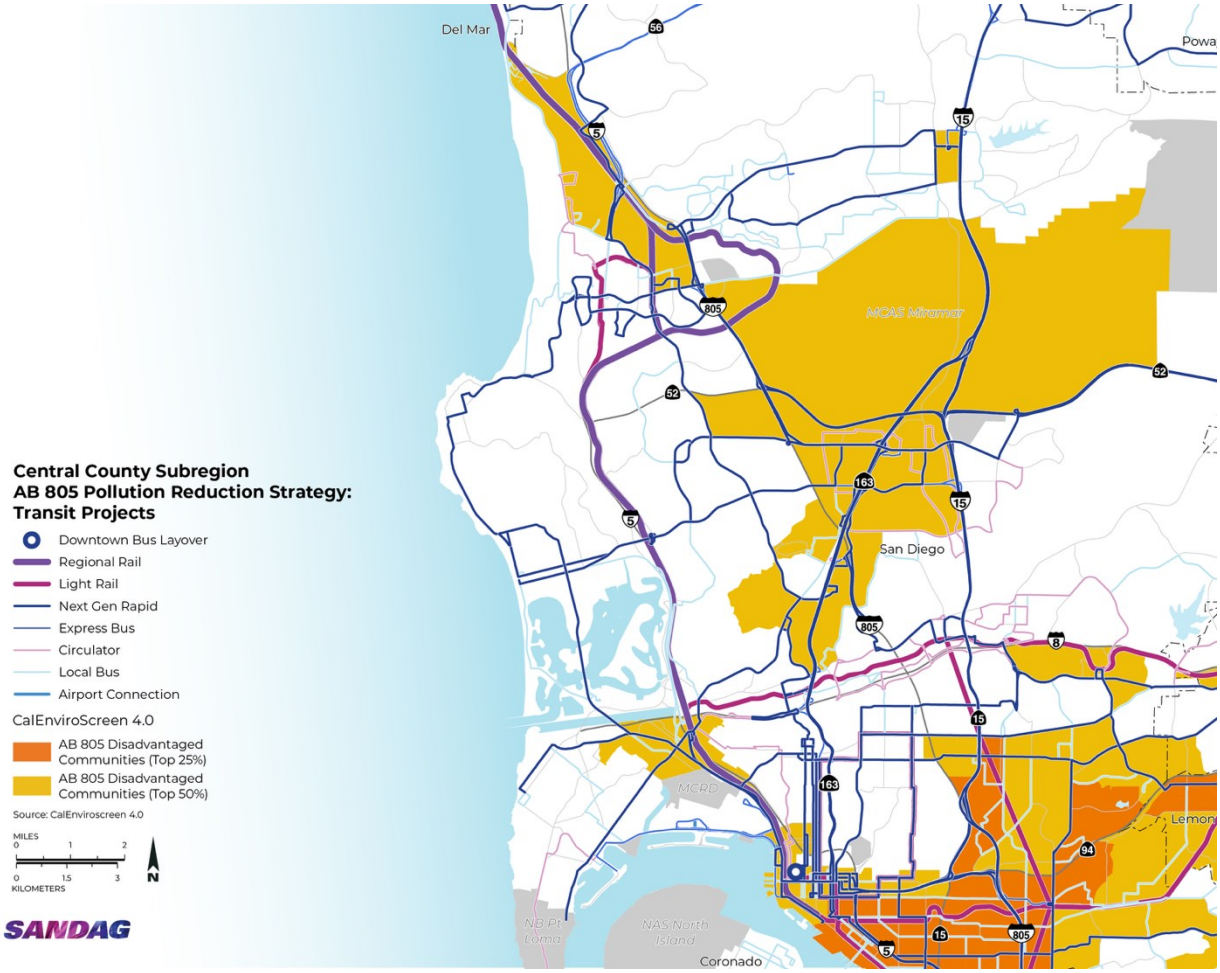
Source: CalEnviroScreen 4.0

Figure A1.7: AB 805 Pollution Reduction Strategies: Transit Projects (East County and Rural)



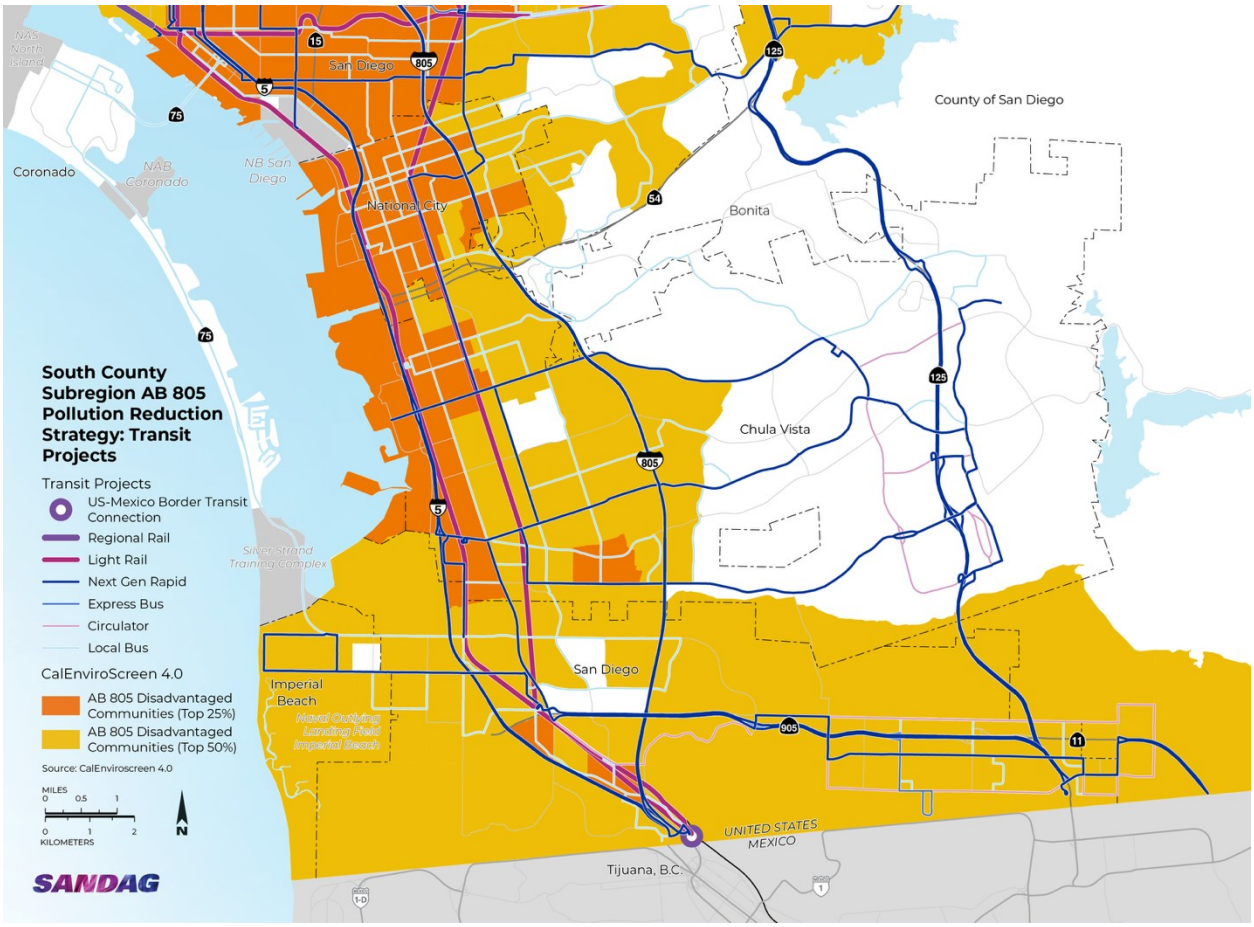
Source: CalEnviroScreen 4.0

Figure A1.8: AB 805 Pollution Reduction Strategies: Transit Projects (Central)



Source: CalEnviroScreen 4.0

Figure A1.9: AB 805 Pollution Reduction Strategies: Transit Projects (South County)



Source: CalEnviroScreen 4.0

In addition to the project list, the transportation and active transportation networks will benefit from service enhancements and upgrades that are not identified on the list of projects.

Transit Network

The transit network is comprised of fast, high-capacity, and high-frequency transit services that connect communities to key amenities and important destinations throughout the San Diego region. For example, upgrading existing transit services such as light rail lines, in which many operate in disadvantaged communities, will reduce pollution exposure by alleviating traffic congestion while allowing rail service to operate more frequently without having to stop for local traffic. Likewise, new, faster regional rail services and *Rapid* bus routes will operate with a 10-minute frequency to serve disadvantaged communities for longer regional trips and connect them to local transit lines to reach their destinations.

Ultimately, these transit lines connect to high transportation activity areas that serve communities with a high concentration of people, destinations, and travel choices tailored specifically to the needs of the community.

Flexible Fleets

In conjunction with high-quality transit services, Flexible Fleets offer on-demand travel options to complete short trips within and around the community. While new transit services and stations alone will not completely address the air pollution burden disadvantaged communities face, the electrification of shared flexible vehicle fleets and charging stations can help reduce pollution emission and exposure.

Regional Active Transportation Network

The Regional Plan provides an active transportation network that serves regional trips and heavily traveled local corridors.

The Regional Bike Network provides almost 400 miles of bike facility upgrades and new construction to establish a safe, interconnected network that is easy to get around and promotes clean transportation throughout the region, providing a significant contribution towards efforts to reduce pollution exposure in disadvantaged communities.

Design of all our active transportation projects center safety and comfortability for every person to walk, bike, and roll by implementing facilities like protected bikeways and heavily traffic-calmed streets.

Summary

A more robust, reliable, and convenient transit and active transportation network would help create more equitable access to jobs, education, and healthcare, particularly for disadvantaged communities while reducing reliance on the use of single-occupancy vehicles.

Regional Plan Policies and Programs

SANDAG has identified 10 policy and program areas that are significant contributors to meeting our requirements for air quality and reducing greenhouse gas emissions, as well as advancing our goals for equity, safety, and healthy communities. These strategies maximize the benefits of the region's investments in transportation infrastructure. Below is a list of the 10 policies and programs, including a brief description of how social equity is being considered for each and how the policy or program could reduce pollution exposure in disadvantaged communities. Complete descriptions of each policy and program are included in **Appendix A: Transportation Projects, Programs, Policies, and Phasing**.

Climate

To help reach regional and state climate goals, SANDAG is working on projects, programs, and plans to reduce greenhouse gas (GHG) emissions that cause climate change, as well as prepare communities to adapt to the effects of climate change. SANDAG efforts to reduce pollution exposure in disadvantaged communities include:

- SANDAG is developing the Climate Action Roadmap to serve as a long-term vision for reducing climate pollution in the region, with specific emphasis on benefits for affected communities and outreach to expand engagement in historically underserved communities. More information on the Climate Action Roadmap can be found on SANDAG's **Regional Climate Action Planning webpage**.

- To better prepare communities for the impacts of climate change, such as increased risk of extreme heat, rising sea levels, flooding, and wildfires; SANDAG developed the **Regional Resilience Framework** and adaptation planning tools that serve as resources for local governments and agencies to better address adaptation planning and projects, including from a social equity perspective.
- SANDAG is building on the framework to undertake the California- Baja, California Border Resiliency Plan to identify climate stressors and community impacts in the border region.

SANDAG recognizes that all residents, regardless of age, race, or income, deserve to live in safe and healthy communities. Addressing climate change 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. SANDAG will prioritize equitable distribution of funding and program assistance for communities in our region that are most vulnerable to climate change.

Digital Infrastructure

SANDAG's **Digital Infrastructure** program seeks opportunities to expand infrastructure in areas that need it most, connecting public facilities and ensuring that San Diego remains at the forefront of the digital revolution. Expanding broadband infrastructure across our region helps us meet state mandates to reduce greenhouse gas emissions by laying the essential groundwork for various smart city and transportation initiatives that reduce the number of miles people need to drive. Supporting the expansion of SANDAG's intelligent transportation systems by expanding broadband infrastructure will enable a more data-driven, multi-modal transportation network. Enabling these new technologies can help improve bike and pedestrian safety, as well as reduce congestion for transit and passenger vehicles, contributing to a reduction in pollution exposure across the region and in vulnerable communities.

Fix it First

Fix it First is a best management practice for infrastructure assets where regular maintenance and repair have a lower lifecycle cost than replacement after deferred maintenance. SANDAG supports monitoring of transit assets, and pavement and bridge facilities on the National Highway System. Maintaining assets in a state of good repair benefits the entire region financially with lower lifecycle costs and with the high quality of the asset.

In many instances, maintenance and repair needs are greater than available funds, and priorities must be established. This initiative will support owning agencies with prioritization processes to account for historically disadvantaged communities. For transit, this provides regular service free of breakdowns eliminating prolonged roadside wait times. For roadways and bridges, this provides quality travel surfaces. Reliable transit systems provide a compelling alternative to single occupancy vehicle trips, reducing vehicle emissions, and well-sealed, intact, pavements keep asphalt and other particulate emissions from polluting the community.

Habitat Conservation

San Diego is a hotspot of global biodiversity, but the region currently has the highest number of endangered species in the continental United States. This is largely a result of urbanization and the development of our cities. **SANDAG's Habitat Conservation Vision**: Protect, Reconnect, and Respect guide our efforts to preserve our native species and open space for future generations. This is critical in increasing climate resiliency and reducing the impacts of pollution.

The San Diego region has approximately 1.3 million acres of conserved land, and through SANDAG's Environmental Mitigation Program, about 9,215 acres of that land have been preserved. These conservation efforts not only protect San Diego's wealth of open space and natural resources but also help sequester greenhouse gas emissions and improve water quality.

Health

Sustained exposure to air pollution increases people's likelihood of developing serious long-term health issues, including heart and lung disease, as tiny particles inhaled from sources of transportation and industrial pollution can build up in the lungs over time.

Based on the results of CalEnviroScreen, we have identified the communities that bear the brunt of these health impacts due to disproportionately poor air quality and few viable alternatives to car-centered infrastructure, a consequence of decades of underinvestment. The Regional Plan prioritizes a variety of projects in these communities, ranging from active transportation, transit, and electric vehicle (EV) programs, these projects seek to reduce pollution exposure in these communities.

Housing and Land Use

Our **Sustainable Communities Strategy** (SCS), found in Chapter 2 of the Regional Plan, will guide our cities and county to develop more housing in areas with access to public transit and other sustainable transportation choices (including ones that exist now and future ones). This will give residents convenient options for getting around the region without always needing to drive alone. And by supporting housing development in these areas, we're also meeting our region's climate emission reduction goals while making it easier for residents to get to where they live, work, and play.

The SCS and **Housing Acceleration Program** (HAP) includes programs and projects that work together to promote equitable growth throughout the region, primarily in areas that promote access to lots of transit options and other sustainable transportation modes.

Pricing Strategies

The Regional Plan incorporates a variety of pricing strategies to help us better manage our transportation system, including managed lanes, delivery fees, ridehailing company service fees, parking fees, and incentives. Many of these are fees charged to users and reflect that transportation choices can create pollution, congestion, and other community impacts. However, incentives like transit discounts can make other transportation choices more affordable and accessible. Pricing strategies change the cost of some types of transportation to encourage people to choose more sustainable ways of getting around, either making the healthier choices cheaper or making polluting choices more expensive. Balancing these choices can reduce pollution exposure by reducing traffic congestion and generating funds to provide cleaner travel options.

Before enacting any of these policies, we will study many options for equitably collecting and using the revenues and ask for feedback from the public to ensure they don't unfairly burden people with limited incomes, people of color, seniors, rural communities, or others.

We can also use technology and demographic information to focus benefits. For example, the transportation technology and system management can provide discounts to low-income, youth, and other vulnerable populations. Meanwhile, revenues can be prioritized to fund improved transportation options for low-income, historically underserved, and pollution-burdened communities.

Transportation Demand Management

Transportation demand management is a combination of policies and programs that help reduce traffic congestion by promoting sustainable transportation options including carpooling, vanpooling, teleworking, taking transit, biking, and walking. Sustainable Transportation Services is the transportation demand management program for the San Diego region. Future programs include expanding the Try Transit program to housing developments near transit and to residents served by community-based organizations in underserved communities, expanding an e-bike program for low-income individuals to be able to better access the region and reduce VMT, and supporting schools with the development of a trip reduction plan to make student and staff commutes more sustainable. Bi-annual community-wide events, Bike Anywhere Day and Clean Air Day, encourage and reward people for using sustainable commute modes. These campaigns have included both English and Spanish materials and community-based organizations are engaged to ensure community wide engagement in underserved communities.

Transportation Technology & Operational Improvements

Transportation technology and operational improvements focus on strategies that maximize the flow of people and goods while maintaining an institutional commitment to provide the best possible performance of the transportation system as a whole, regardless of institutional and operational boundaries or ownership of transportation systems. This concept is known as transportation system management and operations.

The primary way in which transportation system management and operations aims to better manage the transportation system is through facilitating coordination and collaboration across jurisdictions. Enhancing cross-agency coordination can lead to an integration of the Region's transportation networks including local roadways, freeways, and transit services.

Transportation system management and operations strategies are often supported or enabled by technology and can include dynamic signal timing, real-time traveler information, and smart-intersection systems.

The overall product of successful implementation of these strategies is an integrated transportation network that allows for an efficiently operated transit system, reliable travel times across all modes, and safer streets. The more the region is successful in optimizing and managing its existing transportation network, the more it achieves equitable outcomes as it relates to pollution exposure, safety, and access to affordable and reliable transit.

Vision Zero

SANDAG implements and promotes strategies to reduce the number and severity of crashes, including traffic calming measures, safe street design, and driver education. These efforts are in alignment with **Vision Zero**, a global initiative to eliminate traffic related fatalities and serious injuries and the Safe Systems Approach, a holistic approach to safety that accounts for human error and vulnerability. Additionally, SANDAG has developed a Regional Vision Zero Action Plan and supporting safety networks that identify the highest concentrations of crashes and proactively locate safety enhancement opportunities before a severe crash occurs. Low-income communities and communities of color are disproportionately impacted by traffic crashes. These areas represent 19% of our region, but they experience 40% of serious crashes. SANDAG partnered with Community Based Organization partners to get their input on these initiatives and specific solutions residents have identified as most important to their neighborhoods. Enhancing safety for active transportation makes roadways safer for everyone, promotes non-auto purpose-based trips, reducing vehicle generated pollutants, and pollution exposure.

Programs

Active Transportation Grant Programs

The **Active Transportation Grant Program** supports local jurisdictions to plan and build facilities that promote multiple travel choices and increase connectivity to transit, schools, retail centers, parks, work, and other community gathering places. The program also encourages local jurisdictions to provide bike parking and education, encouragement, and awareness programs that support pedestrian and bike infrastructure. The California Active Transportation Program (ATP) also funds projects that encourage active modes of transportation and includes a requirement that 25% of the projects be located in disadvantaged communities. By providing more active transportation options with regional connectivity and supporting implementation of local climate action plans and complete streets policies, we can reduce pollution exposure in disadvantaged communities. Example projects include construction of bikeways, sidewalks, safety countermeasures, and other active transportation improvements like bike lockers and bike parking; public outreach and other encouragement programs; and the development of active transportation plans.

Housing Acceleration Program

HAP provides grant funding to local jurisdictions to fund planning and capital projects related to the acceleration of housing production within infill areas. Grants can be used to fund a variety of projects that facilitate housing, supply, choice, and affordability; affirmatively further fair housing; and reduce vehicle miles traveled. The program offers grant funds to assist local jurisdictions in meeting their housing goals, achieve housing element compliance, and support the Regional Plan and Sustainable Communities Strategies goals. Example projects include general or specific plan and zoning updates to increase density in key infill areas, affordable housing feasibility studies, and innovative programs to streamline housing development for affordable and missing middle housing typologies.

Smart Growth Incentive Program

The Smart Growth Incentive Program (SGIP) supports transportation investments that create more compact, walkable, bikeable, and transit-oriented communities. Specifically, the SGIP provides funding to local governments (the 18 cities and the County of San Diego) to support transportation-related infrastructure improvements and planning efforts that promote smart growth development. Smart growth development, especially when targeted in disadvantaged communities, preserves open space and natural resources and reduces the use of single occupancy vehicles by planning and building housing near transit, jobs, services, and public facilities allowing more people to access quality transit and active transportation networks. As a result, smart growth development helps reduce pollution reduction in those communities. Example planning projects include area specific or corridor master plans, community plan updates, and planning studies for future transportation infrastructure improvements. Example capital projects include streetscape enhancements, complete streets implementation, and pedestrian and bicycle infrastructure improvements.

Specialized Transportation Grant Programs

In an effort to make transportation accessible to all, SANDAG administers grant programs that encourage organizations to expand transportation options for older adults and/or people with disabilities. SANDAG has three specialized transportation grant programs: Federal Transit Administration Section 5310 grant program, Senior Mini-Grant program, and Access for All grant program. Funding for these services is crucial in meeting the increasing needs of older adults and individuals with disabilities as our region's population ages. In the San Diego region, the need for mobility for older adults is expected to increase as the population aged 60 and older is projected to grow to approximately 955,000 people by 2050. In addition, close to ten percent of the region's population has a disability currently. These programs not only increase mobility among these populations, but they also utilize cleaner transportation by funding higher occupancy vehicles that reduce single occupancy vehicle miles traveled as well as the corresponding greenhouse gas emissions.

Attachment A2:
Transit Frequencies and Level of Service

Transit Frequencies and Span of Service

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
Regional Rail	398	2035: Oceanside to Downtown 2050: Camp Pendleton to Downtown	30–45	120–180	20	60	20	60	5 a.m.–8:00 p.m.	4 a.m.–12 a.m.
Regional Rail	598	Pacific Surfliner Rail2Rail (LOSSAN)	60-120	60-120	60	60	60	60	4 a.m.–12 a.m.	4 a.m.–2 a.m.
Light Rail Transit	399	SPRINTER (Oceanside to Escondido)	30	30	10/20	20	10	10	4 a.m.–9:30 p.m.	4 a.m.–2 a.m.
Light Rail Transit	510	Blue Line (San Ysidro to UTC)	7.5/15	7.5/15	7.5	7.5	7.5	7.5	4:30 a.m.–1:30 a.m.	4 a.m.–2 a.m.
Light Rail Transit	520	Orange Line (El Cajon to Downtown)	15	15	7.5	7.5	7.5	7.5	4:30 a.m.–1:30 a.m.	4 a.m.–2 a.m.
Light Rail Transit	530	Green Line (El Cajon to Downtown)	15	15	7.5	7.5	7.5	7.5	4 a.m.–1 a.m.	4 a.m.–2 a.m.
Light Rail Transit	535	Copper Line (El Cajon to Santee)	15	15	15	15	15	15	5 a.m.–12 a.m.	4 a.m.–2 a.m.
Light Rail Transit	582	Mission Valley to U.S.–Mexico Border via City Heights, National City, Chula Vista	--	--	--	--	10	10	--	4 a.m.–2 a.m.
Streetcar	555	Balboa Park Perimeter Streetcar: Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	--	--	See Rapid 255	See Rapid 255	10	10	--	4 a.m.–2 a.m.
Airport Connection	577	Airport to Downtown Transit Connection	--	--	10	10	10	10	--	24 hours
Rapid	120	Kearny Mesa to Downtown via Fashion Valley	See Express Bus 120	See Express Bus 120	10	10	10	10	5 a.m.–11:30 p.m.	4 a.m.–12 a.m.
Rapid	201	UTC Transit Center to UC San Diego via UC San Diego Medical Center or Nobel Drive	5	10	5	10	5	10	6 a.m.–12 a.m.	4 a.m.–12 a.m.
Rapid	202	UTC Transit Center to UC San Diego via UC San Diego Medical Center or Nobel Drive	5	10	5	10	5	10	5:30 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Rapid	204	UTC East Loop via Executive Drive / Judicial Drive / Nobel Drive	30	30	12	12	12	12	6 a.m.–10 p.m.	4 a.m.–12 a.m.
Rapid	207	Chula Vista Bayfront to Millennia via H Street Corridor, Southwestern College	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Rapid	209	Chula Vista Bayfront to Millennia via H Street Corridor, Southwestern College	--	--	10	10	10	10	--	4 a.m.–12 a.m.
Rapid	210	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town	--	--	10	10	10	10	--	4 a.m.–2 a.m.
Rapid	211	SDSU to Downtown via Adams Avenue	--	--	12	12	12	12	--	4 a.m.–12 a.m.
Rapid	212	Spring Valley to Downtown via Southeast San Diego	--	--	12	12	12	12	--	4 a.m.–2 a.m.
Rapid	215	SDSU to Downtown via El Cajon Boulevard	12	12	10	10	10	10	4:30 a.m.–2 a.m.	4 a.m.–2 a.m.
Rapid	225	Otay Mesa Transit Center to Downtown San Diego via Chula Vista, I-805	15	30	10	10	10	10	4:30 a.m.–12 a.m.	4 a.m.–12 a.m.

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	227	Otay Mesa East Port of Entry to Imperial Beach via SR 905	7.5/15	15	10	10	10	10	4:30 a.m.–12:30 a.m.	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.
Rapid	229	Pacific Beach to Convention Center via Ingraham Street, Sports Arena Boulevard, Pacific Highway	--	--	12	12	12	12	--	4 a.m.–12 a.m.
Rapid	230	Balboa Station to UTC via Pacific Beach, La Jolla	--	--	12	12	12	12	--	4 a.m.–12 a.m.
Rapid	235	Escondido to Downtown San Diego via I-15	15	15	10	10	10	10	4:30 a.m.–12 a.m.	4 a.m.–12 a.m.
Rapid	237	UC San Diego to Rancho Bernardo via Sorrento Valley and Mira Mesa	15	--	15	15	15	15	6 a.m.–8:30 p.m.	4 a.m.–10 p.m.
Rapid	238	UC San Diego to Rancho Bernardo via Sorrento Valley and Carroll Canyon	--	--	15	15	15	15	--	4 a.m.–10 p.m.
Rapid	241	UC San Diego Medical Center – Hillcrest to UTC/UC San Diego via Linda Vista and Clairemont	--	--	10	10	10	10	--	4 a.m.–12 a.m.
Rapid	243	Pacific Beach to Kearny Mesa via Clairemont Mesa	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Rapid	255	Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	--	--	10	10	See Streetcar 555	See Streetcar 555	--	See Streetcar 555
Rapid	256	SDSU to Rancho San Diego/Cuyamaca College via College Grove and Spring Valley	--	--	10	10	10	10	--	4 a.m.–12 a.m.
Rapid	259	El Cajon Transit Center to Lemon Grove Depot via Washington Avenue, Avocado Avenue, Campo Road, Bancroft Drive	--	--	12	12	12	12	--	4 a.m.–12 a.m.
Rapid	265	Otay Mesa POE to SDSU Mission Valley via SR 125, I-805, I-15	--	--	15	30	15	30	--	4 a.m.–12 a.m.
Rapid	277	Ramona to Sabre Springs Transit Station	--	--	30	60	30	60	--	4 a.m.–10 p.m.
Rapid	280	Escondido to Downtown	30 pk dir	--	15	30	15	30	5 a.m.–9 p.m.	4 a.m.–10 p.m.
Rapid	290	Rancho Bernardo to Downtown	30 pk dir	--	15	30	15	30	5 a.m.–9 p.m.	4 a.m.–10 p.m.
Rapid	292	El Cajon to Otay Mesa via El Cajon, Jamacha, and Otay Lakes	--	--	12	12	12	12	--	4 a.m.–2 a.m.
Rapid	293	Palm Avenue Trolley to Otay Ranch via Palomar Street	--	--	10	10	10	10	--	4 a.m.–10 p.m.
Rapid	295	Spring Valley to Clairemont via La Mesa and Kearny Mesa	--	--	10	10	10	10	--	4 a.m.–10 p.m.
Rapid	350	Escondido *Rapid*	15	20	10	10	10	10	4:30 a.m.–11 p.m.	4 a.m.–12 a.m.
Rapid	440	Carlsbad to Escondido Transit Center via Palomar Airport Road	--	--	12	12	12	12	--	4 a.m.–12 a.m.
Rapid	483	Temecula to Palomar College via I-15, SR 78, CSUSM	--	--	15	30	15	30	--	4 a.m.–10 p.m.

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	484	Commuter Express: Carlsbad to Kearny Mesa via I-15; Palomar Airport Road, SR 78, I-15 Rancho Bernardo Transit Center	--	--	15	15	15	15	--	4 a.m.–10 p.m.
Rapid	485	Oceanside to Encinitas via El Camino Real	--	--	12	12	12	12	--	4 a.m.–12 a.m.
Rapid	486	Oceanside to Carlsbad/San Marcos via Melrose Drive	--	--	12	12	12	12	--	4 a.m.–12 a.m.
Rapid	491	Nordahl Marketplace to East Escondido via downtown	--	--	10	10	10	10	--	4 a.m.–12 a.m.
Rapid	493	Oceanside to Solana Beach to UTC/UC San Diego via Highway 101 Coastal Communities, Carmel Valley	--	--	12	12	12	12	--	4 a.m.–2 a.m.
Rapid	494	Oceanside to Vista via Mission Avenue/Santa Fe Road Corridor	--	--	12	12	12	12	--	4 a.m.–12 a.m.
Rapid	497	Carlsbad Village to SR 76 via College Boulevard, Plaza Camino Real	--	--	10	10	10	10	--	4 a.m.–12 a.m.
Rapid	625	SDSU to Palomar Station via East San Diego, Southeast San Diego, National City	--	--	10	10	10	10	--	4 a.m.–12 a.m.
Rapid	630	Iris Trolley/Palomar to Kearny Mesa via I-5/SR 163 and City College	--	--	15	15	15	15	--	4 a.m.–10 p.m.
Rapid	635	Eastlake to Palomar Trolley via Main Street Corridor	--	--	10	10	10	10	--	4 a.m.–10 p.m.
Rapid	637	North Park to 32nd Street Trolley Station via Golden Hill	--	--	15	15	15	15	--	4 a.m.–2 a.m.
Rapid	638	Iris Trolley to Otay Mesa via Otay, Airway Drive, SR 905 Corridor	--	--	12	12	10	10	--	4 a.m.–10 p.m.
Rapid	640	San Ysidro to Santa Fe Depot via I-5 and City College	--	--	10	10	10	10	--	4 a.m.–10 p.m.
Rapid	688	San Ysidro to UTC via 805, Kearny Mesa, UTC (stops at Palomar Street, H Street, Plaza Boulevard, 47th Street, El Cajon Boulevard, University Avenue, SDSU Mission Valley, Clairemont Mesa Boulevard, UTC)	--	--	10	10	10	10	--	4 a.m.–2 a.m.
Rapid	880	El Cajon to UC San Diego via Santee, SR 52, Kearny Mesa, I-805, UTC	--	--	10	15	10	15	--	4 a.m.–10 p.m.
Express Bus	10	Old Town to University Avenue/College Boulevard	12	15	See Rapid 210	See Rapid 210	See Rapid 210	See Rapid 210	4:30 a.m.–12:30 a.m.	See Rapid 10
Express Bus	20	Existing: Downtown to Rancho Bernardo; 2035: Kearny Mesa to Rancho Bernardo	15	30	15	15	15	15	5 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Express Bus	60	Euclid Transit Center to UTC	30	--	15	30	See LRT *582*	See LRT *582*	5 a.m.–8 p.m.	See Regional Rail 582

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
Express Bus	110	Downtown to Mira Mesa	4 morning trips 4 evening trips	--	15	--	15	--	6 a.m.–6 p.m.	4 a.m.–12 a.m.
Express Bus	120	Kearny Mesa to Downtown via Fashion Valley	15 DT–FV 30 (FV–KM)	15 DT–FV 30 (FV–KM)	See Rapid 120	See Rapid 120	See Rapid 120	See Rapid 120	5 a.m.–11:30 p.m.	See Rapid 120
Express Bus	121	CBX to Iris Transit Station Express	--	--	15	15	15	15	--	24 hours
Express Bus	246	Rancho Bernardo to UC San Diego via SR 56 (Rancho Bernardo and Sabre Springs to UTC/UC San Diego)	--	--	15	30	15	30	--	4 a.m.–12 a.m.
Express Bus	247	Escondido to UC San Diego via SR 56 (Escondido Transit Center and Del Lago to UTC/UC San Diego)	--	--	15	30	15	30	--	4 a.m.–12 a.m.
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
Local Bus	1	Fashion Valley to La Mesa	15	15	10	10	10	10	5 a.m.–12 a.m.	4 a.m.–2 a.m.
Local Bus	2	Downtown San Diego to 30th Street and Adams Avenue	12	15	10	15	10	10	4:30 a.m.–1 a.m.	4 a.m.–12 a.m.
Local Bus	3	UC San Diego Medical Center - Hillcrest to Euclid Transit Center	12	12	10	10	10	10	4:30 a.m.–12:30 a.m.	24 hours
Local Bus	4	12th and Imperial Trolley to Lomita Village	30	30	10	10	10	10	5 a.m.–12 a.m.	24 hours
Local Bus	5	Downtown San Diego to Euclid Transit Center	13	12	10	10	10	10	5 a.m.–11:30 p.m.	24 hours
Local Bus	6	North Park to Fashion Valley	15	15	10	10	10	10	6:30 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Local Bus	7	Downtown San Diego to University Avenue/College Boulevard	10	10	7.5	7.5	7.5	7.5	4:30 a.m.–2 a.m.	24 hours
Local Bus	8	Old Town to Mission Beach/ Pacific Beach	20	20	10	15	10	15	5:30 a.m.–12 a.m.	4 a.m.–12 a.m.
Local Bus	9	Old Town to Pacific Beach	20	20	10	15	10	15	6 a.m.–9:30 p.m.	4 a.m.–12 a.m.
Local Bus	11	SDSU to Downtown San Diego	15	15	10	15	10	15	4:30 a.m.–11 p.m.	24 hours
Local Bus	12	City College to Skyline Hills	15	15	10	10	10	10	4:30 a.m.–12 a.m.	24 hours
Local Bus	13	Kaiser Hospital to 24th Street Transit Center	12	12	12	12	12	12	4:30 a.m.–12 a.m.	24 hours
Circulator	14	Grantville Trolley to Baltimore Drive and Lake Murray Boulevard	60	60	15	15	15	15	6 a.m.–7 p.m.	4 a.m.–12 a.m.
Circulator	18	Grantville Trolley via Camino del Rio	30	30	15	15	15	15	7 a.m.–5:30 p.m.	4 a.m.–12 a.m.
Local Bus	25	Fashion Valley to Kearny Mesa	60	60	30	30	30	30	6:30 a.m.–7 p.m.	4 a.m.–10 p.m.
Local Bus	27	Pacific Beach to Kearny Mesa Transit Center	30	30	15	15	15	15	5:30 a.m.–10 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 p.m.	4 a.m.–12 a.m.

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
Local Bus	30	Old Town to UTC/VA Medical Center	15	15	15	15	15	15	5 a.m.–12:30 a.m.	4 a.m.–12 a.m.
Local Bus	31	UTC to Mira Mesa	30	180	15	30	15	30	5:30 a.m.–8 p.m.	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	41	Fashion Valley to UC San Diego	7.5	15	15	15	15	15	5:30 a.m.–11:30 p.m.	4 a.m.–12 a.m.
Local Bus	43	Balboa Station to Kearny Mesa Transit Center	15	20	15	15	15	15	--	4 a.m.–12 a.m.
Local Bus	44	Old Town to Clairemont Square	15	15	12	12	12	12	4:30 a.m.–12 a.m.	4 a.m.–12 a.m.
Circulator	83	Downtown San Diego to Old Town	70	70	30	30	30	30	6 a.m.–7 p.m.	4 a.m.–10 p.m.
Circulator	84	Point Loma Shuttle	60	60	15	30	15	30	6 a.m.–6 p.m.	4 a.m.–12 a.m.
Circulator	88	Old Town to Fashion Valley	30	30	12	12	12	12	6 a.m.–9:30 p.m.	4 a.m.–12 a.m.
Local Bus	89	Solana Beach to UTC (via Del Mar Heights Road)	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Local Bus	101	Oceanside to VA/UC San Diego/UTC via Highway 101	30	30	15	15	15	15	5 a.m.–11 p.m.	4 a.m.–12 a.m.
Local Bus	105	Old Town to University City	30	30	12	12	12	12	5 a.m.–11 p.m.	4 a.m.–12 a.m.
Local Bus	115	El Cajon Transit Center to SDSU Transit Center	30	30	10	15	10	15	6 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Circulator	193	Iris Transit Center to San Ysidro High School	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Local Bus	195	8th Street Trolley to Plaza Bonita via 8th Street, L Avenue, and 30th Street	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Local Bus	196	8th Street Trolley to Plaza Blvd via 8th Street	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Local Bus	197	8th Street Trolley to 32nd Street Trolley via 40th Street/38th Street/32nd Street	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Local Bus	302	Oceanside to Vista via Vista Way	20	20	15	15	15	15	4:30 a.m.–11:30 p.m.	4 a.m.–12 a.m.
Local Bus	303	Oceanside to Vista via Town Center North	15	15	10	15	10	15	4 a.m.–12 a.m.	4 a.m.–12 a.m.
Local Bus	304	Encinitas to San Marcos via Rancho Santa Fe Road	30–60	60	15	30	15	30	5 a.m.–9 p.m.	4 a.m.–10 p.m.
Local Bus	305	Escondido to Vista via Mission Road and South Santa Fe Avenue	30	30	15	15	15	15	4 a.m.–11:30 p.m.	4 a.m.–12 a.m.
Local Bus	306	Fallbrook to Vista via Mission Road	30	60	15	15	15	15	5 a.m.–10 p.m.	4 a.m.–12 a.m.
Local Bus	308	Solana Beach to Escondido via Del Dios Highway	60	60	60	60	30	60	5 a.m.–9:30 p.m.	4 a.m.–12 a.m.
Local Bus	309	Oceanside to Encinitas via El Camino Real	30	30	15	15	15	15	4 a.m.–11 p.m.	4 a.m.–12 a.m.
Local Bus	311	San Luis Rey Transit Center to Rancho Del Oro SPRINTER Station Via Douglas Drive	60	0-180	60	0-180	60	0-180	5 a.m.–6 p.m.	4 a.m.–10 p.m.
Local Bus	313	Oceanside Transit Center to San Luis Rey Transit Center Via Mesa Drive	60	60	30	60	30	60	6 a.m.–8 p.m.	4 a.m.–10 p.m.

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
Local Bus	315	Carlsbad Village Station to 14 Area	45–60	60	30	60	30	60	4:30 a.m.–9:30 p.m.	4 a.m.–10 p.m.
Local Bus	318	Oceanside to Vista via Oceanside Boulevard and Bobier Drive	36–60	60	15	15	15	15	4:30 a.m.–8 p.m.	4 a.m.–12 a.m.
Local Bus	323	College Boulevard SPRINTER Station to Quarry Creek	60	60	60	60	60	60	5 a.m.–6 p.m.	4 a.m.–10 p.m.
Local Bus	325	College Boulevard SPRINTER Station	60	60	60	60	60	60	6 a.m.–7:30 p.m.	4 a.m.–10 p.m.
Local Bus	332	Vista to Buena Creek SPRINTER Station via Vista Business Park	22	30	15	15	15	15	4:30 a.m.–10 p.m.	4 a.m.–12 a.m.
Circulator	334	Vista Circulator	40	40	40	40	40	40	4:30 a.m.–8 p.m.	4 a.m.–10 p.m.
Local Bus	347	Cal State San Marcos to Palomar College	30	30	15	30	15	30	5:30 a.m.–7:30 p.m.	4 a.m.–12 a.m.
Circulator	351	Escondido Circulator	20	20	15	15	15	15	5 a.m.–11 p.m.	4 a.m.–12 a.m.
Circulator	352	Escondido Circulator	20	20	15	15	15	15	4 a.m.–10 p.m.	4 a.m.–12 a.m.
Local Bus	353	Escondido Transit Center to Nordahl Marketplace via Citracado Parkway	60	60	60	60	60	60	5:30 a.m.–8:30 p.m.	4 a.m.–10 p.m.
Local Bus	354	Orange Glen High School via Mission Avenue, Lincoln Avenue, and Citrus Avenue	30	30	15	15	15	15	5 a.m.–8:30 p.m.	4 a.m.–12 a.m.
Local Bus	355	El Norte Parkway and Valley Parkway-Counter Clockwise	60	60	30	30	30	30	6 a.m.–8:30 p.m.	4 a.m.–10 p.m.
Local Bus	356	Morning View Drive, El Norte Parkway, and Escondido Boulevard	30	30	15	15	15	15	5 a.m.–9:30 p.m.	4 a.m.–12 a.m.
Local Bus	357	El Norte Parkway and Valley Parkway-Clockwise	60	60	30	30	30	30	6:30 a.m.–6 p.m.	4 a.m.–10 p.m.
Local Bus	358	North Broadway, Country Club Lane, and El Norte Parkway–Clockwise	120	120	30	30	30	30	6 a.m.–8:30 p.m.	4 a.m.–10 p.m.
Local Bus	359	North Broadway, Country Club Lane, and El Norte Parkway–Counter Clockwise	120	120	30	30	30	30	5 a.m.–7:30 p.m.	4 a.m.–10 p.m.
Local Bus	371	FLEX Ramona Commuter	90	360	90	360	90	360	5 a.m.–7:30 p.m.	4 a.m.–10 p.m.
Local Bus	388	Escondido to Pala	90	120	30	30	30	30	4:30 a.m.–10:30 p.m.	4 a.m.–10 p.m.
Local Bus	392	FLEX Oceanside to 14 Area via Vandergrift Boulevard	60	60	60	60	60	60	5 a.m.–8:30 p.m.	4 a.m.–10 p.m.
Local Bus	395	FLEX Oceanside Transit Center to Camp San Onofre via Naval Hospital	180	180	180	180	180	180	7 a.m.–7 p.m.	4 a.m.–10 p.m.
Circulator	444	Carlsbad Poinsettia COASTER Connection via Faraday Avenue and Rutherford Road	90 pk dir	--	20	60	20	60	6:30 a.m.–6 p.m.	4 a.m.–10 p.m.
Circulator	445	Carlsbad Poinsettia COASTER Connection to Palomar College	90 pk dir	--	20	60	20	60	6:30 a.m.–6 p.m.	4 a.m.–10 p.m.

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
Circulator	449	Palomar College to New Development via Twin Oaks Valley Road and West Barham Drive	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Local Bus	471	Sorrento Valley East Coaster Connection	45	--	20	60	20	60	7 a.m.–5 p.m.	4 a.m.–12 a.m.
Local Bus	472	Sorrento Mesa Coaster Connection	45	--	20	60	20	60	7 a.m.–5 p.m.	4 a.m.–12 a.m.
Local Bus	473	Carroll Canyon Coaster Connection	45	--	20	60	20	60	7 a.m.–5 p.m.	4 a.m.–12 a.m.
Local Bus	478	Torrey Pines Coaster Connection	45	--	20	60	20	60	7 a.m.–5 p.m.	4 a.m.–12 a.m.
Local Bus	479	North University City Coaster Connection	45	--	20	60	20	60	7 a.m.–5 p.m.	4 a.m.–12 a.m.
Circulator	647	Mission Valley Loop via Friars Road, Fenton Parkway, and Camino Del Rio South	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Circulator	648	Mission Valley Loop via Grantville, Camino Del Rio South, and Fenton Parkway	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Circulator	649	Kearny Mesa Loop via Balboa Avenue, Ruffner Street, Copley Park Place, and Overland Avenue	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Circulator	661	Otay Mesa Loop via Otay Mesa Road, Heritage Road, Siempre Viva Road, and Alta Road	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Circulator	668	Kearny Mesa Loop via Ruffin Road, Aero Drive, Murphy Canyon Road, and Chesapeake Drive	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Circulator	675	Rancho Bernardo Business Park Loop	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Local Bus	701	H Street Transit Center to Palomar Street Transit Center via Hilltop Drive	15	15	15	15	15	15	5:30 a.m.–11 p.m.	4 a.m.–12 a.m.
Local Bus	704	E Street Transit Center to Palomar Transit Center	30	30	15	15	15	15	5:30 a.m.–10 p.m.	4 a.m.–12 a.m.
Local Bus	705	E Street Transit Center to Southwestern College	30	30	15	15	15	15	6 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Local Bus	707	Otay Ranch Town Center to Southwestern College	30	30	15	15	15	15	5 a.m.–8 p.m.	4 a.m.–10 p.m.
Local Bus	709	H Street Transit Center to Otay Ranch Town Center	15	15	15	15	15	15	5 a.m.–11 p.m.	4 a.m.–12 a.m.
Local Bus	712	Palomar Transit Center to Southwestern College	10	15	12	12	12	12	5 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Circulator	715	Otay Ranch Loop via Southwest College, La Media Road, Hunte Parkway, and Eastlake Parkway	--	--	15	30	15	30	--	4 a.m.–12 a.m.
Circulator	716	Lower Otay Ranch Loop via Birch Road, Orion Avenue, Rock Mountain, and La Media Road	--	--	15	15	15	15	--	4 a.m.–12 a.m.
Local Bus	815	El Cajon Transit Center to East Main Street	15	15	10	10	10	10	4:45 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Local Bus	816	El Cajon Transit Center to Cuyamaca College	30	30	15	30	15	30	6 a.m.–7 p.m.	4 a.m.–12 a.m.
Local Bus	832	Santee Town Center to North Santee	45	60	15	15	15	15	6 a.m.–7:30 p.m.	4 a.m.–10 p.m.
Local Bus	833	El Cajon Transit Center to Santee Town Center	45	45	15	15	15	15	5:30 a.m.–6:30 p.m.	4 a.m.–10 p.m.
Local Bus	834	Santee Town Center to West Santee	60	60	15	15	15	15	6:30 a.m.–7 p.m.	4 a.m.–10 p.m.

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
Local Bus	838	El Cajon Transit Center to Viejas	60	60	30	30	30	30	5 a.m.–8:30 p.m.	4 a.m.–12 a.m.
Local Bus	842	Poway Business Route (Mira Mesa Transit Center to Poway Business to Sabre Springs Transit Center)	--	--	20	60	20	60	--	4 a.m.–12 a.m.
Local Bus	848	El Cajon to Lakeside	30	30	15	15	15	15	4:30 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Circulator	851	Spring Valley to La Mesa	60	60	15	15	15	15	5:30 a.m.–7 p.m.	4 a.m.–12 a.m.
Local Bus	852	University Avenue/54th Street to Grossmont Transit Center via University Avenue	30	30	15	30	15	30	5 a.m.–11:30 p.m.	4 a.m.–12 a.m.
Local Bus	854	Grossmont Transit Center to Grossmont College	60	60	15	15	15	15	5:30 a.m.–7:30 p.m.	4 a.m.–12 a.m.
Local Bus	855	Rancho San Diego to La Mesa	30	30	15	15	15	15	6 a.m.–11 p.m.	4 a.m.–12 a.m.
Local Bus	856	SDSU to Cuyamaca College	30	30	15	15	15	15	4:30 a.m.–11 p.m.	4 a.m.–12 a.m.
Local Bus	864	El Cajon to East County Square	30	30	15	15	15	15	5 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Local Bus	872	El Cajon Shuttle Loop Counter Clockwise	30	30	15	30	15	30	7 a.m.–7:30 p.m.	4 a.m.–12 a.m.
Local Bus	874	El Cajon Eastside Shuttle Clockwise	30	30	15	15	15	15	5 a.m.–10 p.m.	4 a.m.–12 a.m.
Local Bus	875	El Cajon Eastside Shuttle Counter Clockwise	30	30	15	15	15	15	5:30 a.m.–10 p.m.	4 a.m.–12 a.m.
Rural Bus	888	Jacumba Hot Springs to El Cajon	4 trips per week	--	2 trips daily	--	2 trips daily	--	9:40 a.m.–6 p.m.	9:40 a.m.–6 p.m.
Rural Bus	891	Borrego Springs to El Cajon	2 trips per week	--	2 trips daily	--	2 trips daily	--	7:30 a.m.–5:30 p.m.	7:30 a.m.–5:30 p.m.
Rural Bus	892	Borrego Springs to El Cajon	2 trips per week	--	2 trips daily	--	2 trips daily	--	7:30 a.m.–5:30 p.m.	7:30 a.m.–5:30 p.m.
Rural Bus	894	Morena Village to El Cajon	8 trips daily	--	60	60	60	60	5:30 a.m.–8 p.m.	5:30 a.m.–8 p.m.
Local Bus	901	Iris Transit Center to Downtown San Diego	15	30	15	15	15	15	4:30 a.m.–2:30 a.m.	4 a.m.–12 a.m.
Local Bus	904	Coronado Shuttle	0–60	60	15	15	15	15	10 a.m.–7 p.m.	4 a.m.–12 a.m.
Local Bus	905	Otay Mesa Transit Center to Iris Trolley	15–30	30	15	30	15	30	4 a.m.–10 p.m.	4 a.m.–12 a.m.
Local Bus	906	Iris Transit Center to Otay Mesa Transit Center	15	15	10	10	10	10	4 a.m.–2:30 a.m.	4 a.m.–12 a.m.
Local Bus	907	Iris Transit Center to San Ysidro Counter Clockwise	15	15	10	10	10	10	4 a.m.–3 a.m.	4 a.m.–12 a.m.
Local Bus	909	Otay Mesa Transit Center to Southwestern College at Otay Mesa	60	60	30	30	30	30	5 a.m.–8 p.m.	4 a.m.–12 a.m.
Local Bus	916	Oak Park to Emerald Hills Loop Clockwise	30–60	30–60	15	30	15	30	5 a.m.–9:30 p.m.	4 a.m.–12 a.m.
Local Bus	917	Oak Park to Emerald Hills Loop Counter Clockwise	30–60	60	15	30	15	30	5 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Local Bus	921	Mira Mesa to UTC	30	30	15	30	15	30	5:30 a.m.–8 p.m.	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.

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
Local Bus	928	Fashion Valley to Kearny Mesa	30	30	15	15	15	15	5 a.m.–10 p.m.	4 a.m.–12 a.m.
Local Bus	929	Iris Transit Center to Downtown San Diego	12–15	13	10	13	10	13	4:30 a.m.–3 a.m.	24 hours
Local Bus	932	Iris Transit Center to 8th Street Transit Center	15	15	15	15	15	15	4:30 a.m.–12:30 a.m.	24 hours
Local Bus	933	Iris Transit Center Loop to Imperial Beach Counter Clockwise	12–15	12	12	12	12	12	4:30 a.m.–12:30 a.m.	24 hours
Local Bus	934	Iris Transit Center Loop to Imperial Beach Clockwise	12–15	12	12	12	12	12	4:30 a.m.–1 a.m.	24 hours
Local Bus	936	Spring Valley to SDSU	30	30	15	15	15	15	5 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Local Bus	944	Sabre Springs to Poway via Poway Road	30	30	30	30	30	30	5 a.m.–7:30 p.m.	4 a.m.–12 a.m.
Local Bus	945	Rancho Bernardo to Old Poway Park via Pomerado Road, Poway Road	30	30	30	30	30	30	5 a.m.–7:30 p.m.	4 a.m.–12 a.m.
Local Bus	955	National City to SDSU	12–14	12	12	12	12	12	5 a.m.–11:30 p.m.	4 a.m.–12 a.m.
Local Bus	961	24th Street Transit Center to Encanto Trolley	15–30	15–30	15	15	15	15	5 a.m.–10:30 p.m.	4 a.m.–12 a.m.
Local Bus	962	8th Street Transit Center to Spring Valley	15	15	12	12	12	12	5 a.m.–11 p.m.	4 a.m.–12 a.m.
Local Bus	963	8th Street Transit Center to Paradise Hills	30	30	15	15	15	15	5:30 a.m.–10 p.m.	4 a.m.–12 a.m.
Local Bus	964	Camino Ruiz and Capricorn Way to Alliant International University via Miramar College Transit Station	30	30	30	30	30	30	5:30 a.m.–8 p.m.	4 a.m.–12 a.m.
Local Bus	965	City Heights Circulator	35	35	15	20	15	20	5 a.m.–9 p.m.	4 a.m.–12 a.m.
Local Bus	967	24th Street Transit Center to Division Street and Ava Street	60	60	30	30	30	30	6 a.m.–8:30 p.m.	4 a.m.–12 a.m.
Local Bus	968	8th Street Transit Center to Plaza Bonita	60	60	30	30	30	30	5 a.m.–9 p.m.	4 a.m.–12 a.m.
Local Bus	984	Miramar College Transit Station to Sorrento Valley via Carroll Canyon/Miramar Road Business Parks	--	--	20	60	20	60	--	4 a.m.–12 a.m.
Circulator	985	UC San Diego to Torrey Pines	15 pk dir	--	15	30	15	30	--	4 a.m.–12 a.m.
Local Bus	992	Airport to Downtown Shuttle	15	15	See *Airport Connection*	See *Airport Connection*	See *Airport Connection*	See *Airport Connection*	5 a.m.–12:30 a.m.	See Airport Connection
Microtransit	TL066	Central Chula Vista	--	--	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL067	Southeastern San Diego	15	15	15	15	15	15	--	5 a.m.–11 p.m.
Microtransit	TL068	Eastern San Diego	--	--	15	15	15	15	--	5 a.m.–11 p.m.
Microtransit	TL069	Casa De Oro / Spring Valley	--	--	15	15	15	15	--	8 a.m.–8 p.m.
Microtransit	TL070	Lakeside	--	--	15	15	15	15	--	8 a.m.–8 p.m.
Microtransit	TL071	Clairemont Mesa	--	--	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL072	Sorrento Valley	--	--	15	15	15	15	--	6 a.m.–10 p.m.

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
Microtransit	TL073	Kearny Mesa Convoy	--	--	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL074	Encinitas	--	--	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL075	Carlsbad Poinsettia	15	15	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL076	Buena Creek	--	--	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL077	San Marcos	15	15	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL078	Oceanside Eastern Core	--	--	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL079	Oceanside El Corazon	--	--	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL080	Vista	15	15	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL081	Escondido	--	--	15	15	15	15	--	6 a.m.–10 p.m.
Microtransit	TL082	Ramona	--	--	15	15	15	15	--	8 a.m.–8 p.m.
Microtransit	TL083	Fallbrook-Pala	--	--	15	15	15	15	--	8 a.m.–8 p.m.
Microtransit	TL084	El Cajon	--	--	15	15	15	15	--	8 a.m.–8 p.m.
Microtransit	TL085	Alpine	--	--	15	15	15	15	--	8 a.m.–8 p.m.
Microtransit	TL086	Borrego Springs	--	--	15	15	15	15	--	8 a.m.–8 p.m.

Attachment A3: Travel and Tourism

Background

This attachment addresses how the Regional Plan enhances travel and tourism consistent with 23 CFR 450.306 within the Metropolitan Transportation Planning final rule.

Introduction

San Diego is one of the top five travel destinations for Americans, with 31.8 million visitors in 2023, making tourism the second-largest industry in the region.[4] Visitors spent $14.3 billion in 2023, and the industry generates more than $1 billion annually in state and local occupancy, sales, and property taxes.

With a wide variety of attractions to enjoy, San Diego has something for everyone. Because of the large number of visitors and the importance of travel and tourism to our regional economy, SANDAG continues to plan and make travel easy and convenient for tourists and other visitors. SANDAG works with regional partners, including the San Diego Tourism Authority and the Downtown San Diego Partnership, to consider tourism in planning efforts. In addition, more than a dozen chambers of commerce and economic development councils foster travel and tourism in the region.

Year-Round Tourism

San Diego has many attractions that draw people to the region throughout the year. Our Mediterranean climate makes San Diego an ideal place to visit regardless of the season. Popular tourist locations include the San Diego Zoo and Safari Park, Balboa Park, SeaWorld, Legoland, multiple sporting event venues, and 70 miles of coastline. Additionally, the San Diego region is home to 17 federally recognized tribal governments with jurisdiction over 18 reservations, some of which contain gaming facilities, shopping, and entertainment venues. With a combination of public and private transportation options, San Diego residents and tourists have easy and convenient access to a variety of popular locations.

A great resource for visitors and residents alike is **511sd.com**, a regionally coordinated resource for transportation information. The interactive site includes information for travelers on current traffic, transit services, construction, active transportation, managed lanes, motorist roadside assistance, and more. The traffic information includes real-time travel speeds, traffic cameras, construction alerts, and a Twitter feed for regional transportation-related services. The Transit and Bike pages are designed to help people plan trips, while the FasTrak® and Motorist Aid pages show how to easily access these resources.

Within the existing transportation system, there are many transit and active transportation routes that provide people with access to popular tourist destinations. More transportation projects will be ready as soon as 2029, and many more are planned through 2050. Below are some examples of existing and planned transit and active transportation routes included in the 2025 Regional Plan that provide access to major tourist destinations.

[4] "San Diego Industry Research," San Diego Tourism Authority, **sandiego.org/about/industry-research.aspx**.

Balboa Park/San Diego Zoo

- Rapid 215 and 255
- Tram 555 (Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, and Hillcrest)
- Pershing Bikeway and Balboa Park Bike Route

Beaches

- Rapid 103, 207, 210, 228, 229, 230, 243, 473, 474, 477, 484, 485, and 950
- Midway to Pacific Beach Bikeway
- Midway to Sunset Cliffs Bikeway
- Pacific Beach to Del Mar Bikeway
- Neighborhood Electric Vehicles (NEVs) in Coronado, La Jolla, Pacific Beach, and North County

Downtown/Convention Center/Gaslamp Quarter/Petco Park/Seaport Village/ USS Midway Museum

- Trolley Route 520 (Orange Line): El Cajon to Downtown
- Trolley Route 530 (Sycuan Green Line): Santee to Downtown
- Rapid Routes 120, 211, 212, 235, 280, and 910
- Regional Rail Routes 582 and 398 (COASTER)
- Tram 555
- Market Street Bikeway
- Central Mobility Bikeway
- Downtown/Little Italy NEV

Old Town San Diego

- Trolley Route 510 (UC San Diego Blue Line): San Ysidro to University City
- Trolley Route 530 (Sycuan Green Line): Santee to Downtown
- Rapid 210 and 228
- Morena Bikeway
- Uptown Bikeways

San Ysidro/International Border with Mexico

- Regional Rail Routes 582 and 398 (COASTER)
- Trolley Route 510 (UC San Diego Blue Line): San Ysidro to University City
- Rapid 640 and 688
- San Ysidro to Otay Mesa Connector Bikeway
- San Ysidro Mobility Hub

In addition to existing and expanded transit services, there are many planned managed lanes and rural corridor investments—components of the Complete Corridor strategy—that will provide access to regional travel and tourist destinations. These enhanced corridors will provide access to state parks such as Anza-Borrego, Cuyamaca Rancho, and Palomar Mountain; the Cabrillo National Monument; San Diego Zoo Safari Park; and other attractions. Improvements to rural corridors also support tribal governments' economic development opportunities related to gaming facilities and tourism.

The San Ysidro Mobility Hub will transform the existing San Ysidro Transit Center, which for decades has been an anchor for the regional system, into a state-of-the-art facility featuring multimodal connections, innovative technologies, user amenities, and human-centered design. The San Ysidro Mobility Hub is scaled to serve one of the region's most historically and culturally significant communities, one of the world's busiest land border crossings, and a dynamic segment of the binational population that live, work, and play on either side of the international border. It will also catalyze needed improvements for the UC San Diego Blue Line Trolley—the busiest Trolley line across the existing system and a key component of planned services along the corridor.

Special Events

To ensure that everyone gets to their events safely and on time, SANDAG currently works with the Convention Center, the San Diego Tourism Authority, and local transit providers to increase service and availability for public transportation during such events. For example, the Metropolitan Transit System (MTS) and the rideshare company Lyft have forged a partnership that works to enhance mobility accessibility. The Lyft mobile application provides real-time information about nearby MTS stations, routes, and pricing along with information about other available modes of travel, such as rideshare or e-scooters.

San Diego Comic-Con International attracts approximately 135,000 people to Downtown San Diego over the course of four days. Participants in this event take an estimated 680,000 trips on MTS buses and Trolleys. MTS increases service for several events, including San Diego Padres games, San Diego State University football and basketball games, and the Rock 'n' Roll Marathon. In total, more than 1 million additional passenger trips are recorded by MTS each year due to special events. North County Transit District (NCTD) also increases service for special events—for example, NCTD provides specially timed COASTER service for Padres games. For major annual events such as the San Diego County Fair, NCTD runs Special BREEZE Route 408, picking up visitors from the Escondido Transit Center and the Solana Beach Train Station.

For the New Year holiday, MTS offered late night service and free rides to help residents and visitors get home safely. On December 31, 2024, MTS passengers were offered free Trolley and bus rides after 6 p.m., with extended late-night service past 2 a.m. Extra service for holidays and special events can help decrease congestion in areas surrounding these events, making it safer and easier for visitors to reach their destination.

Next Steps

Many of the projects planned through 2035 will increase transit frequency and the number of routes to popular tourist destinations, allowing more visitors and residents access to them. These projects include expanded Rapid routes connecting major tourist destinations such as Coronado, Downtown San Diego, Fashion Valley, La Jolla, Old Town, Ocean Beach, San Diego International Airport, Point Loma, and UTC.[5] SANDAG will continue working with our regional and state partners to address demands on our transportation systems to support the regional tourism industry and ensure that everyone who lives in or visits San Diego has access to safe and convenient transportation options.

[5] Rapid Routes 10, 12, 28, 30, 41, 910, and 950 would be in service by 2035 or earlier.

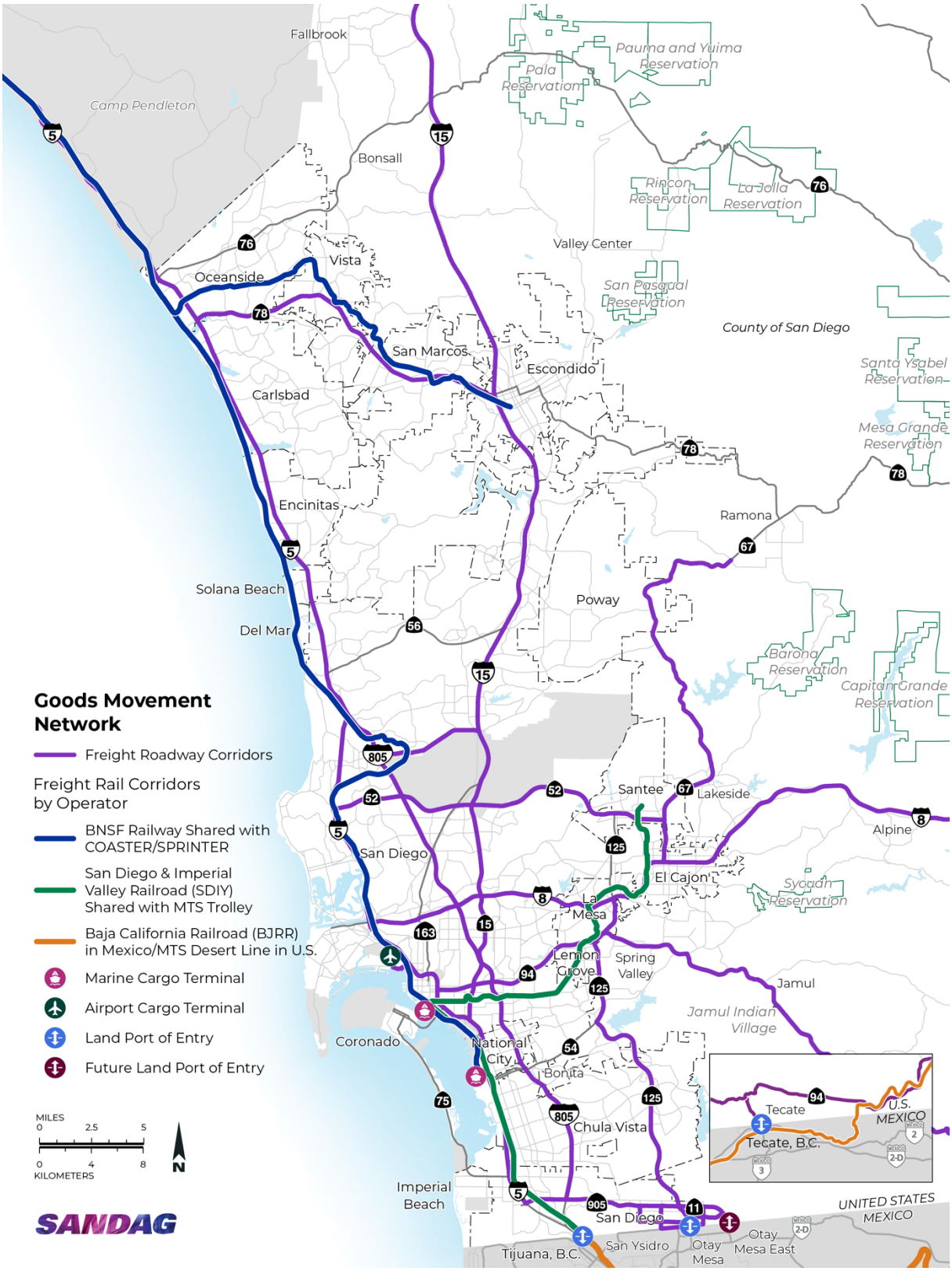
Attachment A4: Goods Movement

The Freight Network in 2025

Infrastructure

The movement of goods through any region is essential for supporting businesses and residents. Such movement in the San Diego region is facilitated through many modes of transportation and infrastructure networks, including highways and arterial roads, railroads, land ports of entry (POEs), maritime port terminals, the international airport, and pipelines. The main components of the regional goods movement network are shown in Figure A4.1.

Figure A4.1: Goods Movement Network



Source: SANDAG

Highways and Roads

There are three major north-south corridors handling goods movement in the San Diego region: I-5, I-805, and I-15. The region's one major east-west freeway, I-8, connects San Diego County with Imperial County and beyond toward Arizona. The north-south corridors are more heavily trafficked due to their connectivity to POEs along the southern border with Mexico as well as connectivity to major logistics facilities in the Los Angeles basin and the Inland Empire. Such facilities include the Ports of Los Angeles and Long Beach, rail and air cargo terminals, and one of the nation's largest concentrations of warehousing and distribution centers. The region's highways accommodate both commercial and passenger vehicle traffic. Arterial roads are often used to connect between the highway network and origins and destinations. However, some jurisdictions restrict through truck traffic on collector roads and local streets.

Rail

Rail carries a smaller percentage of total regional freight than trucks, but the rail yards and mainline infrastructure complement the highway network and support military needs. BNSF Railway is the region's only Class I railroad and operates on tracks shared with COASTER and SPRINTER passenger rail in the central and northern areas of the county. San Diego and Imperial Valley Railroad is a Class III short line railroad that operates along tracks shared with the San Diego Metropolitan Transit System (MTS) Orange and Blue Line Trolleys.

Sea

The Port of San Diego facilitates maritime cargo activity at the Tenth Avenue Marine Terminal (TAMT) and National City Marine Terminal (NCMT), both located within the San Diego Bay. Both marine terminals have on-site rail and road access, enabling landside movement of goods by either mode. All rail services to and from the two terminals are operated by BNSF Railway, and roadway access to the terminals is via Harbor Drive, 28th Street, and 32nd Street in San Diego and 8th Street and Bay Marina Drive in National City.

Air

Most of the San Diego region's air cargo moves through the San Diego International Airport. As the busiest single-runway airport in the nation and the region's primary airport for passenger travel, capacity for air cargo operations is constrained. Regional access to the airport is provided by I-5 and I-8, although there is no direct freeway access to or from the airport. Air cargo access is provided via Washington Street while access for belly cargo handled by passenger airlines is provided via North Harbor Drive.

Pipeline

Pipelines for gasoline and aviation fuel in the San Diego region consist primarily of those owned by Kinder Morgan Santa Fe Pacific Pipeline, L.P. and extending down from the Los Angeles area. Kinder Morgan has a terminal in Mission Valley for gasoline blending and truck distribution. Additional pipelines link the San Diego International Airport, TAMT, Marine Corps Air Station Miramar, and Naval Base Point Loma. San Diego Gas & Electric also operates an extensive network of natural gas transmission and distribution pipelines throughout the region connecting to Riverside County and the U.S.-Mexico border.

Network Performance and Challenges

Current Flows by Freight Mode

Over 100 million tons of freight, valued at over $300 billion, moved through the San Diego region in 2023. Trucks carry nearly 80% of the total freight tons and nearly 70% of freight value. While air cargo is typically reserved for lighter, higher-value goods and ships tend to carry specialized goods like automobiles and refrigerated produce, most other goods are moved by truck. This illustrates the economic importance of the roadway network and the critical need for continued infrastructure investments, including maintenance. International freight flows are bidirectional, but about 75% of international freight flows are inbound within the San Diego region.

Major Commodities, Origins, Destinations

According to the Bureau of Transportation Statistics' Freight Analysis Framework, the top commodities by weight in the San Diego region across all modes include fossil fuel products and gasoline, mineral products, scrap, and other bulky goods.[6] However, electronics, motorized vehicles, and other machinery and manufactured goods constitute most of the value moved. Domestically, the San Diego region's strongest trade origin and destination is the Los Angeles Metropolitan Area and Inland Empire. Internationally, land trade is strongest with Mexico, and maritime trade is strongest with East and Southeast Asia.

Highway Congestion

Nationally, nearly all freight travels by truck for at least some portion of its journey from raw material to finished product and consumption. The San Diego region is no exception, with most freight being moved by truck. Prior investments, policies at all levels of government, and the economics of freight transportation have created an acute dependency on the region's highways for the transportation of both goods and people. Highways are used to transport both goods and people and become congested at times of peak demand. This congestion, which increases the time and expense of goods movement, imposes costs on businesses and can limit the economic productivity and attractiveness of the region.

Air Quality

Air quality is an issue in the more industrial areas of the San Diego region where freight flows are highest, including near San Diego Bay and Otay Mesa POE. These communities are highly impacted by transportation and air pollution. Trucks and passenger vehicles are some of the largest sources of air pollution in the region, but trains, ships, and industrial land uses also contribute. Air quality is affected by local topography, weather conditions, and nearby but drifting emissions that are beyond the authority of local officials to regulate.

Border Wait Times

Otay Mesa POE is the region's main gateway for international freight, accommodating more than 4,000 northbound truck crossings per day despite typical wait times of multiple hours. In terms of truck crossings, Otay Mesa POE is the busiest commercial land POE along the California-Baja California border and second busiest on the U.S.-Mexico border. Congestion at the border hinders economic output and results in significant air pollution and greenhouse gas emissions from idling vehicles, costing the region tens of millions of dollars and thousands of hours of delay each year.

[6] Freight Analysis Framework Version 5.6.1 | Bureau of Transportation Statistics (bts.gov)

Rail

Freight trains in San Diego County move along corridors shared with transit agencies. The dual use of the rails, which are busy with passenger traffic and include significant single-track sections, is a major constraint on existing operations and a challenge for future growth. Freight rail service on tracks shared with the Blue Line Trolley is restricted by federal regulations to two trains operating each night within a window specified by MTS. Furthermore, this operating window is often impacted by routine maintenance activities. There is no northbound cross-border freight rail service due to the lack of any rail crossing inspection facilities, and there are no active rail routes connecting the San Diego region with Imperial County and destinations further east.

Sea

Maritime cargo capacity is limited by on-dock storage space and connecting landside infrastructure. Accommodating more vessels would require upgrades to rail and truck facilities, but constrained land use makes infrastructure deficiencies difficult to address. In addition, congestion on Harbor Drive and other nearby roads is driven not only by goods movement needs; the roadway is also an important access road for military bases, shipyards, and other facilities along the working waterfront.

Recent and Emerging Changes

Zero-Emission Regulations

State and federal agencies have set increasingly stringent targets for the reduction of air pollutant and greenhouse gas emissions, many of which affect the goods movement industry. Notably, the California Air Resources Board (CARB) has established many significant regulations, including the following:

- Advanced Clean Trucks (ACT) – Manufacturers of medium- and heavy-duty vehicles are required to sell zero-emission (ZE) or near-ZE vehicles such as plug-in electric hybrids as an increasing percentage of their annual sales from 2024 to 2035. This rule also requires large employers and truck operators report about their fleets and operations.
- Advanced Clean Fleets (ACF) – Truck fleet operators that fall into specific categories must transition to ZE trucks starting in 2024 and increasing gradually through 2035, after which only ZE trucks will be available for purchase. ACF and ACT requirements are intended to be complementary to each other.
- In-Use Locomotive Regulation – Rail operators will now be required to pay into a spending account based on their carbon emissions within the state. Companies will be able to use the funds to upgrade to cleaner locomotive technologies. The regulation also mandates the phaseout of older locomotives starting in 2030 and that new passenger and line-haul freight locomotives operate with ZEs starting in 2030 and 2035, respectively.

CARB requires approval from the U.S. Environmental Protection Agency (EPA) to enforce certain aspects of its regulations. In January 2025, California withdrew its pending waiver and authorization requests for ACF and the In-Use Locomotive Regulation. As a result, CARB is currently not enforcing parts of these regulations.[7] Although the future of these actions is uncertain, the San Diego region remains uniquely affected by state regulations due to its close and interdependent relationship with businesses in neighboring Baja California, Mexico. Many specialized trucking companies essential to crossborder trade operate on both sides of the border, but the ZE rules are inconsistent between the two countries. The frequently changing regulatory environment is a challenge for business owners planning to replace fleet vehicles while ensuring availability of necessary supporting infrastructure. This topic is addressed in greater detail in SANDAG's 2023 white paper.[8]

State and Federal Funding Programs

Due to increased recognition of the importance of freight to the economy, funding for goods movement projects is available through several state and federal programs. Some of the most important programs for freight infrastructure in the San Diego region are listed below. However, funding levels and eligibility rules may be impacted by changes in state and federal administrations. Depending on the program, SANDAG or other partner agencies could be eligible applicants. A more comprehensive list of programs is available in the San Diego and Imperial Counties Sustainable Freight Strategy.[9]

- Infrastructure for Rebuilding America – U.S. Department of Transportation (DOT) awards competitive grants for multimodal freight and highway projects to improve the safety, efficiency, and reliability of the movement of freight and people
- Trade Corridor Enhancement Program – California Transportation Commission provides funding for infrastructure improvements on Trade Corridors of National and Regional Significance, on the National Highway Freight Network, and along other corridors that have a high volume of freight movement
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – U.S. DOT provides funding for capital investments in surface transportation that will have a significant local or regional impact, including freight projects
- Charging and Fueling Infrastructure (CFI) – U.S. DOT provides funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure
- Clean Heavy-Duty Vehicles Program – EPA provides funding to replace existing medium-duty and heavy-duty (MD/HD) vehicles with ZE vehicles
- Clean Ports Program – EPA provides funding for zero-emission port equipment and infrastructure as well as climate and air quality planning at U.S. ports
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) – Federal Railroad Administration provides funding for projects that improve safety, efficiency, and reliability of freight and intercity passenger rail

[7] California abandons diesel truck ban and other clean-air rules before Trump is sworn in | KPBS Public Media

[8] Zero Emission Freight Transition at the California-Baja California Border

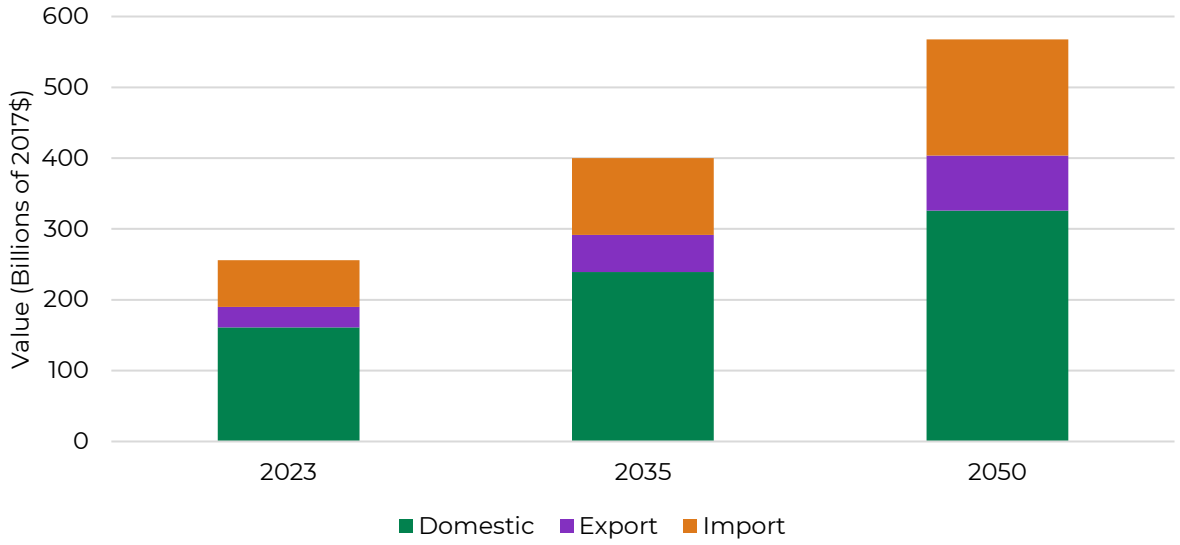
[9] San Diego and Imperial Counties Sustainable Freight Strategy

Forecast Growth in Freight Volumes

Forecast growth in freight volumes is based on the Bureau of Transportation Statistics' Freight Analysis Framework as of October 2024. Tariffs and other unknown changes to trade policy at the federal level could affect the volume, direction, and type of goods moved through the region.

As shown in Figure A4.2 and Figure A4.3 domestic freight in the San Diego region is expected to increase through 2050, both in value and in tons.[10] International freight volumes are expected to increase at a rate higher than domestic freight. This growth in international freight is forecast to come from increased trade with Mexico at the land POEs, as well as with Eastern Asia.

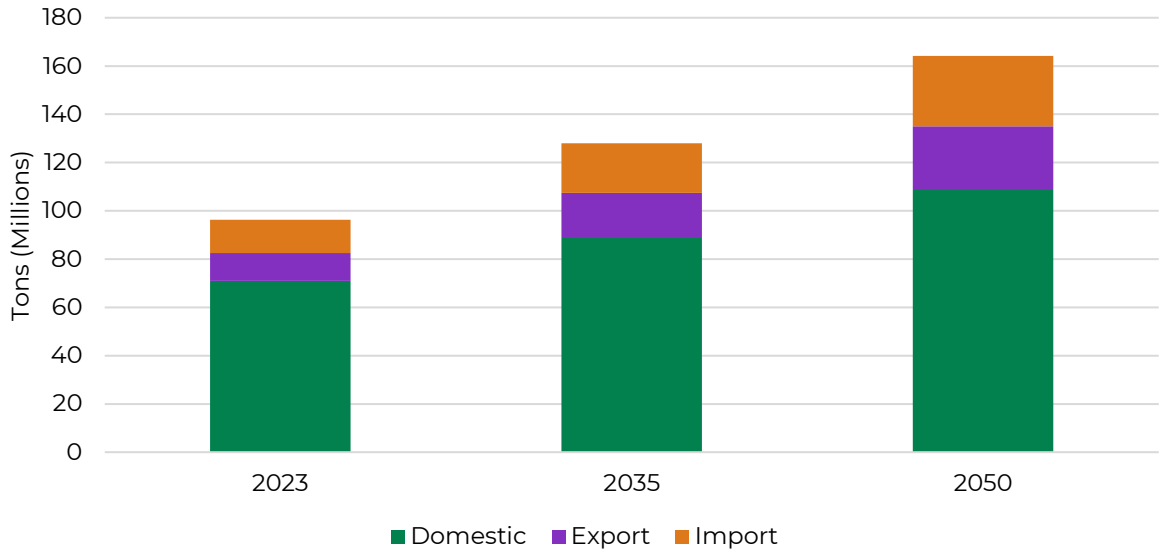
Figure A4.2: Estimated Value of Freight Moved Annually in Region by Trade Type



Source: Bureau of Transportation Statistics - Freight Analysis Framework

[10] Freight Analysis Framework Version 5.6.1 | Bureau of Transportation Statistics (bts.gov)

Figure A4.3: Estimated Tons of Freight Moved Annually in Region by Trade Type



Source: Bureau of Transportation Statistics - Freight Analysis Framework

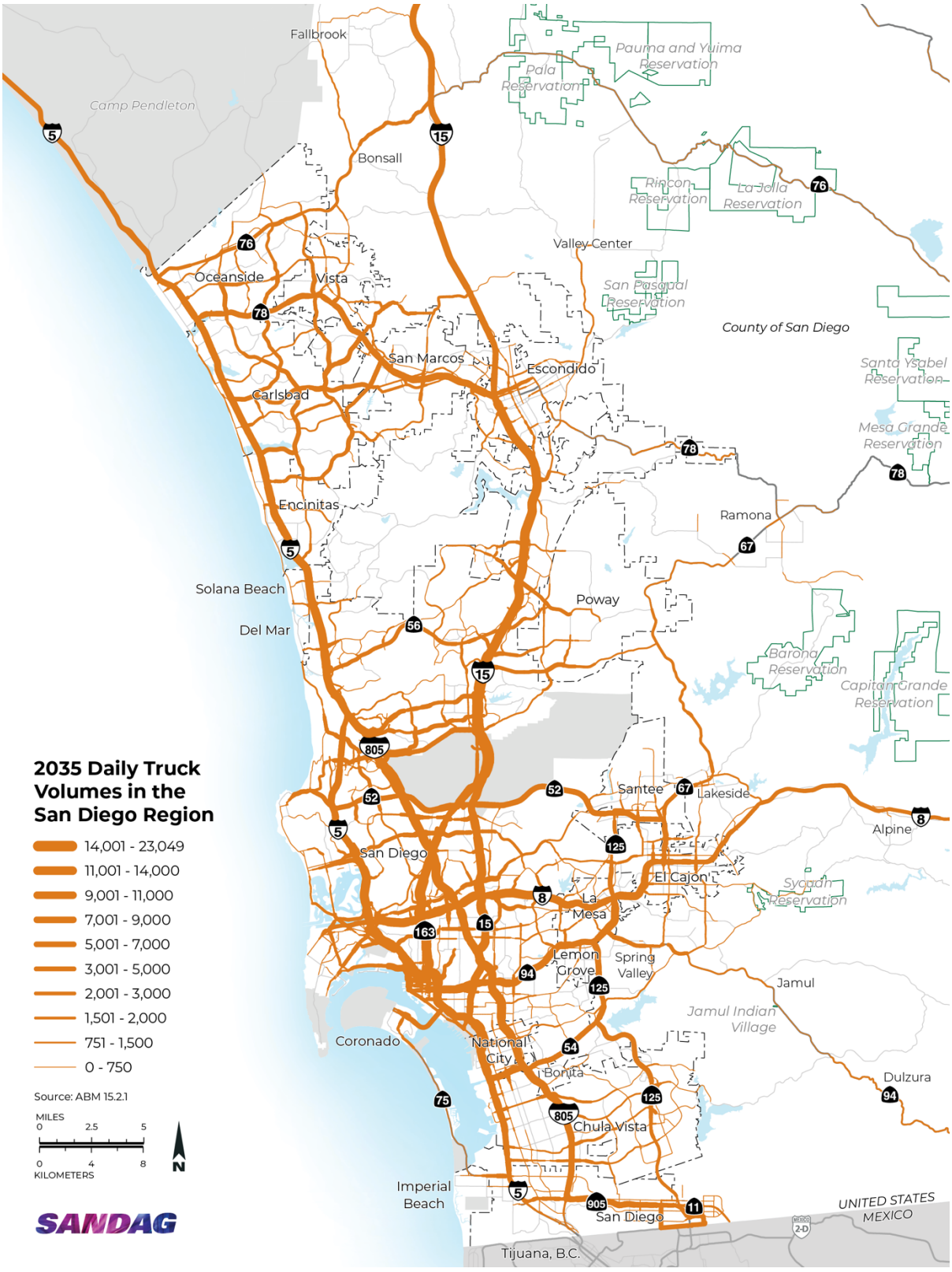
In 2023, fossil fuels made up over 25% of freight tons, with gasoline and natural gas products contributing to more than 25 million tons of freight movement in the region. By 2050, the movement of gasoline is expected to drop with the continued adoption of electric vehicles and renewable energy sources. By 2050, fossil fuels are expected to make up less than 20% of freight tons in the region. Electronics and motor vehicles are expected to continue to be the most valuable commodities moved in the region.

Over the next 25 years, freight mode share is expected to remain similar, with trucks making up around 80% of domestic freight tons, and ships making up around 75% of international tons. Rail is expected to continue to have a small but increasing share of volume, from around 2% to 3% domestically and internationally. Despite the mode shares remaining mostly consistent, the composition of fleets is expected to change significantly as the electrification of trucks and other freight vehicles advances to meet state requirements. Figure A4.4through Figure A4.6 show how modeled truck volumes on the region's roadways are forecast to increase through 2050.

Figure A4.4: 2022 Estimated Daily Truck Flows

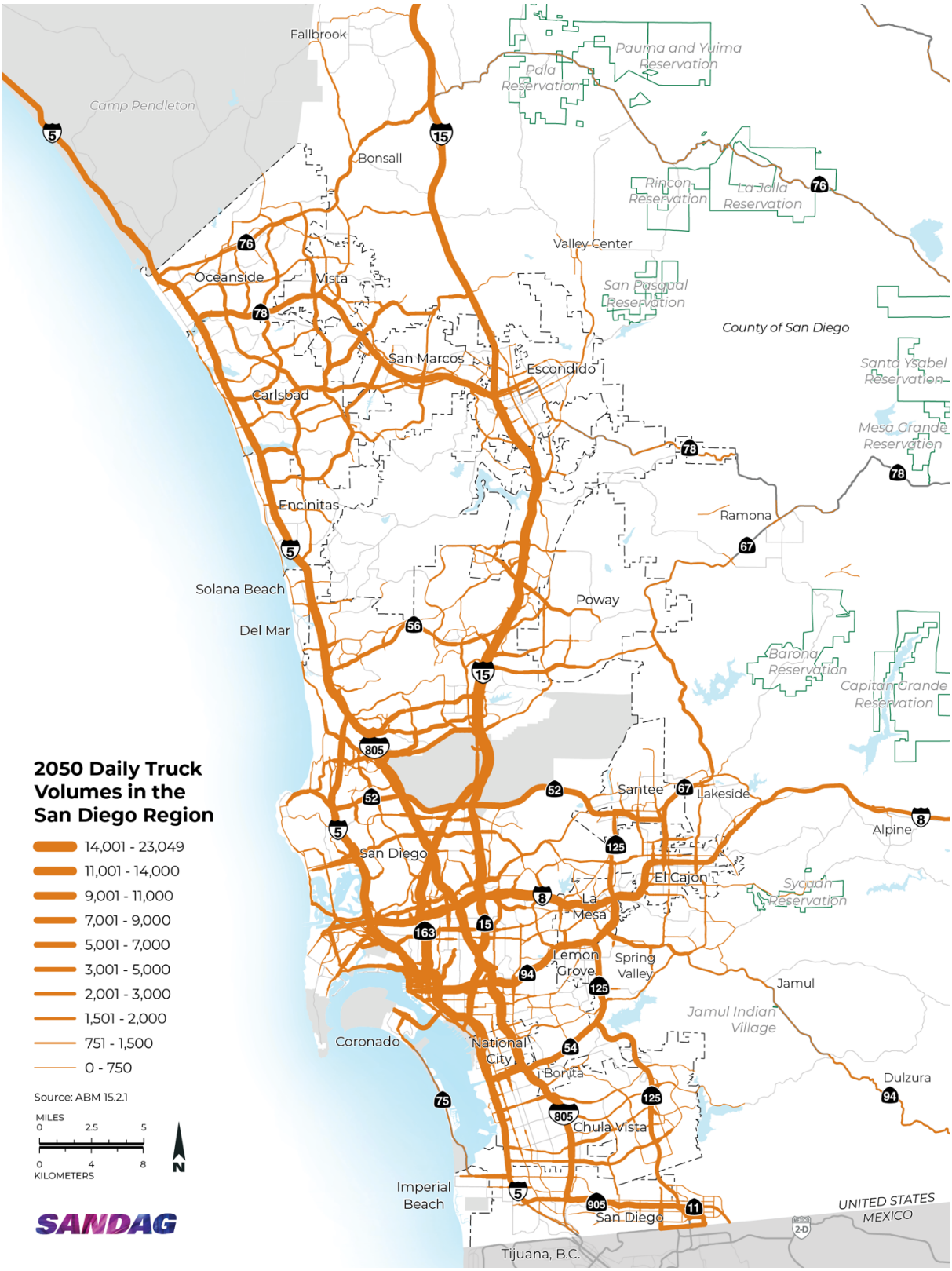
Source: SANDAG ABM 3

Figure A4.5: 2035 Estimated Daily Truck Flows



Source: SANDAG ABM 3

Figure A4.6: 2050 Estimated Daily Truck Flows



Source: SANDAG ABM 3

Increasing E-commerce and TNCs for Goods Movement

The growth of e-commerce in recent years has introduced new challenges for the San Diego region. While the movement of truckloads of goods from distribution centers to retail stores has long been a part of the transportation system, e-commerce is distinct by generating commercial vehicle trips directly to consumers' homes. These new travel patterns bring more commercial vehicles into neighborhoods, threatening to accelerate pavement degradation of local streets. The rise in e-commerce has also led to changes in land use, such as the continued construction of new distribution centers and warehouses to facilitate the one- and two-day delivery options that consumers have come to expect.

SANDAG captured the changing behavior of commercial vehicle travel through the 2022 Commercial Vehicle Survey. The survey included more than 2600 businesses in the region and travel diaries from more than 1700 commercial vehicles. Among the sample population, heavy-duty vehicles represent a large share of both vehicle miles traveled and vehicle hours traveled. However, medium-duty vehicles are being used extensively for trips of shorter distance and duration, and medium- and heavy-duty trucks were the most common vehicles whose primary use was transporting cargo.

To understand the growing fleet of vehicles involved in the gig economy, the survey also included more than 400 Transportation Network Company (TNC) vehicles. These were defined as providing prearranged or on-demand delivery service for compensation and using an online application or platform to communicate between the seller of goods and the buyer but did not include service passenger ride-hailing service (e.g. Uber or Lyft). Most TNC vehicles were passenger cars or motorcycles, rather than trucks, but were also used to transport cargo. The survey data suggest that cargo moves are being undertaken by an increasingly diverse set of vehicles and a mix of both larger companies and gig economy workers. These changing travel patterns are incorporated into ABM3 and reflected in modeled transportation behavior.

Nearshoring

After years of rising labor costs and volatile foreign policy, the period of East Asia's dominance over American imports may be subsiding. Industry appears to be transitioning to Mexican cities, including Tijuana, for their manufacturing needs due to their proximity to the United States and availability of labor. Nearshoring trends are still emerging, but the Federal Reserve points out historically low industrial vacancies in Tijuana as an indicator of growing industry for exporting to the USA.[11] The maquiladora program created decades earlier was responsible for facilitating much of Tijuana's industrial development. However, nearshoring trends suggest that even greater growth is possible, encouraged in part by the 2020 U.S.-Mexico-Canada Agreement, which largely maintained the free trade agreements between the U.S. and Mexico. Continued economic development and interlinking of supply chains across the border could increase truck traffic at land POEs and on regional corridors.

[11] Federal Reserve Bank of Dallas. Mexico awaits 'nearshoring' shift as China boosts its direct investment

Conversely, state and federal policies create significant uncertainty for businesses looking to establish or reconfigure supply chains. As new regulations on truck emissions are implemented, increased costs for businesses may impede potential investment. Officials from the states of California and Baja California are navigating these challenges through the Commission of the Californias, reestablished in 2022, by discussing and collaborating on a planned joint transition towards ZE vehicles. In addition, new tariffs recently announced by the federal government on goods imported from all over the world[12] may influence the level of optimism for nearshoring in the California-Baja California region and other types of foreign investment.

Our Approach for the Region

Prioritize Corridors and Facilities for State and Federal Investment

As noted above, the state and federal governments have established regulations and targets for the expanded use of ZE freight vehicles over the coming years. Metropolitan planning organizations such as SANDAG can identify, plan for, and work with partners to develop projects for ZE charging and fueling as well as truck parking facilities on the region's priority corridors. Proactively identifying priority corridors is important because state and federal ZE initiatives are accompanied by programs to fund the necessary supporting infrastructure, and project eligibility is contingent on consistency with networks identified for priority investment. Inclusion of the region's facilities on lists of eligible corridors ensures that we are bringing in as many state and federal funds as possible and lowering the barrier for the region's businesses to invest in ZE infrastructure.

Whenever state and federal agencies request feedback on the appropriateness of certain corridors for priority investment, SANDAG advocates for the inclusion of the region's busiest and most strategic corridors. For example, the California Transportation Commission identified through the Senate Bill 671 Clean Freight Corridor Efficiency Assessment[13] both the I-15 and I-5 corridors as two of the top six Priority Freight Corridors in the state. SANDAG worked to have connections to the Port of San Diego, Otay Mesa POE, and future Otay Mesa East POE included in the definitions of the corridors. These corridors are especially important for goods movement within and through the region and will require significant ZE infrastructure, and communities along the routes are among the most pollution-burdened in the state. Ensuring their inclusion in the Priority Freight Corridor list ensures that pollution-reducing ZE infrastructure projects supporting drayage and crossborder truck traffic are eligible for future state funding.

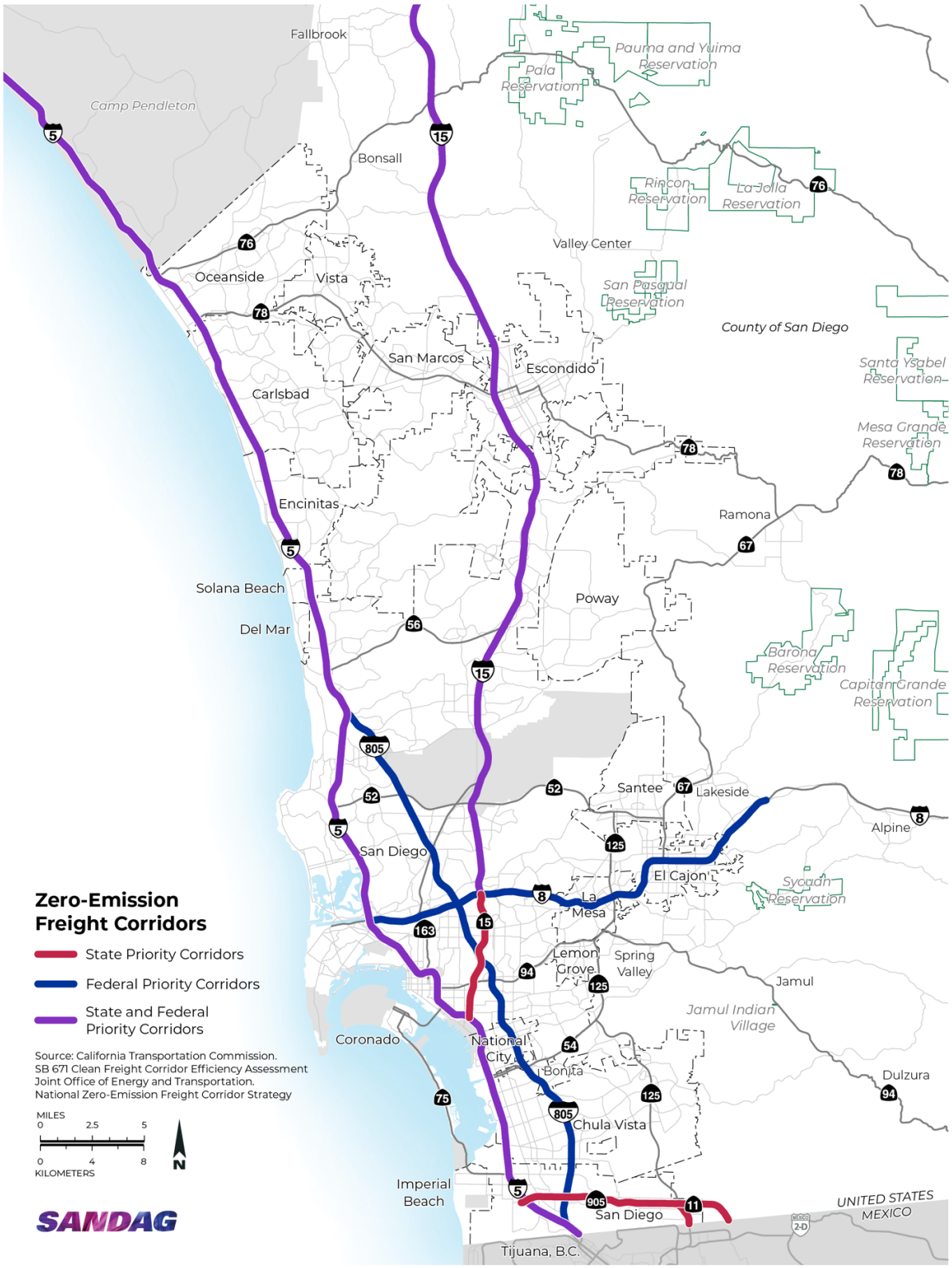
[12] The White House. Regulating Imports with a Reciprocal Tariff to Rectify Trade Practices that Contribute to Large and Persistent Annual United States Goods Trade Deficits

[13] California Transportation Commission. SB 671 Clean Freight Corridor Efficiency Assessment

SANDAG will continue to prioritize projects on these corridors and work with other state and federal agencies to harmonize the various networks and prepare the most in-need corridors for outside investment. This policy also applies to other networks in which inclusion can enable the availability of funding for projects. For example, the National Zero-Emission Freight Corridor Network[14] and National Highway Freight Network are focused on freight transportation, while the Strategic Highway Network and Strategic Rail Corridor Network are focused on facilities that provide defense access, continuity, and emergency capabilities. Figure A4.7 through Figure A4.9 show the region's freight infrastructure that is included on important networks.

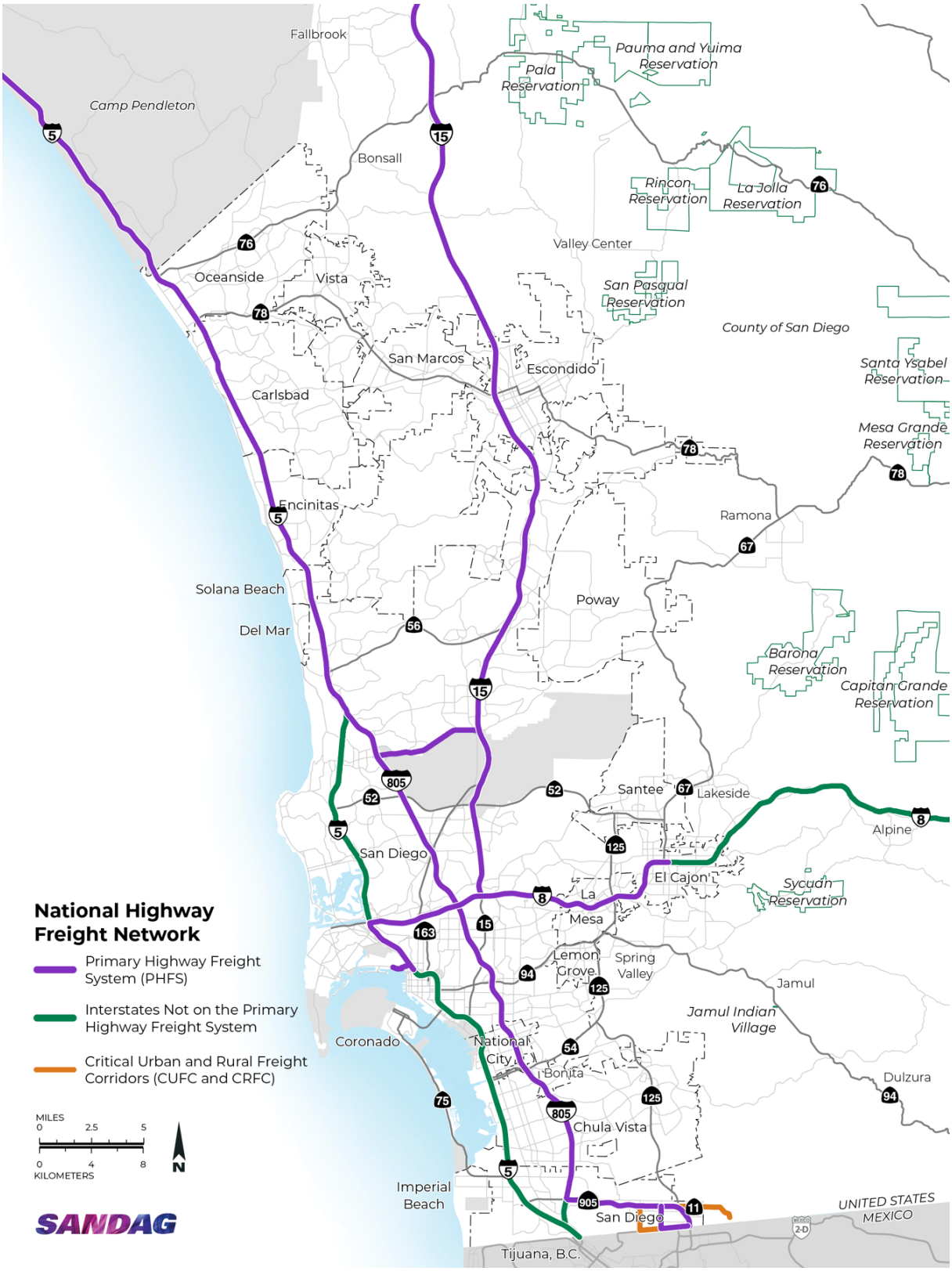
[14] **Joint Office of Energy and Transportation. National Zero-Emission Freight Corridor Strategy (driveelectric.gov)**

Figure A4.7: Zero-Emission Freight Corridors



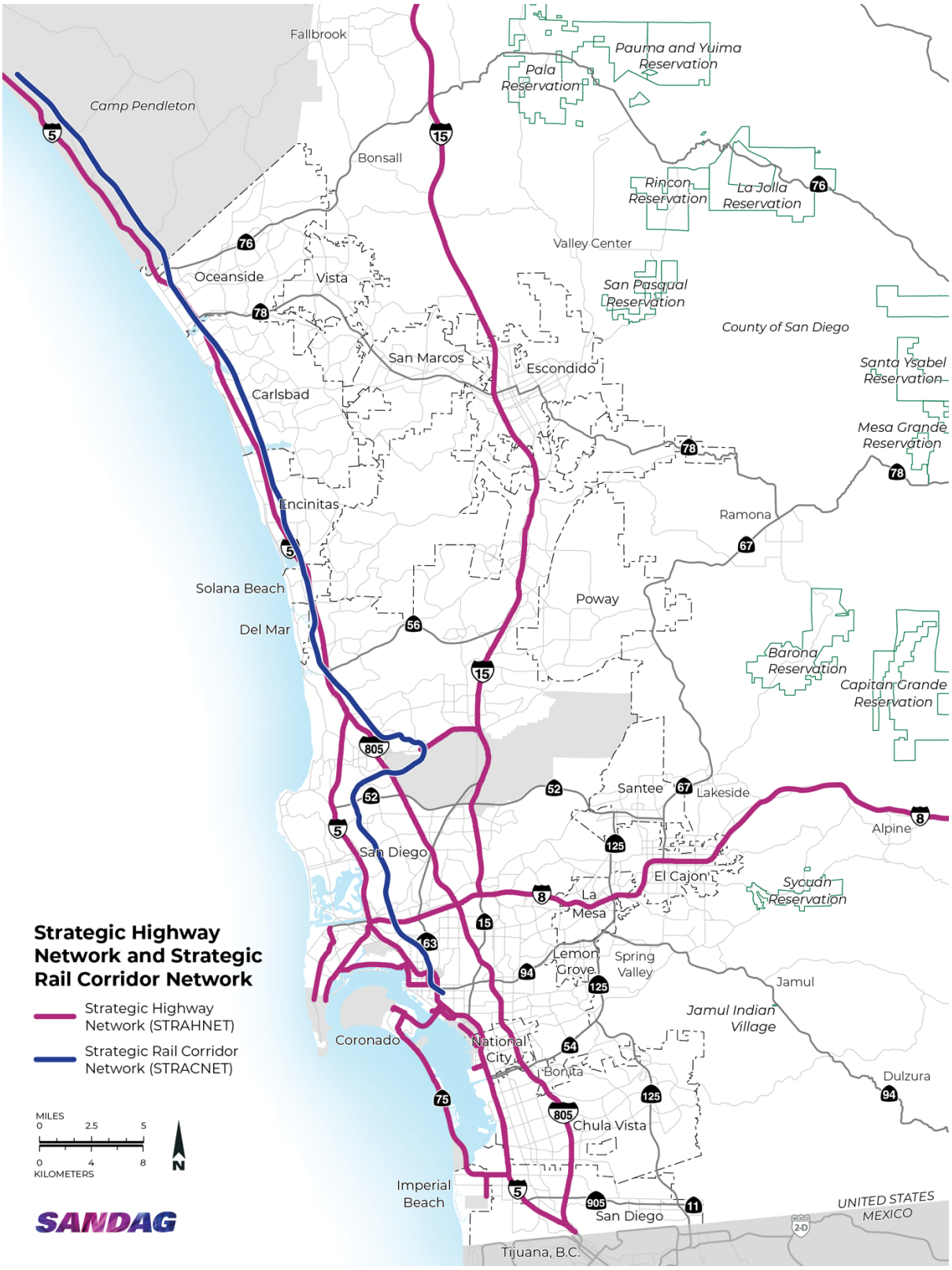
Source: California Transportation Commission. SB 671 Clean Freight Corridor Efficiency Assessment Joint Office of Energy and Transportation. National Zero-Emission Freight Corridor Strategy

Figure A4.8: National Highway Freight Network



Source: SANDAG

Figure A4.9: Strategic Highway Network and Strategic Rail Corridor Network



Source: SANDAG

Prioritize Investments for Air Quality and Public Health Benefits, Especially in Disadvantaged Communities

Transportation projects of all types, including those focused on goods movement, have a history of disproportionately affecting disadvantaged and low-income communities. These communities tend to have high exposure to pollutants, adverse environmental conditions caused by pollution, and/or socioeconomic factors that increase pollution vulnerability. Following the passage of Assembly Bill 617 (Garcia, 2017) by the state legislature, the California Air Resources Board created the Community Air Protection Program. This program has identified the Community of Portside Environmental Justice Neighborhoods (Portside Community) and International Border Community as areas heavily impacted by air pollution and funded the development of Community Emissions Reduction Plans (CERPs), which detail community-specific actions to reduce air pollution emissions and exposure. SANDAG is a member of the Community Steering Committees for both communities and seeks to implement projects consistent with the CERPs.

Explore New Funding Streams

Despite the growing number of state and federal programs that can support goods movement projects and initiatives, most funding decisions are discretionary. It is challenging to advance projects through planning, design, and construction when the timing and magnitude of available funding is uncertain. In addition, most state and federal programs require local contributions to ensure that project sponsors have a vested interest in project delivery. Therefore, the region should seek to generate local, sustainable funding for goods movement projects. Such funding schemes could be flexibly designed with collection and distribution of revenues determined by the region's elected leaders. While many options could be considered, one potential source is included as a revenue assumption in the 2025 Regional Plan and highlighted below:

Retail Delivery Fee

Since the pandemic, e-commerce retailers have seen a significant increase in demand for same-day and next-day delivery. While these companies are financially motivated to be efficient and minimize their costs, quick shipping times can impact communities. Examples include delivering multiple packages to the same location via different vehicles at different times and using larger and more polluting trucks when cargo bikes or smaller vans could be effective. Excessive use of and movement of delivery vehicles strains the region's transportation infrastructure. Assessing a fee on each transaction involving delivery by vehicle could encourage consumers to bundle items into fewer purchases. This could also help retailers consolidate items at common fulfillment centers, reducing the number of last-mile delivery vehicle trips by improving efficiency. Better managing the demand for these delivery trips would reduce congestion and conflicts regarding access to the curb.

SANDAG's San Diego County Transportation Study showed the region's residents were receiving an average of 74 deliveries per capita in 2022. This compares nationally with the Pitney Bowes Parcel Shipping Index, which showed an average of 64 per capita in the same year. National parcel volumes grew from 15.4 billion in 2019 to 21.7 billion in 2023, a large increase that is forecast to continue.[15] Assuming that the region instituted a fee aligned with the models already adopted in Colorado and Minnesota, this could generate tens or hundreds of millions of dollars per year to be used for transportation projects, policies, and programs.

Support the Transition to ZE Vehicles and Infrastructure

State regulations have set ambitious timelines for the transition to ZE vehicles, infrastructure, and operations. The transition will bring enormous benefits to the state through improved air quality and reduced greenhouse gas emissions. However, the costs and risks required from the freight industry are substantial. This is because the transition will require private carriers to both replace diesel-powered vehicles with pricier ZE vehicles and invest in charging and fueling infrastructure. The state has announced significant funding for vehicles and infrastructure, but funds are out of reach for many of the crossborder fleets operating in the San Diego region. Insufficient public support for ZE investments could put the region's businesses at a competitive disadvantage, particularly compared to other states.

To assist the industry in complying with regulations, SANDAG could provide incentives to fill the gaps in the economics of transitioning. Financial incentives could include vouchers for purchasing ZE vehicles from dealers in the San Diego region and/or in Baja California. Eligibility for purchases in Baja California could be restricted to crossborder fleets or those operating in disadvantaged communities. Similarly, grants could be allocated on a competitive basis to property owners developing ZE charging and fueling infrastructure. SANDAG could directly administer or partner with other agencies to administer these programs. Incentives can significantly lower the financial barriers for businesses and municipalities, encouraging faster and wider deployment. This approach is especially vital in promoting adoption among the region's smaller businesses that lack the space to install on-site depot charging and in supporting publicly accessible charging and fueling stations.

Funding truck charging and fueling infrastructure can also align with the goal of expanding the availability of truck parking facilities, which are essential for safety. 92% of truck parking spaces in California are privately owned, suggesting that the private sector will play a large role in creating a truck parking and charging network in the San Diego region.[16] Incentives to integrate existing truck parking into a ZE charging network could include tax incentives, agreements with large parking facilities such as malls and stadiums, and grant-funded public-private partnerships. SANDAG could facilitate and support such arrangements where it would not have a direct role.

Deliver Innovative Projects that Improve Freight Efficiency

While expanding freight capacity for all modes and at POEs should be a priority for the region, there are many new technologies that can improve efficiency to increase freight movement. These may reduce the need for costly improvements and can optimize existing infrastructure. Examples of such innovative projects include the following:

[15] 2024 Pitney Bowes Parcel Shipping Index

[16] San Diego and Imperial Counties Sustainable Freight

Vehicle Appointment System

As noted above, delays at the border result in economic losses and air pollution and greenhouse gas emissions from idling vehicles. Although the capacity for crossborder trips is limited by inspection facilities and operations, an appointment system could reduce congestion by allowing travelers to reserve a crossing time and proceed with less delay. A similar system could also be implemented at marine ports.

Regional Border Management System

The Regional Border Management System (RBMS) will be a new system to integrate functions such as dynamic lane management, traveler information, border wait time estimation, and dynamic tolling. The RBMS is part of a larger regional priority project, the SR 11/OME POE project, and will serve as a transportation management tool for crossborder travel, improving transportation for both commercial and passenger vehicles. Providing real-time updates on POE conditions or issues, such as delays or disruptions, will improve travel experience and optimize border infrastructure.

Freight Signal Priority

Along significant freight corridors, freight signal priority (FSP) could be considered to reduce collisions and congestion and improve efficiency. A pilot project of this technology in the Portside Community saw improvements in travel time, idle time, stops, idle time per stop, speed, moving emissions, and idle emissions.[17] The implementation of FSP in specific locations can improve outcomes for residents and freight operators by improving goods movement efficiency and reducing emissions. SANDAG will collaborate with partner agencies to integrate this and similar technologies into projects where it can be most effective.

Enhance the Multimodal Freight Network through Partnerships

Although most goods movement in the region is currently conducted via truck, planning and building multimodal infrastructure will improve the resilience of the region's freight network and accommodate forecast growth. SANDAG is well prepared to lead the planning, development, and delivery of certain projects that improve the multimodal freight network. For example, SR 11/Otay Mesa East POE is a complex project enabled by SANDAG's technical, legislative, and government relations expertise. At the same time, agencies with right-of-way ownership and land use authority are better positioned to implement certain other projects. This is especially true when funding programs have specific requirements that limit eligibility to certain applicant types or limit investments to certain types of infrastructure. Maintaining a regional focus and collaborating with partner agencies will improve the competitiveness of the region to receive funding from the state and federal governments. SANDAG will continue to host regular meetings of the Freight Stakeholders Taskforce to involve these other agencies, such as the Caltrans, the Port of San Diego, and the San Diego County Regional Airport Authority, in project development and to discuss opportunities for collaboration and coordination.

[17] California Energy Commission. San Diego Port Intelligent Transportation System Freight Signal Priority Report

AB 98 and Other Legislation

SANDAG will collaborate with local jurisdictions to assist with implementation of new requirements established in Assembly Bill 98 (Carrillo, 2024). The new law requires local jurisdictions to update the Transportation Elements of their General Plans with truck route information. It also establishes design standards and roadway access requirements for new warehousing facilities. SANDAG is well suited to collect and share data with local jurisdictions to encourage coordinated transportation and land use planning consistent with AB 98 and any other new planning requirements.

Advocate for Policy Changes

Overweight Truck Route Planning

Most new MD/HD ZE vehicles use battery electric technology. These vehicles are significantly heavier than their diesel-powered counterparts, leading to several issues. Heavier vehicles can lead to rapid pavement degradation and increase stopping distance, potentially affecting safety. Carriers may also need to reduce load sizes to accommodate the increased weights of battery electric truck cabs and remain within legal weight limits. Such changes will increase the costs of transportation and/or require more truck trips to move the same loads. Increased weight limits for trucks could thus reduce operational costs for the freight industry but increase the degradation of public infrastructure, including roads and bridges.

SANDAG supports a study of the potential for increasing weight limits for battery electric MD/HD ZE vehicles on Clean Freight Corridors and certain other truck routes. Potential corridors might include I-5, I-15, I-8, I-805, SR 905, and SR 11. The results of this study could include recommendations for policy and infrastructure changes to support electric truck operations on these and other routes.[18] In addition, the region should work closely with regulators and stakeholders on both sides of the border to advocate for policies that are consistent, understandable, and appropriate for the region's residents and businesses.

[18] Caltrans. FY 2024-2025 Research Initial Scope of Work ISOW: Weight impacts of heavy-duty ZEVS