2 PROJECT DESCRIPTION

2.1 Introduction

Every 4 years the San Diego Association of Governments (SANDAG) is responsible for preparing an updated regional plan in collaboration with the 18 cities and County of San Diego, along with regional, state, and federal partners. The Regional Plan consists of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for the San Diego region and the Regional Comprehensive Plan (RCP). The most recently adopted regional plan, the 2021 Regional Plan, was approved in December 2021 and subsequently amended in October 2023 by the SANDAG Board of Directors (the Amended 2021 Regional Plan).

The project evaluated in this environmental impact report (EIR) is the proposed Plan (the proposed Plan) (SANDAG 2025a), which is an update to the Amended 2021 Regional Plan for the San Diego Region (SANDAG 2023). The project location is the San Diego region, shown on Figure 2-1. The San Diego region is coterminous with San Diego County.

This EIR analyzes the environmental impacts resulting from the proposed Plan.

2.1.1 EIR Project Objectives

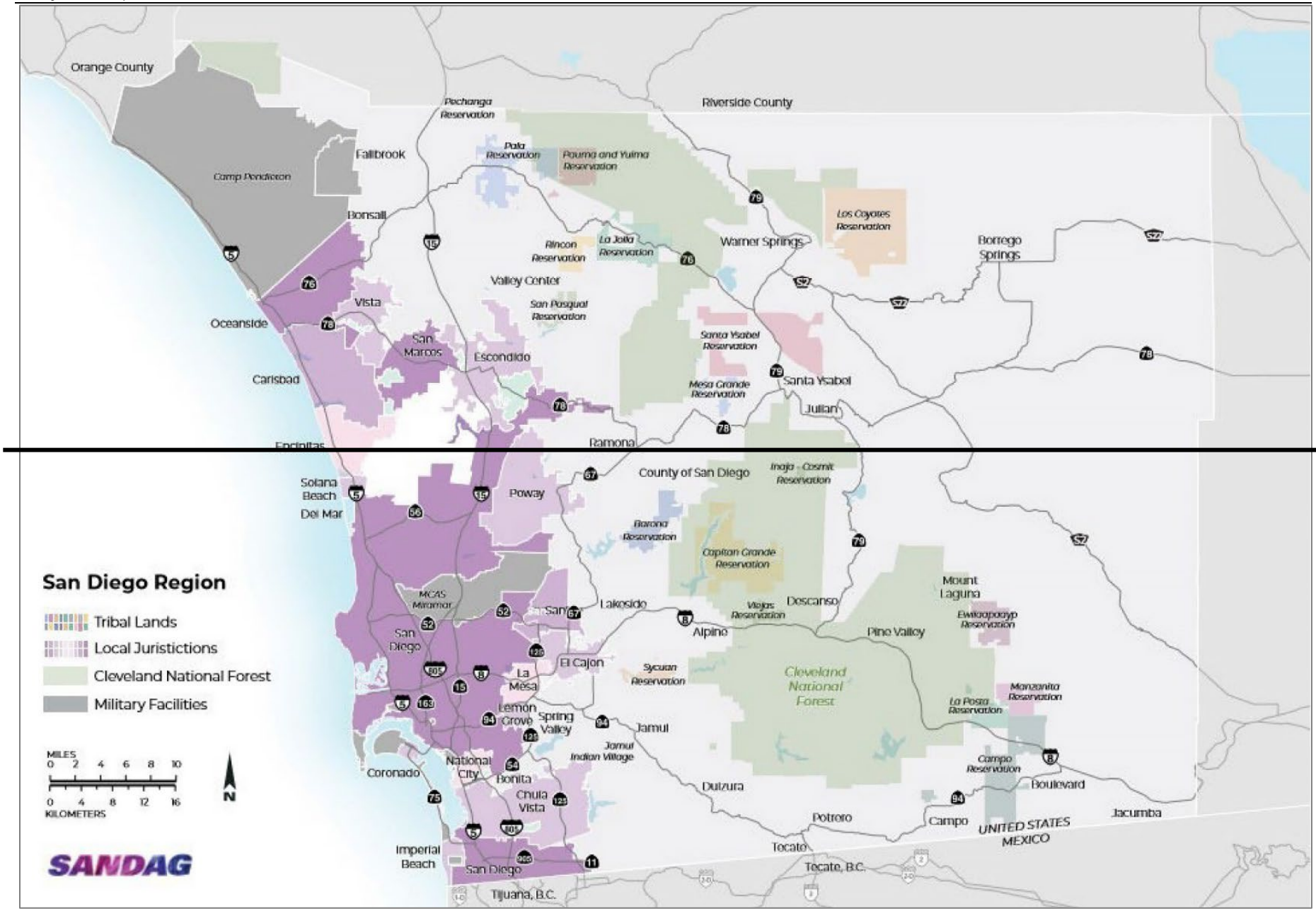
The underlying purpose of the project is to develop a regional plan that meets federal and state planning requirements and addresses the regional transportation needs of both the population of today and the population of the future. These transportation needs impact the quality of life in the San Diego region, including ensuring access to economic opportunities, remedying historical social inequities, planning for climate change, and prioritizing public health and safety. The proposed Plan envisions a sustainable and resilient future for the region and economy supported by a transportation network that is convenient, equitable, healthy, and safe.

To accomplish this purpose, the objectives of the proposed Plan are:

- Focus population and employment growth to protect sensitive habitat and natural resource areas.
- Provide transportation investments that support compact land development patterns and reduce vehicle miles traveled.
- Meet greenhouse gas emissions targets established for the San Diego region by the California Air Resources Board.
- Provide transportation investments and a land use pattern that promotes social equity.
- Provide transportation investments and a land use pattern that improves air quality.
- Provide multimodal access to employment centers and key destinations for all communities.
- Enhance the efficiency of the transportation network for moving people and goods through the deployment of new technologies.

2.1.2 Intended Uses of the EIR

The basic purposes of the California Environmental Quality Act (CEQA) are to inform government decision makers and the public about significant environmental impacts of projects, identify ways the impacts can be reduced or avoided, and prevent significant avoidable environmental damage through alternatives and mitigation. SANDAG is the lead agency for the proposed Plan and this EIR.


Orange County
Riverside County
Pechanga Reservation
Fallbrook
Pala Reservation
Pauma and Yuima Reservation
Camp Pendleton
Bonsall
Los Coyotes Reservation
Rincon Reservation
La Jolla Reservation
Warner Springs
Borrego Springs
Valley Center
Vista
San Pasqual Reservation
Oceanside
San Marcos
Escondido
Santa Ysabel Reservation
Carlsbad
Mesa Grande Reservation
Santa Ysabel
Julian
Encinitas
Ramona
Solana Beach
Del Mar
Poway
County of San Diego
Inaja - Cosmit Reservation
Barona Reservation
Capitan Grande Reservation
San Diego Region
Tribal Lands
Local Juristictions
Cleveland National Forest
Military Facilities
MCAS Miramar
Lakeside
Viejas Reservation
Descanso
Mount Laguna
Alpine
Pine Valley
Ewiiaapaayp Reservation
San Diego
El Cajon
Sycuan Reservation
Cleveland National Forest
La Mesa
Manzanita Reservation
La Posta Reservation
Lemon Grove
Spring Valley
Jamul
Jamul Indian Village
Coronado
National City
Bonita
Campo Reservation
Boulevard
Dulzura
Chula Vista
Potrero
Campo
Jacumba
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MEXICO
Imperial Beach
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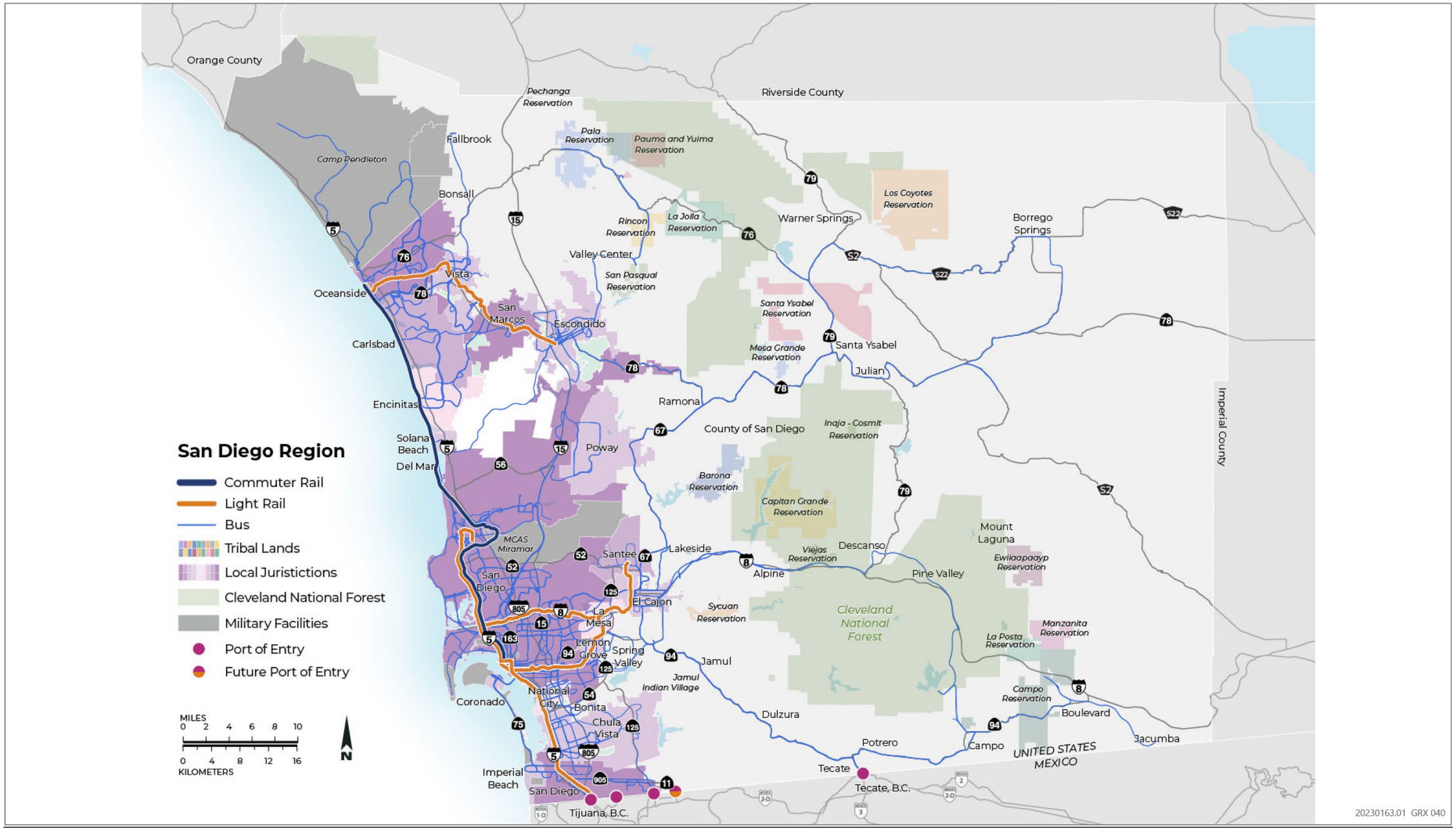


Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-1 San Diego Region

Subsequent activities implementing the proposed Plan will be examined in light of this EIR to determine whether additional environmental documentation, if any, is necessary under CEQA. Where subsequent activities are "within the scope" of the Program EIR, no further CEQA documentation would be required.

2.1.3 Agencies Expected to Use the EIR

Lead agencies implementing land use or transportation projects can use this EIR to focus project-specific CEQA documents on project-specific analyses. These include but are not limited to cities, the County of San Diego, the California Department of Transportation, and transportation project sponsors.

In addition, CEQA provides several opportunities for further CEQA streamlining for infill projects consistent with the RTP/SCS. These include opportunities provided by:

- SB 375 (Public Resources Code Section 21155 et seq.)
- SB 226 of 2011 (Public Resources Code Section 15183.3 et seq.)
- SB 743 of 2013 (Public Resources Code Sections 21099 et seq. and Section 21155.4)

2.1.4 List of Permits or Other Approvals to Implement the Proposed Plan

Pursuant to 176(c) of the federal Clean Air Act (42 U.S. Code 7506[c]), SANDAG and the U.S. Department of Transportation (USDOT), in consultation with the U.S. Environmental Protection Agency (EPA), must make a determination that the RTP and the Regional Transportation Improvement Program (RTIP) conform to the State Implementation Plan (SIP) for air quality. See Appendix C of the proposed Plan for the conformity analysis.

2.1.5 Environmental Review and Consultation Requirements

Preparation of the proposed Plan met both federal and Senate Bill (SB) 375 consultation requirements. See Appendices E, I, and J of the proposed Plan for documentation.

Federal consultation requirements (23 Code of Federal Regulations [CFR] Part 450.316) consist of (1) a process involving the metropolitan planning organization (MPO), state and local air quality planning agencies, state and local transportation agencies, EPA, and USDOT; and (2) a proactive public involvement process that provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by the agency.

SB 375 (Government Code Section 65080) requires consultation with interested parties, including affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, homebuilder representatives, broad-based business organizations, landowners, commercial property interests, homeowners associations, congestion management agencies, transportation agencies, local agency formation commissions, and members of city councils and boards of supervisors.

2.2 PROJECT BACKGROUND

2.2.1 Legislation Influencing Development of the Proposed Plan

Development of the proposed Plan was guided by federal and state laws and regulations, as well as extensive engagement with the public.

FEDERAL REQUIREMENTS

To be eligible for federal transportation funding, USDOT requires every MPO, such as SANDAG, to conduct long-range transportation planning and develop RTPs. Each MPO must develop a 20-year vision and goals plan matched to the unique characteristics of its region. MPOs in areas designated as "nonattainment" or "maintenance" for federal air quality standards must update their RTP every 4 years rather than every 5 years.

Consistent with Federal Highway Administration (FHWA) regulations (23 CFR 450.324, et seq., Development and content of metropolitan transportation plan), an RTP must identify "transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions" (23 USC 134[i][2]). RTP transportation network improvements must be "revenue constrained" (23 CFR 450.324[f][11]), meaning that the MPO has specified the public and private funds that are reasonably expected to be available and that are needed to implement the proposed transportation plan.

FHWA federal consultation requirements (23 CFR 450.316) for the proposed Plan include (1) a process involving the MPO, state and local air quality planning agencies, state and local transportation agencies, EPA, and USDOT; and (2) a proactive public involvement process that provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by the agency. Under 176(c) of the federal Clean Air Act (42 USC 7506[c]), SANDAG and USDOT, in consultation with EPA, must determine that the RTP and RTIP conform to the SIP for air quality. The air quality conformity analysis for the proposed Plan is provided in Appendix C of the proposed Plan. See the proposed Plan's Appendices C, E, J, L, O, and P for documentation of federal consultation requirements.

CALIFORNIA REQUIREMENTS

In addition to USDOT requirements, the proposed Plan is guided by several California statutory requirements consisting of but not limited to the regulations described in the sections that follow.

California Regional Transportation Plan Guidelines

The state statutory requirements for RTPs are found in Government Code Section 65080 et seq., which states that an RTP must contain the following elements:

- A Policy Element that reflects the mobility goals, policies and objectives of the region.
- A Sustainable Communities Strategy that achieves the greenhouse gas emissions reductions target set by the California Air Resources Board, and an Alternative Planning Strategy if those targets can't be achieved.
- An Action Element that identifies programs and actions to implement the RTP.
- A Financial Element that summarizes the cost of implementing the projects in the RTP in a financially constrained environment.

The California Transportation Commission (CTC) has issued RTP guidelines (CTC 2024) to clarify the planning practices needed to meet state statutory requirements for RTPs.

California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32, Chapter 488, Statutes of 2006) requires CARB to develop and enforce regulations for reporting, verifying, and reducing statewide GHG emissions to 1990 levels by 2020. The law requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

AB 32 requires that CARB develop a climate change scoping plan (Scoping Plan) consisting of the main strategies California will implement to reduce statewide GHG emissions to 1990 levels by 2020. It must be updated every 5 years. CARB released its initial Scoping Plan in 2008, with updates in 2014, 2017, and 2022. The 2022 Scoping Plan

identifies how California can achieve carbon neutrality and an 85 percent reduction in GHG emissions from 1990 levels no later than 2045, consistent with AB 1279 (Chapter 337, Statutes of 2022).

Sustainable Communities and Climate Protection Act of 2008

To help implement AB 32, the California Legislature passed the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Chapter 728, Statutes of 2008), one of several steps the state has taken to implement AB 32. SB 375 required CARB to set regional targets for reducing GHG emissions from passenger vehicle use. In 2018, CARB established targets for 2020 and 2035 for each region in California governed by an MPO. SANDAG is the MPO for the San Diego region. SANDAG's state-mandated target is to reduce regional emissions of GHGs from cars and light trucks by 15 percent per capita by 2020, compared with a 2005 baseline. By 2035, a 19 percent reduction is required. The Sustainable Communities Act does not require CARB to establish post-2035 targets.

To achieve the targets, SANDAG and other MPOs are required to develop an SCS as a component of the RTP. The SCS is required by Government Code Section 65080(b)(2)(B) to:

- Identify the general location of uses, residential densities, and building intensities within the region.
- Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population.
- Identify areas within the region sufficient to house an 8-year projection of the regional housing need for the region.
- Identify a transportation network to serve the transportation needs of the region.
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region.
- Consider specified state housing goals.
- Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks, to achieve, if there is a feasible way to do so, the GHG emission reduction targets approved by CARB.
- Allow the RTP to comply with federal Clean Air Act requirements related to air quality conformity.

Under SB 375, an SCS cannot be interpreted to supersede the land use authority of cities and counties within the region. Chapter 2 of the proposed Plan focuses on the SCS; however, components of the SCS are integrated throughout the Regional Plan chapters and appendices.

Appendix B of the proposed Plan documents compliance with SCS requirements and provides SCS-related background information.

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA), required by state law (Government Code Section 65584[a]), quantifies the need for housing in the region and informs land use planning in addressing identified existing and future housing needs resulting from population, employment, and household growth.

As a council of governments, SANDAG is responsible for overseeing the RHNA process for the San Diego region. SANDAG, in consultation with the California Department of Housing and Community Development (HCD), assessed the region's housing needs in four income categories: very low, low, moderate, and above moderate. SANDAG and its member agencies developed a methodology for allocating a share of the RHNA Determination to each jurisdiction. SB 375 requires the SCS accommodate the RHNA for the region.

Regional Comprehensive Plan for the San Diego Region

California law (AB 361, Chapter 508, Statutes of 2003) governs the contents and process for updates of the RCP for the San Diego region. Under AB 361, the RCP must be based on local general and regional plans and integrate

land uses, transportation systems, infrastructure needs, and public investment strategies, within a regional framework, in cooperation with member agencies and the public. The RCP must be updated as necessary and be consistent with the RTP. Beginning with the 2015 Regional Plan, the RCP requirements have been integrated with the RTP/SCS in the Regional Plan.

Public Involvement Program for the Proposed Plan

To support the development of the proposed Plan, SANDAG implemented a comprehensive public outreach and involvement program consistent with state and federal requirements. Early in the proposed Plan development process, SANDAG developed a public involvement plan (PIP) to guide the public outreach program. It describes how to connect with hard to reach communities, such as tribal nations and low-income and minority populations. The PIP identifies public engagement techniques to involve the public and collect input based on the PIP, such as public meetings, social media, visualizations, and other means. A detailed description of the PIP can be found in Appendix J of the proposed Plan.

2.2.2 San Diego Regional Growth Forecast

Table 2-1 summarizes the existing and forecasted growth in the region through 2050.

Table 2-1 Series 15 San Diego Regional Growth Forecast, SCS Land Use Pattern

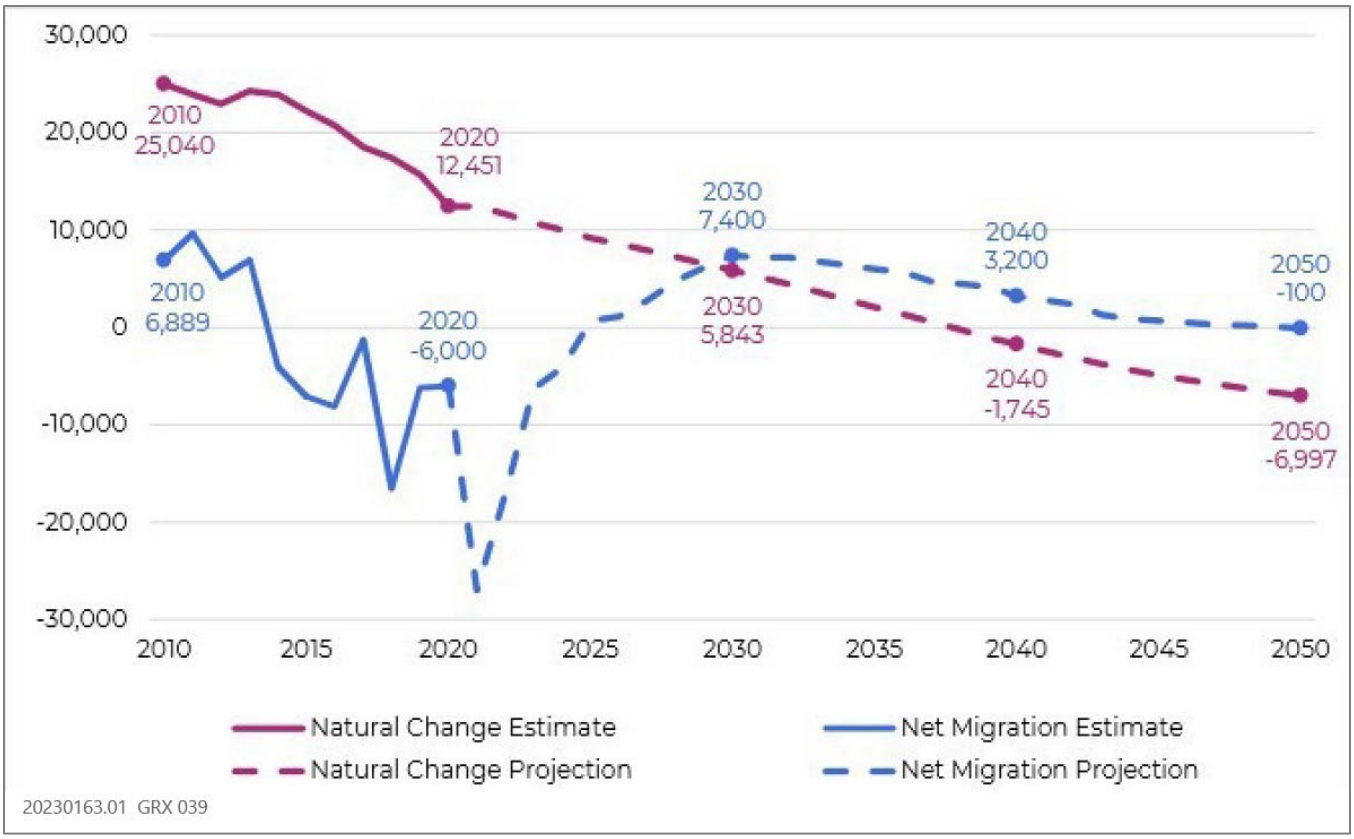
Year	Population	Housing Units	Jobs
2022	3,287,306	1,235,642	1,611,632
2035	3,404,362	1,372,884	1,678,929
2050	3,400,250	1,438,461	1,782,389
Change from 2022–2050	112,944	202,819	170,757
Percent change 2022–2050	3.4%	16.4%	10.6%

Source: SANDAG 2025b.

POPULATION

The Series 15 Regional Growth Forecast (Series 15 Forecast) projects a slower population growth rate compared to previous forecasts. The population forecast also highlights the shift in the drivers of population growth. Historically, natural change (births minus deaths) was the primary contributor to regional population increases, but this trend has been slowing. As Figure 2-2 illustrates, both natural change and net migration (the difference between in-migrants and out-migrants) have been declining since 2010. By 2030, natural change is projected to drop below net migration, meaning that net migration will become the primary driver of population growth. These trends reflect broader national patterns of lower birth rates and aging populations. As regional employment rises, vacancy rates fall, and the state's population increases, net migration for the region is projected to climb through the mid-years of the forecast. Over time, as these trends slow, and with the state's population growth expected to turn negative, net migration is forecasted to decrease, ultimately turning negative by the forecast's horizon.

The slowing population growth can be attributed to a combination of declining natural growth (births minus deaths) and fluctuating net migration. Although net migration initially increases, it begins to decline around 2030 and cannot fully compensate for the continued decrease in natural growth. As a result, the population forecast reflects a smaller starting population due to pandemic-related losses and aligns with slower-growth expectations in both state and national projections from the California Department of Finance and U.S. Census Bureau, respectively.



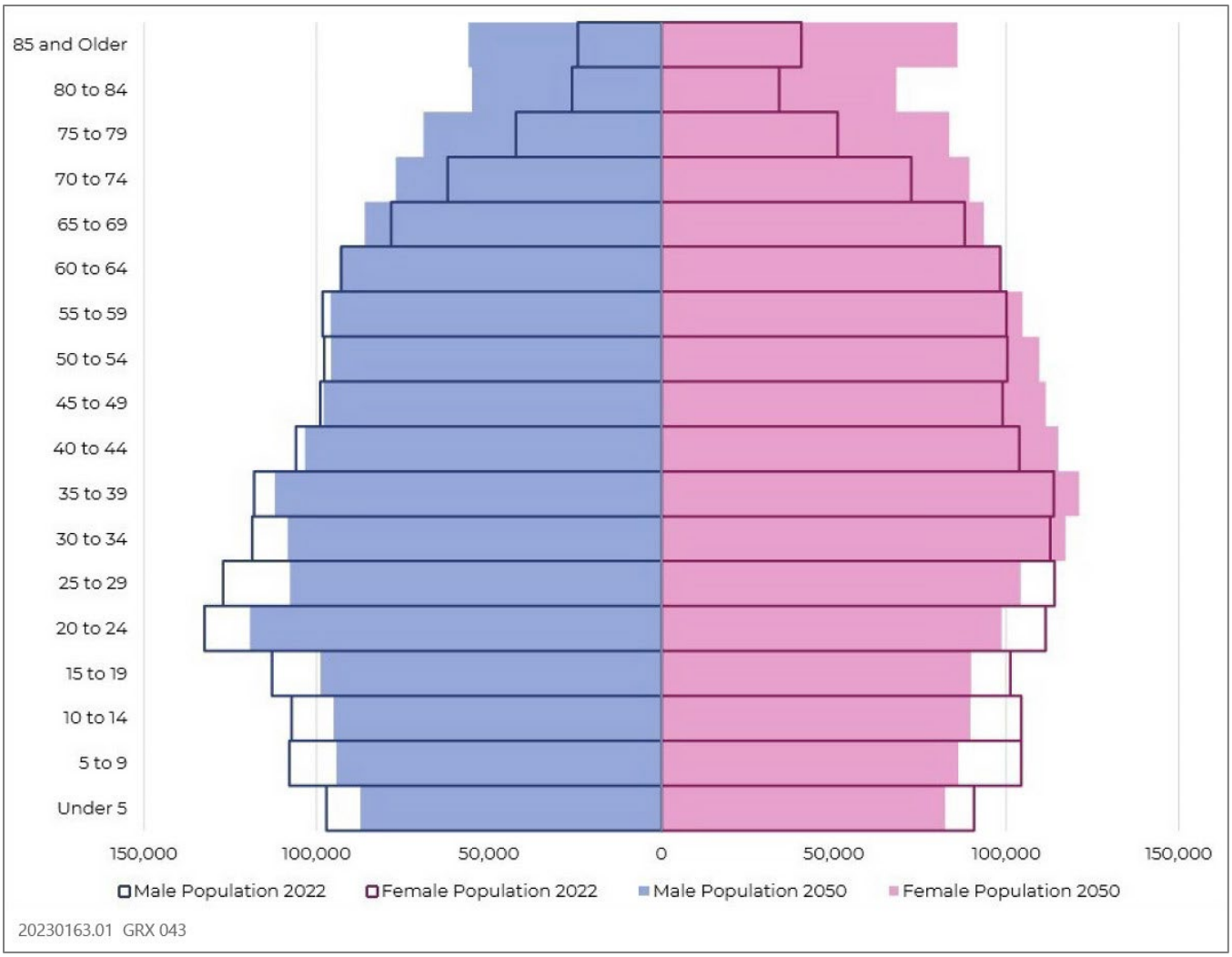
Source Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-2 Components of Population Change, San Diego Region 2010–2050

This slower-growth trajectory not only affects the overall population size but also contributes to an aging demographic profile. Combined with improvements in life expectancy, these trends indicate that a growing proportion of the population will be aged 65 and older in the future. By 2030, when the last of the baby boomer generation reaches age 65, about one in every six residents in the United States will be of retirement age, a trend reflected in San Diego's projections as well. Figure 2-3 depicts how the region's age and sex composition will shift from 2022 to 2050, showing growth in the older adult population (65+), stability in the prime working-age groups (18–64), and a decline in the under-18 population. Life expectancy improvements will lead to higher survival rates among older adults.

HOUSING AND JOBS

The housing forecast is developed using a household formation model that applies headship and vacancy rates. The forecast assumes that headship rates will gradually return to historical levels, specifically those observed between 2005 and 2009, by 2050. Vacancy rates are assumed to stabilize at healthy levels, with 5% for renters and 2% for homeowners. These assumptions lead to a projection of 202,819 additional housing units by 2050, surpassing the 6th cycle Regional Housing Needs Assessment (RHNA) Determination of 171,685 units. This faster housing growth relative to population growth is expected to help reduce overcrowding in the region and aligns with housing trends observed in statewide forecasts. Additionally, the forecast assumes smaller household sizes due to shifting demographics and increased housing availability.



Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-3 Population by Age and Sex, San Diego Region 2022 and 2050

The jobs forecast was developed using the Regional Economic Models Inc. (REMI) framework, which integrates national, state, and local economic trends. One notable update to the jobs model is the inclusion of nonwage and salary jobs, which include gig economy, that have grown in importance over the past several years. These jobs, often outside of traditional employment structures, are becoming a significant part of the region's labor market. The population inputs from the CCM feed directly into the REMI model's job growth projections, illustrating how changes in population size and composition influence employment trends. As a result, the jobs forecast anticipates higher employment growth through 2050 compared to previous forecasts, reflecting both traditional wage employment and the increasing impact of the gig economy.

See Chapter 2 and Appendix F of the proposed Plan for additional discussion of the population, housing and jobs forecasts.

2.3 CONTENT AND ORGANIZATION OF THE PROPOSED PLAN

The proposed Plan envisions a sustainable and resilient future for the San Diego region and the economic supported by a transportation network that would achieve:

- Convenient and reliable movement of people and goods,

- Equitable access to essential needs and opportunities,
- Healthy communities and environment for everyone, and
- Safe transportation network for all users.

The proposed Plan consists of four chapters and a series of appendices with supporting information. The major contents of each chapter are summarized below.

- **Chapter 1: Regional Plan Overview.** Describes the region's challenges, discusses anticipated growth in the San Diego region, and outlines the proposed Plan's vision and goals.
- **Chapter 2: Sustainable Communities Strategies.** Describes the SCS—the package of projects, policies, land use strategies, and programs that will achieve the vision and goals of the proposed Plan.
- **Chapter 3: Implementation Actions.** Describes the near-term and continuing actions that SANDAG will undertake to support implementation of the proposed Plan.
- **Chapter 4: Finance Plan.** Describes the planning, investments, actions, and partnerships needed to implement the proposed Plan, and the metrics that will be used to monitor implementation and performance over time.

2.4 PROJECT CHARACTERISTICS

2.4.1 SB 375 Sustainable Communities Strategy

GHG REDUCTION TARGETS

In accordance with SB 375, the proposed Plan must include an SCS that demonstrates that the San Diego region will reduce GHG emissions (GHG emissions for SB 375 compliance are calculated using carbon dioxide [CO_2] emissions) from automobiles and light-duty trucks to achieve, if there is a feasible way to do so, the GHG emission reduction targets approved by CARB. Targets are expressed as percent change in per capita GHG emissions relative to 2005. Consistent with the targets established by CARB, the targets for the San Diego region are a 15 percent per capita reduction in passenger vehicle GHG emissions by 2020 and a 19 percent per capita reduction by 2035. The proposed Plan would meet the GHG emission reduction targets for 2020 and 2035 established by CARB, as shown in Table 2-2.

Table 2-2 Proposed Plan Estimated SB 375 Greenhouse Gas Emissions Reductions for Cars and Light Trucks

Target Year	CARB Target	Proposed Plan
2020	15%	17.9%
2035	19%	19.35%

Source: SANDAG 2025c.

LAND USE PATTERN

SB 375 requires the SCS to include a pattern for forecasted growth and development that accomplishes the following:

- Achieves the regional GHG reduction targets when combined with the transportation network.
- Accommodates the RHNA Determination.
- Utilizes the most recent planning assumptions.

The proposed Plan envisions a pattern of regional growth and development that reflects smart growth, transit-oriented development, preserving natural resources and agricultural lands, and building communities that are resilient to the effects of climate change and other environmental changes.

The SCS land use pattern identifies areas in the region sufficient for housing for the required 8-year projection of the regional housing need. The proposed SCS land use pattern is derived from jurisdictions' general plans, those general plan amendments pending at the time of SCS land use pattern development, and more specifically the most recent adopted housing elements approved by HCD.

Evolving local plans continue to shape the growth patterns in the San Diego region. Since the early 2000s, more than three-quarters of the region's 19 jurisdictions have updated their general plans, emphasizing higher-density, mixed-use developments. The Series 15 Forecast and proposed SCS land use pattern reflect a move toward more sustainable urban growth models. Figures 2-4 and 2-5 show the proposed 2035 and proposed 2050 SCS land use pattern, respectively.

Chapter 2 and Appendix F of the proposed Plan contain more information about the SCS land use pattern.

ENVIRONMENT

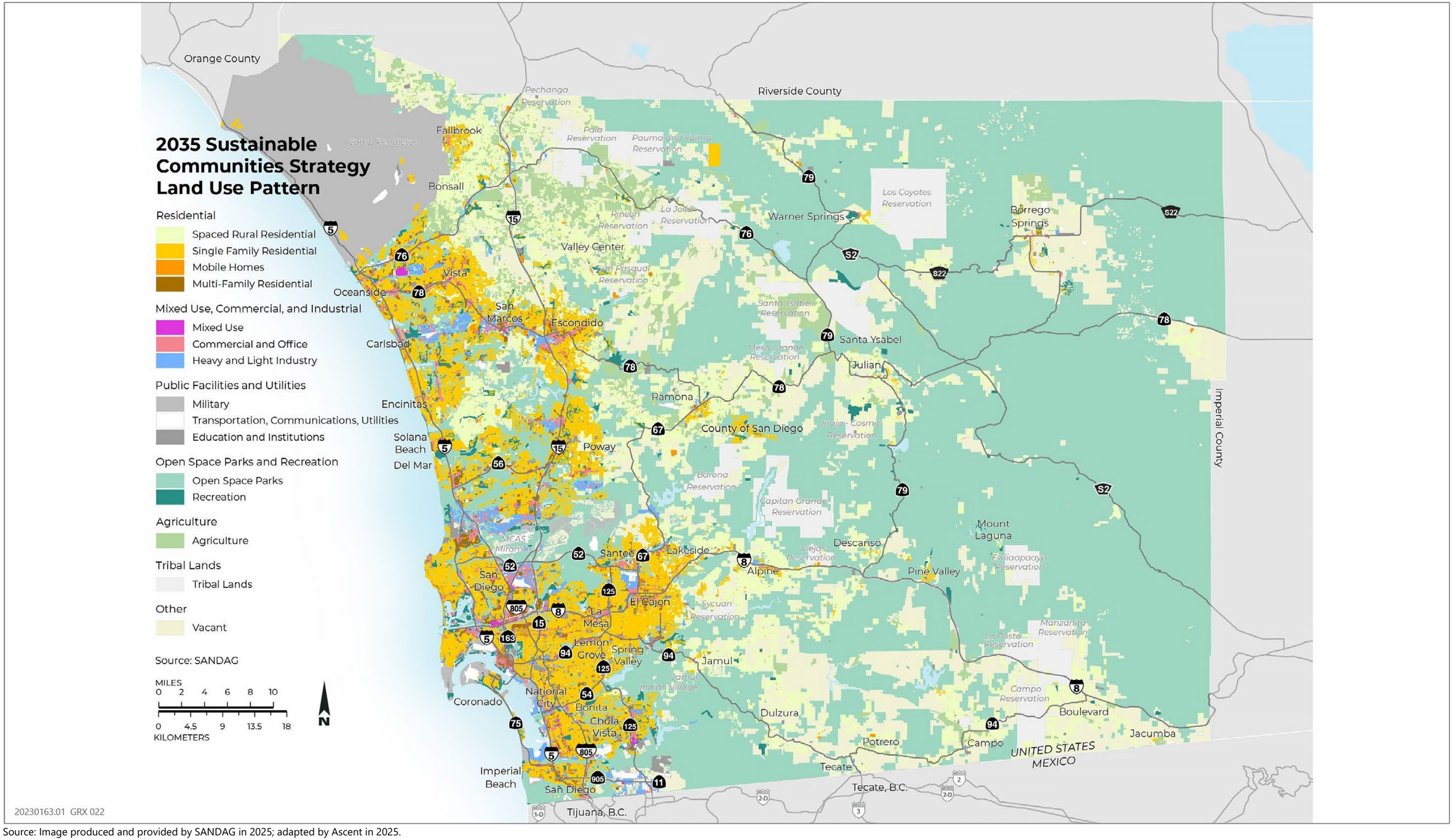
The San Diego region is one of the richest biodiversity areas in the United States. The region's diverse topography, geology, and moderate climate, allow the most rare, threatened, and endangered species in the continental United States to live here. The Regional Habitat Conservation Vision addresses challenges posed by degradation and loss of habitat, invasive species, and other changes that are driving many species to the precipice of extinction at an increasing rate. The vision sets goals and objectives to protect sensitive habitats and species in San Diego for future generations. Appendix Q of the proposed Plan describes the history and status of the habitat conservation planning efforts in the region and sets forth a vision for future implementation. It also covers the overall goals of the California State Wildlife Action Plan.

Shoreline preservation plays a crucial role in enhancing both our environment and economy, and it is recognized as a resource of national importance. Each coastal city within the region, including sections of shoreline that are owned and managed by state and federal authorities, has been impacted by erosion over the past several decades. This ongoing erosion has heightened concerns regarding the anticipated trends of escalating beach loss and property damage in the future. It has become increasingly evident that California's shorelines are experiencing gradual erosion, exacerbated by development that has reduced the natural sand supply essential for maintaining our beaches. SANDAG remains committed to providing guidance on shoreline fill policies, beach nourishment, structural stabilization, and other strategies designed to ensure the vitality of our beaches.

2.4.2 Transportation Network Improvements

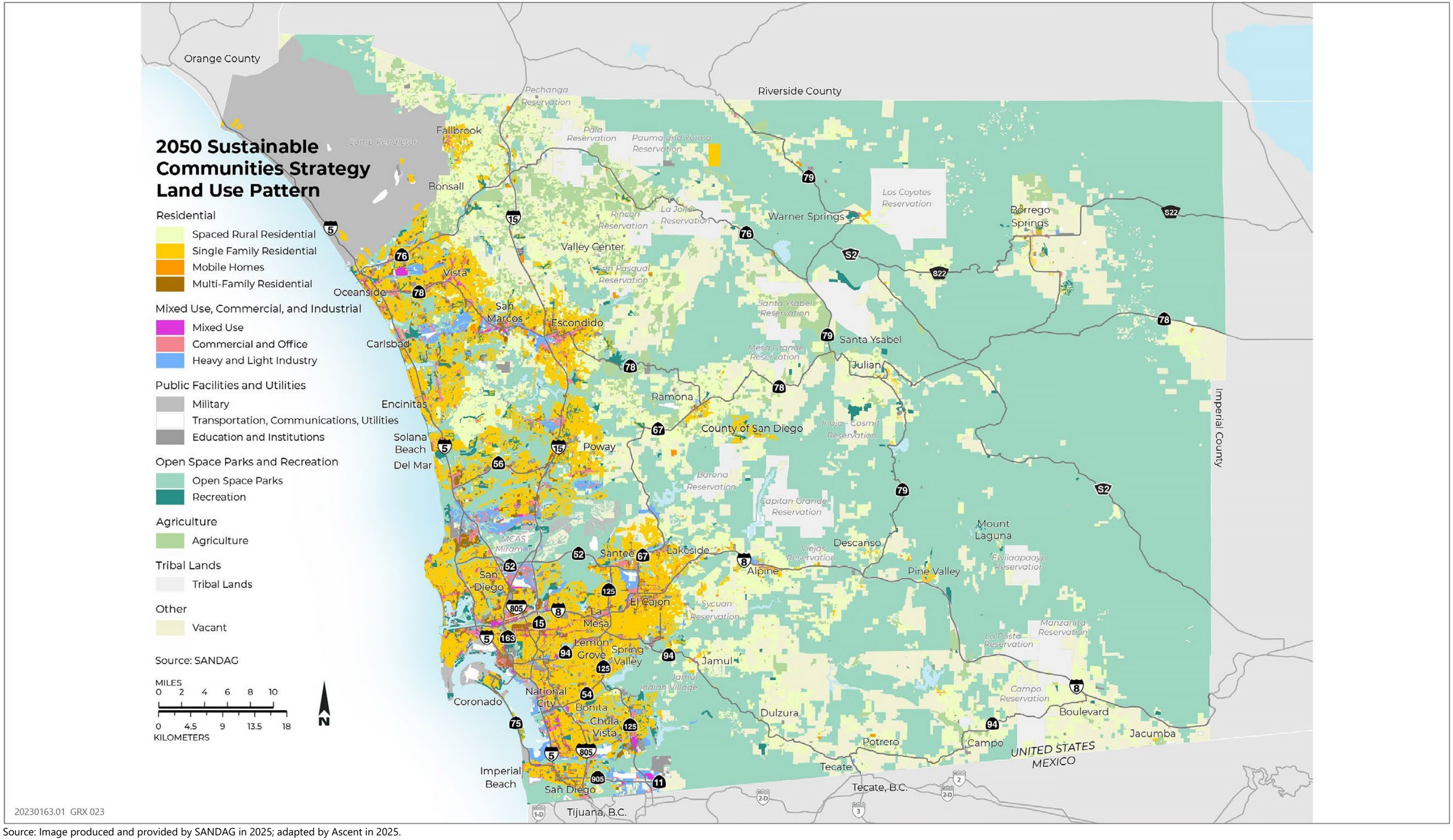
The proposed Plan's transportation network builds on and refines what was identified in the Amended 2021 Regional Plan to chart a course for a transportation network that will make travel safer and more efficient, while offering people more alternatives to driving alone—including more transit options, more Flexible Fleet options, and more opportunities for biking, walking, and other forms of active transportation, as described in greater detail below.

These transportation improvements are informed by recent and historical data trends, as well as input from regional stakeholders, to address evolving travel demands and needs. The proposed Plan relies on data-driven insights to evaluate the best investments for meeting current and future regional needs. For instance, while the Series 15 Forecast projects an aging population and a decrease in total population in the later years of the proposed Plan, housing shortages will continue to drive demand for housing and job opportunities. Additionally, although job growth is anticipated, many positions may be filled by commuters from outside the region. These demographic and economic shifts influence travel demands and inform the vision for the region's future transportation system.



Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-4 2035 Sustainable Communities Land Use Pattern



Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-5 ~~2035~~ 2050 Sustainable Communities 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 residents or visitors.

ACTIVE TRANSPORTATION

The updated active transportation network in the proposed Plan goes beyond biking and represents a significant increase in investment in safety and mobility for people who travel the region by foot, bike, scooter, transit, or other means outside of a car. The planned and prioritized projects reflect the best available standards and guidelines by adhering to an average network density of approximately 1 mile to ensure the most important cycling connections between regional centers, schools, residential areas, places of employment, and transit stops are provided with infrastructure composed of elements that are proven safety countermeasures for users of all ages and abilities. Regional active transportation projects include both on- and off-street improvements to create safe and comfortable paths for walking and biking. These improvements may include upgrading or retrofitting existing streets and roadways to meet the mobility needs of users of all ages and abilities.

Proposed active transportation projects are listed in Section 2.4.5 by subregion and year of implementation. Figure 2-6 depicts the existing active transportation network for the entire region in 2022. Figures 2-7 and 2-8 depict the proposed active transportation network for the entire region in years 2035 and 2050, respectively. See Chapter 2 and Appendices A and K of the proposed Plan for additional discussion of the Active Transportation Network.

COMPLETE CORRIDORS

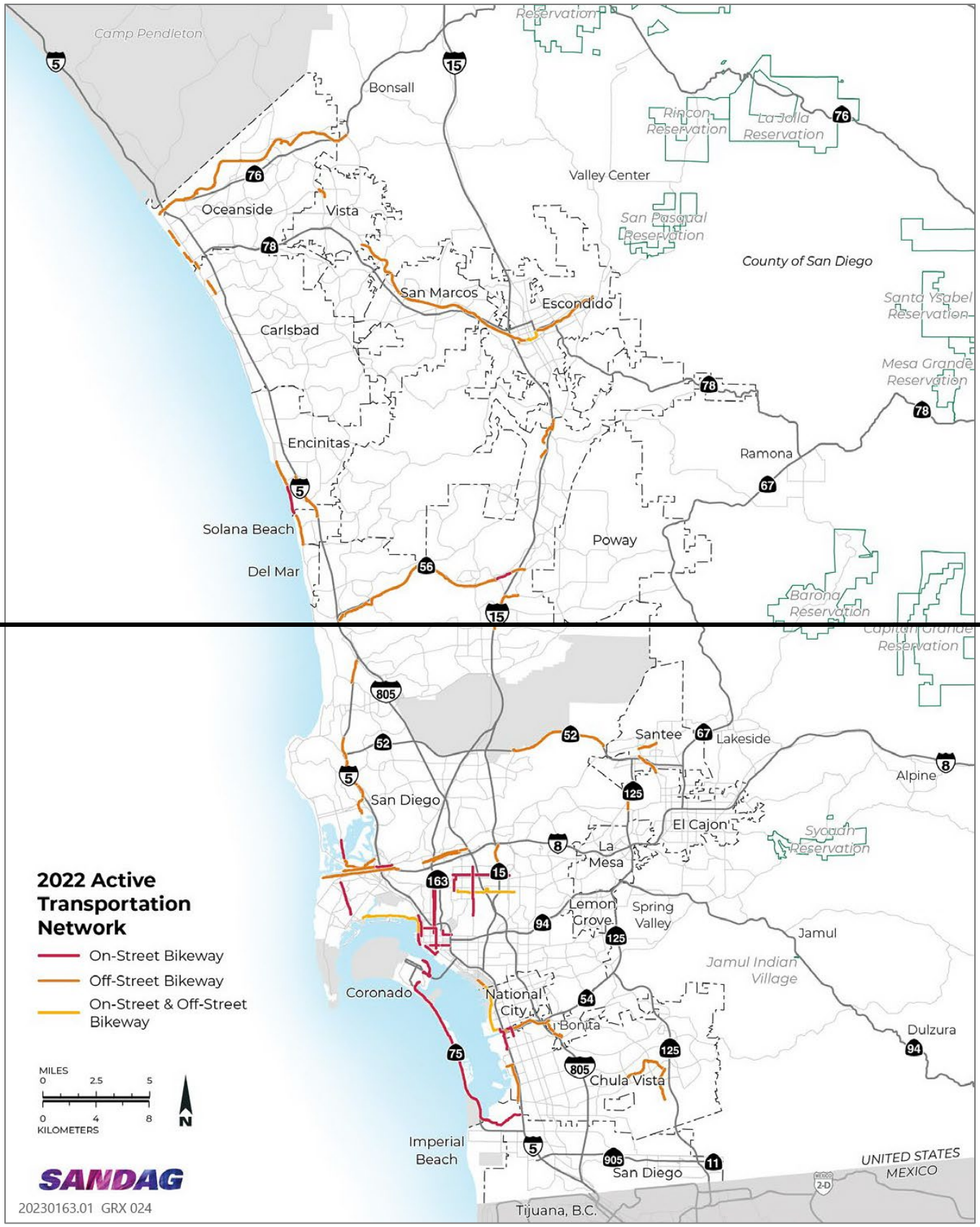
Complete Corridors incorporate various transportation improvements to enhance connectivity, including managed lanes, connectors and direct access ramps for managed lanes, transportation technology and Smart Intersection Systems (SIS), and goods movement to be implemented on freeways, highways, and rural corridors. The proposed Plan includes Managed lanes (MLs), which offer priority access to people using transit, carpooling, riding motorcycles, or vanpooling along with emergency vehicles and some low-emission vehicles with appropriate decals. In the proposed Plan, MLs are expanded by adding new travel lanes or repurposing shoulders or existing travel lanes, as feasible. The maps and tables below 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. Many of the MLs will be fully built by 2035.

The proposed Plan also includes ML connectors and direct access ramps (DARs). ML connectors connect MLs, and DARs are freeway on-ramps that connect a local road directly to a ML on the freeway. DAR improvements could take the form of a carpool or transit-only lane, grade-separated or direct ramp, or technology enhancement. Additional projects that connect two intersecting facilities are included in the proposed Plan as interchange and arterial operational improvements.

Rural corridors, located mostly in the eastern two-thirds of the region, provide access to jobs, education, and health care, as well as needed infrastructure for the movement of goods, deliveries, and emergency vehicles. The proposed Plan includes physical safety improvements, including evacuation routing, shoulder widening, and curve straightening.

Projects in the goods movement category support goods movement improvements at freight gateways (land border crossings, maritime terminals, and air cargo terminals), on 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 below; others are stand-alone projects for goods movement improvements.

The proposed Plan also includes transportation technology and SIS, which use technology and data to reduce congestion and improve roadway safety. transportation technology can include a wide range of elements, such as traffic signal upgrades, ramp metering, changeable message signs, queue warning systems, and freeway fiber communications. SIS technologies may include vulnerable road user (VRU) detection system, transit and freight signal priority, adaptive signal timing, and more.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Santa Ysabel Reservation
Carlsbad
Mesa Grande Reservation
Encinitas
Ramona
Solana Beach
Poway
Del Mar
Barona Reservation
Capitan Grande Reservation
Santee
Lakeside
Alpine
San Diego
El Cajon
Sycuan Reservation
La Mesa
Lemon Grove
Spring Valley
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Coronado
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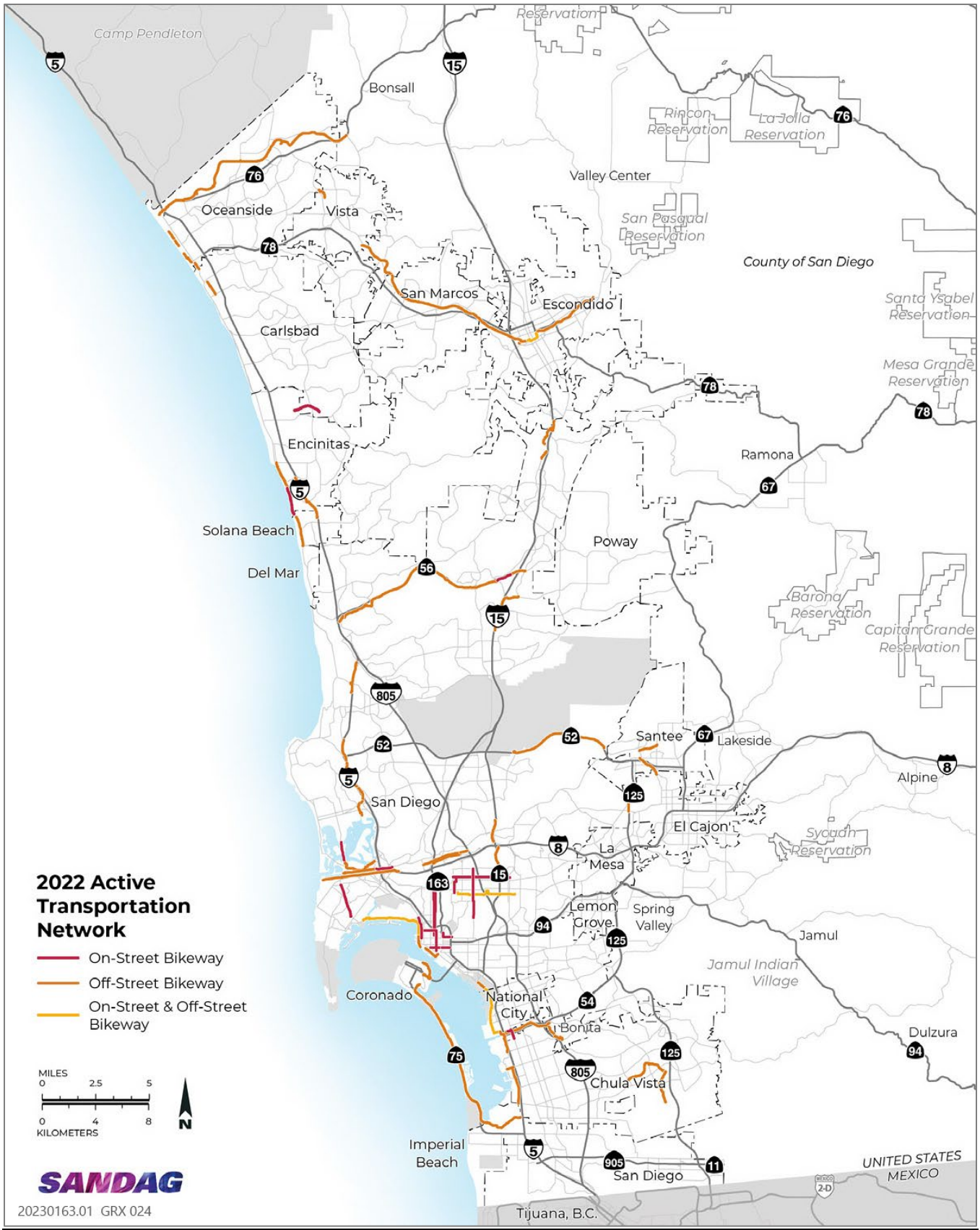
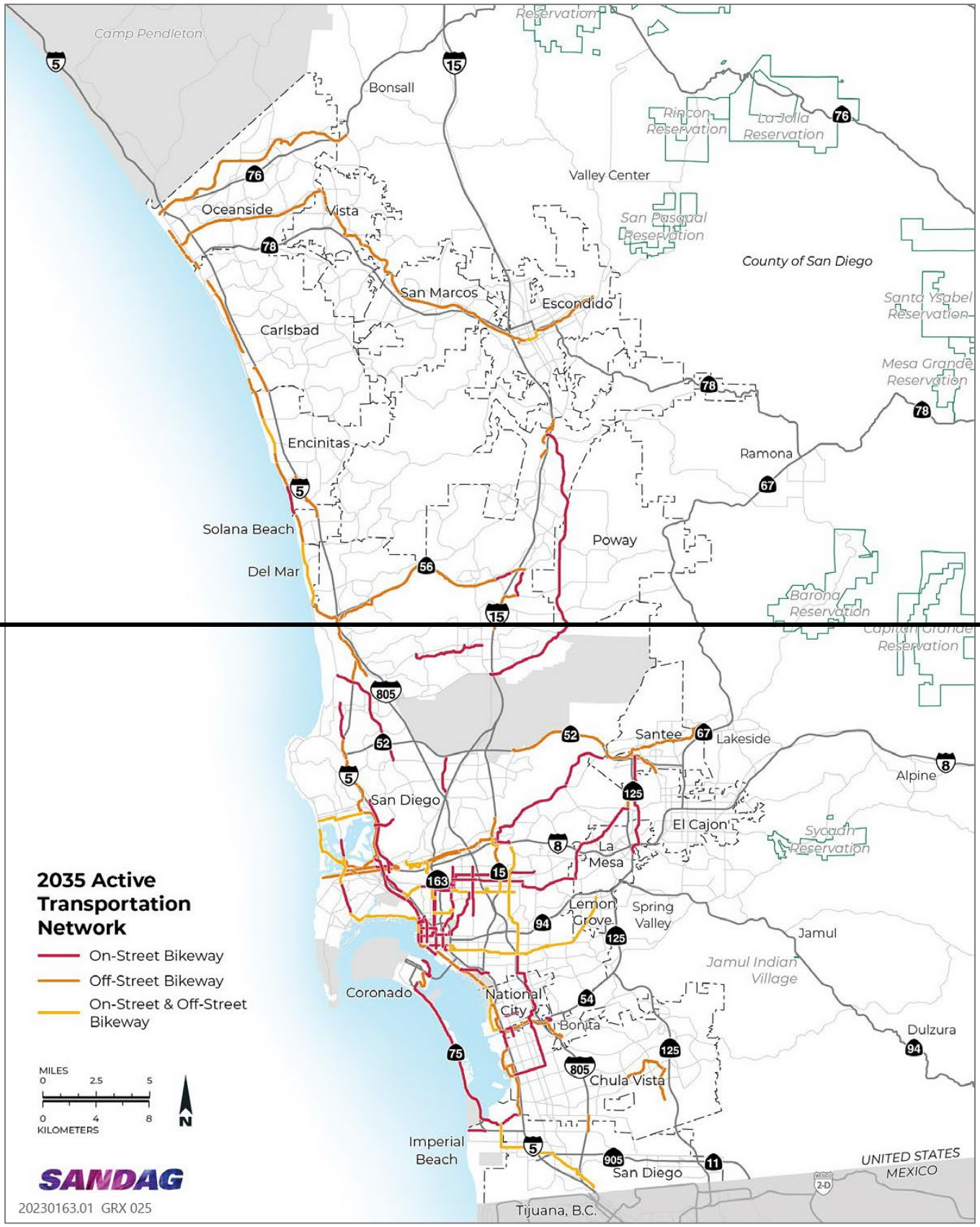


Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-6 Active Transportation Network (2022)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National City
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Tijuana, B.C.
2035 Active Transportation Network
On-Street Bikeway
Off-Street Bikeway
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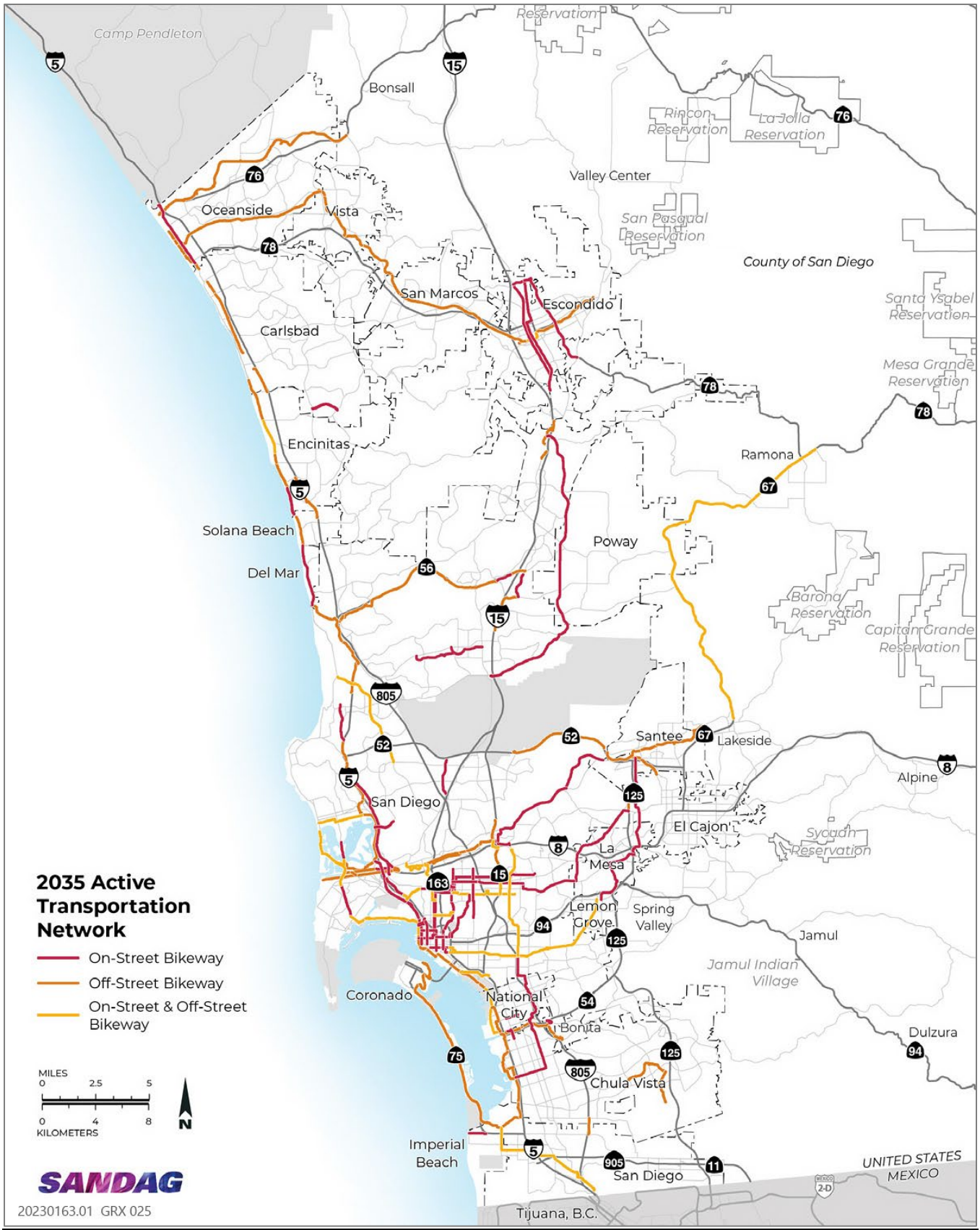
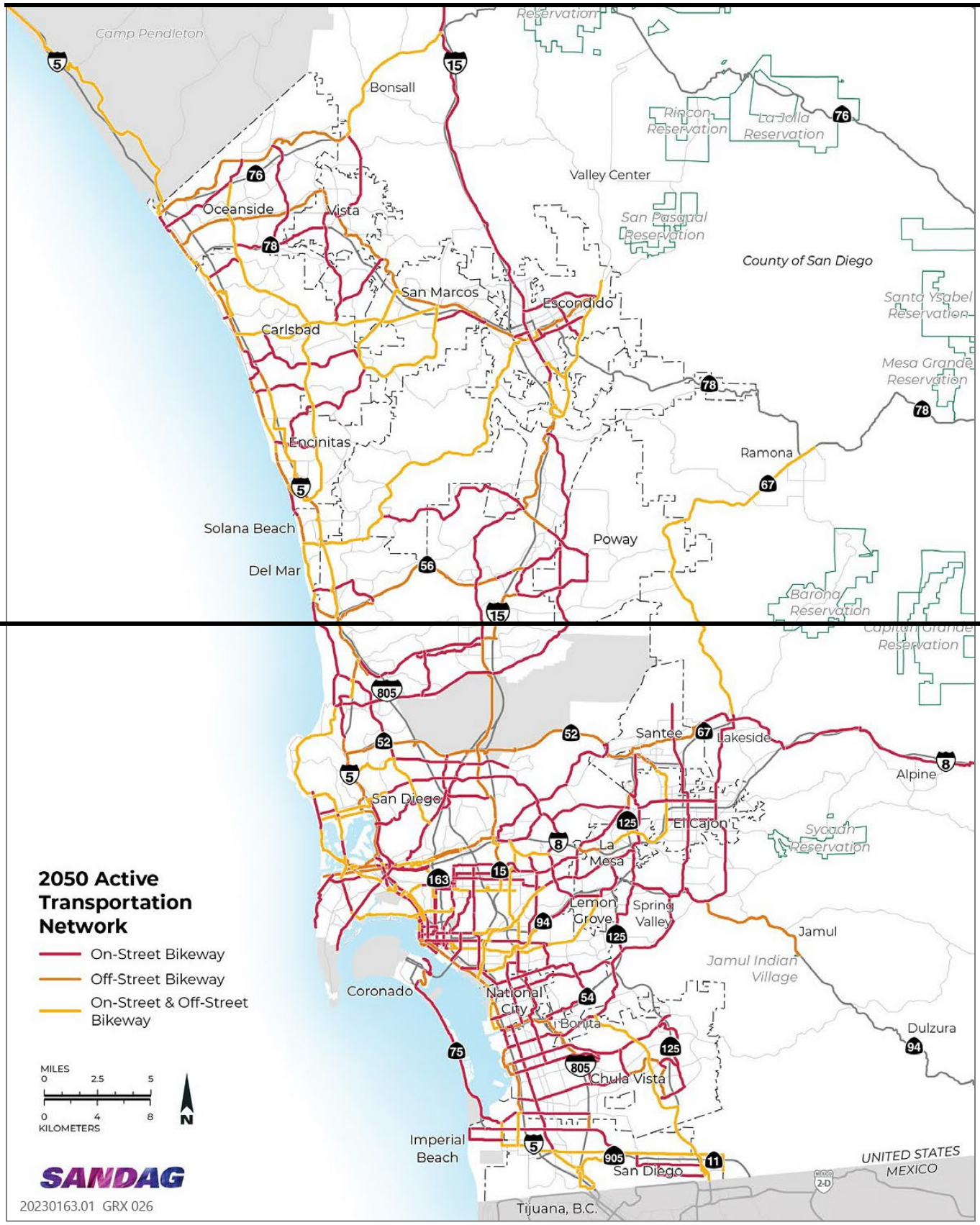


Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-7 Active Transportation Network (2035)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2050 Active Transportation Network
On-Street Bikeway
Off-Street Bikeway
On-Street & Off-Street Bikeway
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Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-8 Active Transportation Network (2050)

Transportation system management is the use of data and technology to coordinate and integrate operations across the transportation network. Transportation system management is envisioned as a digital platform that synthesizes information, coordinates operations, houses critical data, and powers transportation networks on the ground. Transportation system management can use data from passenger vehicles, buses, ridesharing vehicles, delivery trucks, bikes, and scooters to improve how transportation is planned, operated, and experienced.

The proposed Plan includes several pricing strategies for Complete Corridors, which are reflected in Table 2-3 below. Proposed Complete Corridors projects are listed in Section 2.4.5 by subregion and year of implementation. Figure 2-9 depicts existing Complete Corridors projects for the entire region as of 2022. Figures 2-10 and 2-11 depict proposed Complete Corridors projects for the entire region in 2035 and 2050, respectively. See Chapter 2 and Appendix K of the proposed Plan for additional discussion of Complete Corridors.

Table 2-3 Complete Corridors Pricing Strategies

Strategy	2035	2050
HOV and toll assumptions	Vehicles of three or more persons are allowed and pay no toll for use. SOVs and two-person vehicles that pay a toll are permitted to use the facility. 50% discount for HOV2.	Vehicles of three or more persons are allowed and pay no toll for use. SOVs and two-person vehicles that pay a toll are permitted to use the facility. 50% discount for HOV2.
Managed Lane/ HOT rates	ML: $0.30/mile	ML: $0.30/mile
SR 11 Toll rates	Northbound: $2 for cars $15 for trucks; Southbound: $1.25 for cars, $10 trucks	Northbound: $2 for cars $15 for trucks; Southbound: $1.25 for cars, $10 trucks

Note: SOV = single-occupancy vehicle; HOV = high-occupancy vehicle.

Source: SANDAG 2025d.

TRANSIT AND FLEXIBLE FLEETS

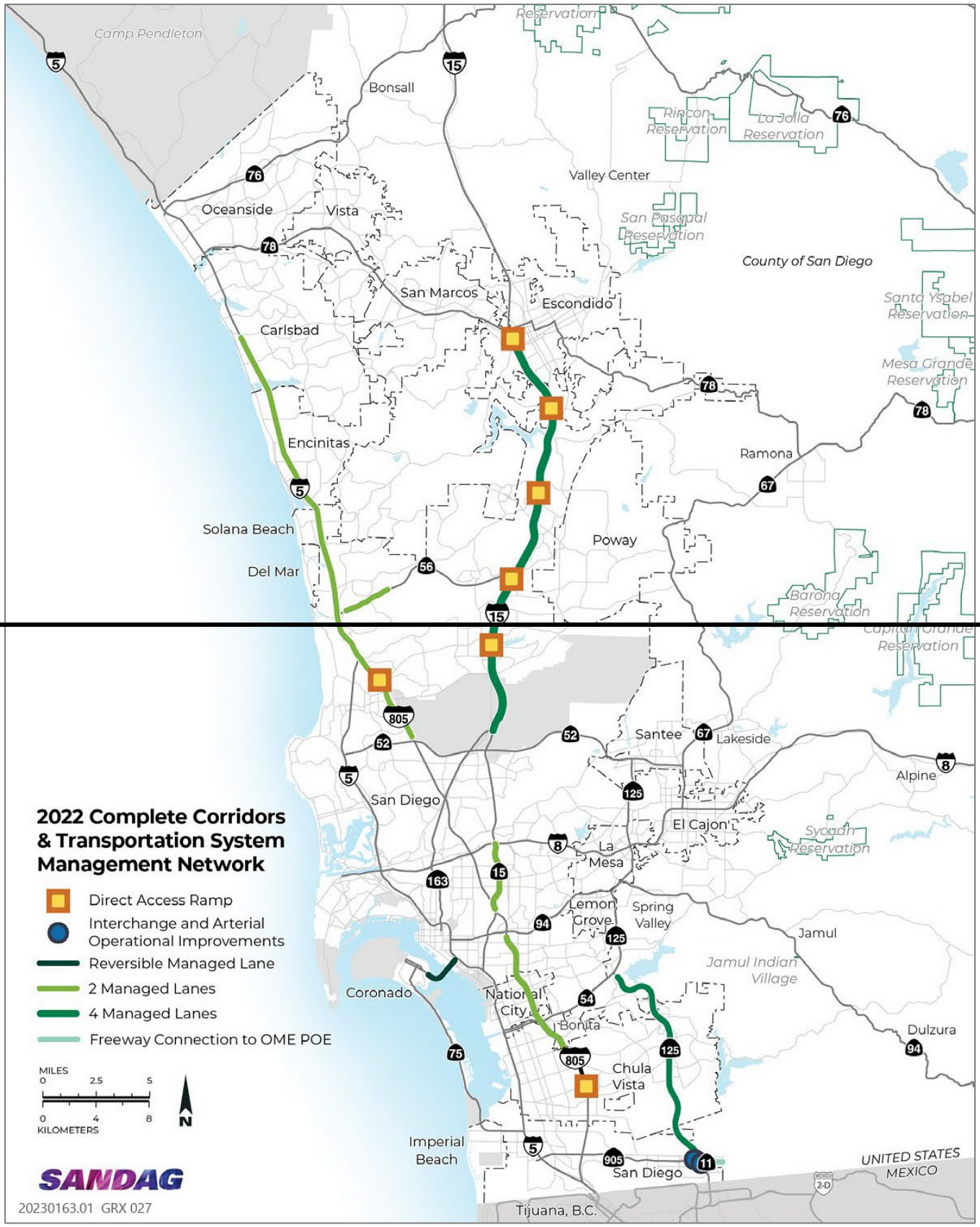
The proposed Plan includes transit improvements that make public transit a compelling option to driving—fast, convenient, and safe. Improvements include regional rail; light rail; streetcar; a variety of bus options, including Rapid, express, local, local circulator, rural; and an Airport Transit Connection.

~~Next Generation~~ Rapid is a bus network using special technology and infrastructure to get around traffic. All of the Rapid routes included in the proposed Plan are planned to start operation by 2035. Regional rail in the proposed Plan includes significantly upgraded rail service with higher-speed trains that are fast and convenient, especially for longer trips within the region. Light rail transit (LRT) includes improvements to existing light rail services and new light rail or streetcar routes. Many of the existing bus and rail services will have increases to their frequencies. In addition, these transit services enable connections with intercity rail for longer-distance travel beyond the region.

Flexible Fleets are on-demand, shared services that provide different mobility options and vehicles for all types of trips, reducing the need to own a car. Flexible Fleets in the proposed Plan can provide first- and last-mile connections to transit and major destinations (e.g., work, health care, 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.

Flexible Fleets ~~includes both microtransit and neighborhood electric vehicles (NEVs).~~ Microtransit, which serves a range of ~~1~~0.5-4.5 miles carrying up to 15 passengers~~, and~~. Neighborhood electric vehicles (NEVs) are a type of microtransit that typically have a service range of 0.5 to 2 miles, carry up to six passengers, and are permitted to operate on streets with speed limits of 35 miles per hour or less. ~~Both m~~Microtransit ~~and NEVs are~~ is typically requested with a smartphone app and pickup and drop-off activities occur anywhere within a defined service area, at designated locations, or a hybrid of the two.

Microtransit ~~and NEV~~ service areas in the proposed Plan reflect ridership/demand based on population and employment density, mobility needs for people with no access to vehicles, mobility needs for minority populations, low-income households, and seniors, proximity to transit, short trip density, limited transit access, and parking districts that could help support NEV services. There are ~~15 NEV service areas and 21~~ 36 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 contingent on jurisdictional support.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La Jolla Reservation
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Coronado
National City
Bonita
Dulzura
Chula Vista
Imperial Beach
San Diego
UNITED STATES
MEXICO
Tijuana, B.C.
2022 Complete Corridors & Transportation System Management Network
Direct Access Ramp
Interchange and Arterial Operational Improvements
Reversible Managed Lane
2 Managed Lanes
4 Managed Lanes
Freeway Connection to OME POE
MILES
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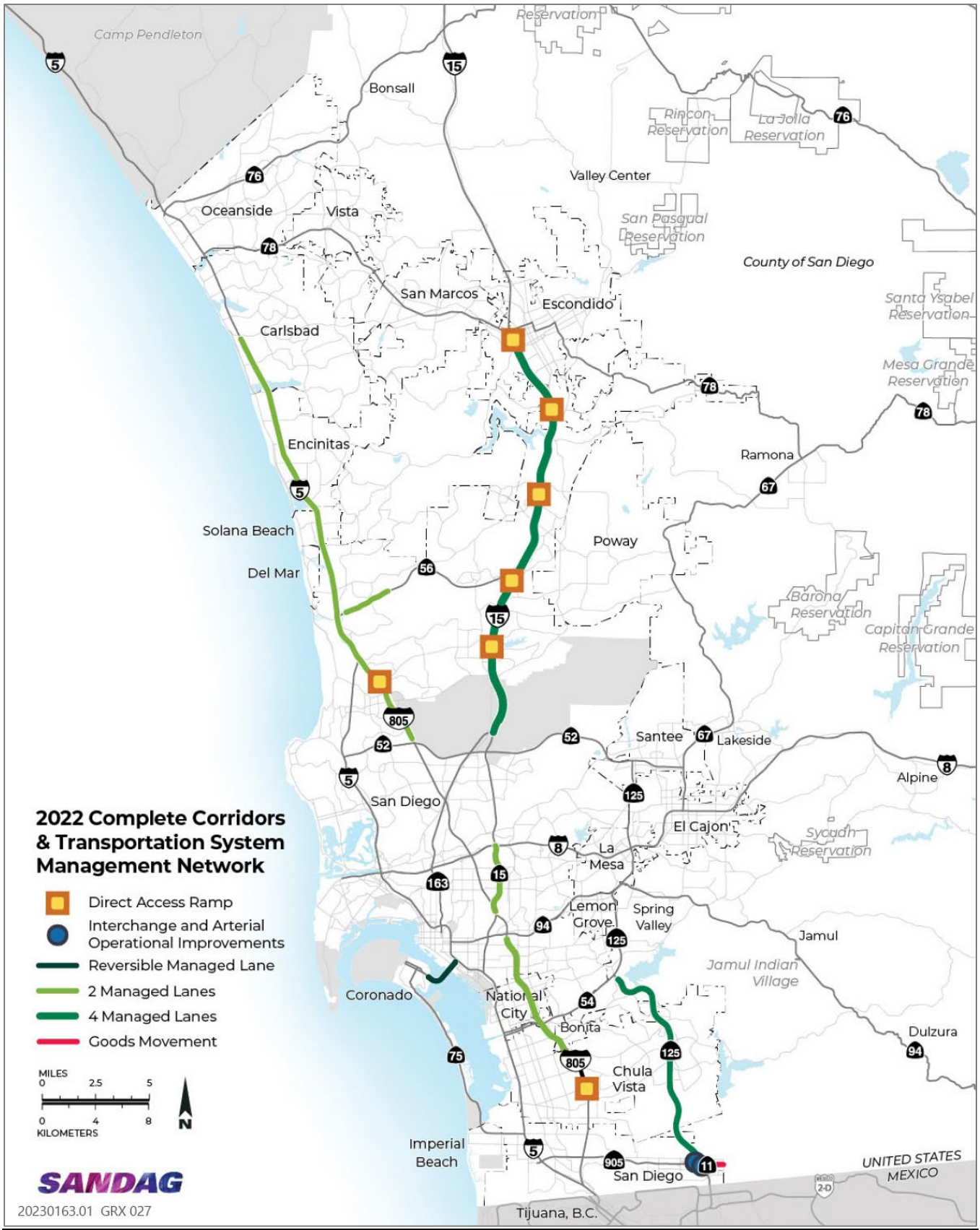
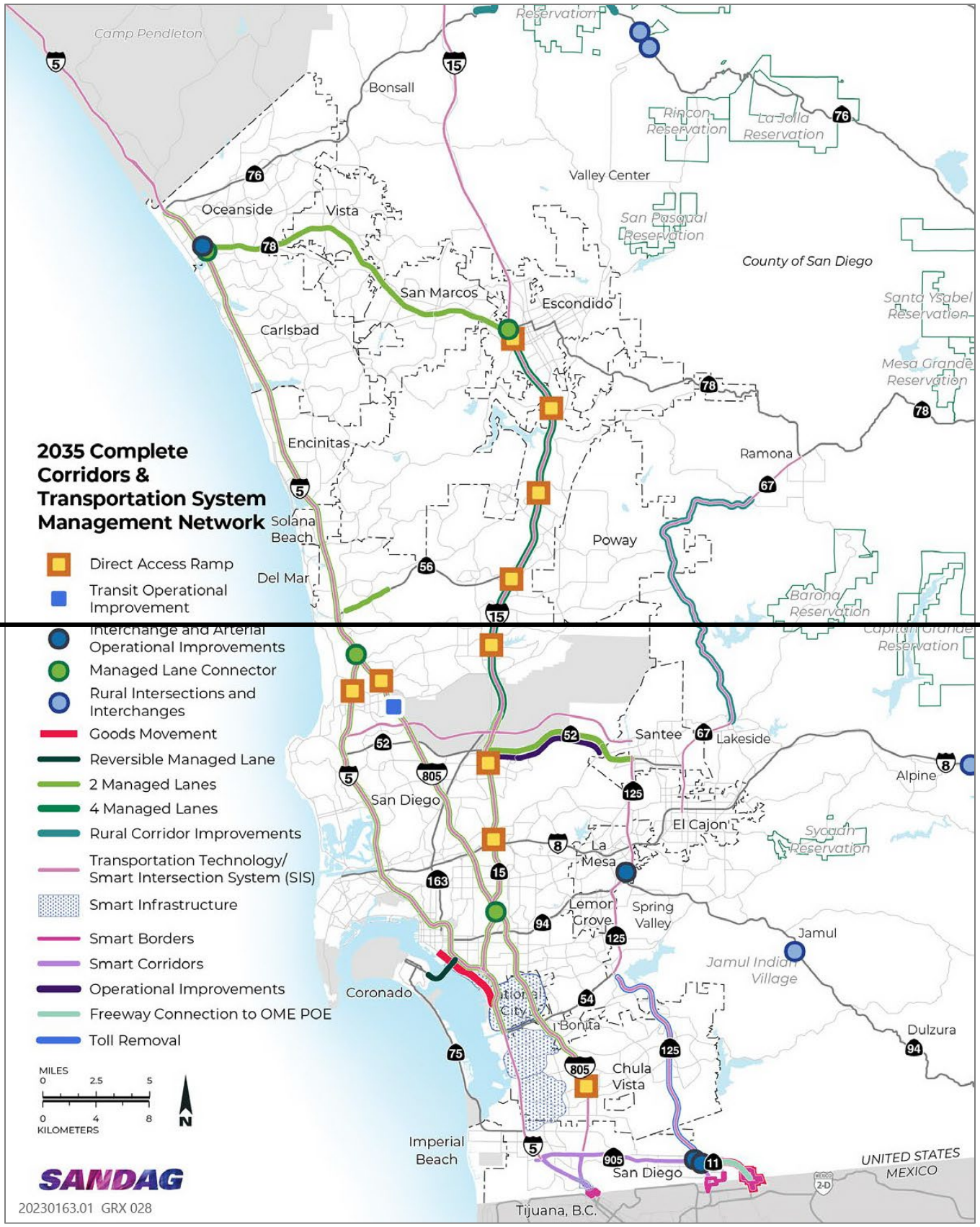


Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-9 Complete Corridors Network (2022)


2035 Complete Corridors & Transportation System Management Network
Direct Access Ramp
Transit Operational Improvement
Interchange and Arterial Operational Improvements
Managed Lane Connector
Rural Intersections and Interchanges
Goods Movement
Reversible Managed Lane
2 Managed Lanes
4 Managed Lanes
Rural Corridor Improvements
Transportation Technology/ Smart Intersection System (SIS)
Smart Infrastructure
Smart Borders
Smart Corridors
Operational Improvements
Freeway Connection to OME POE
Toll Removal
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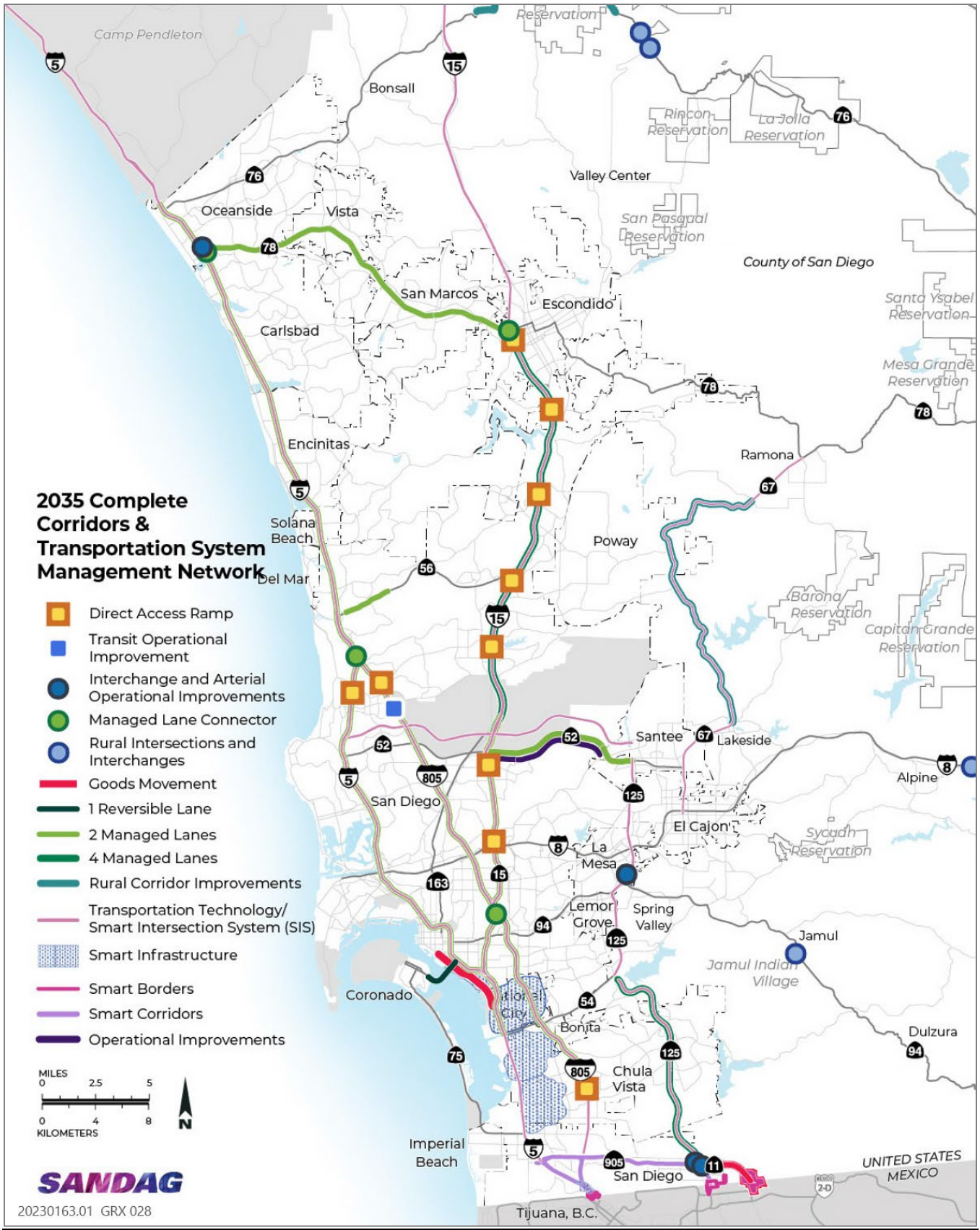
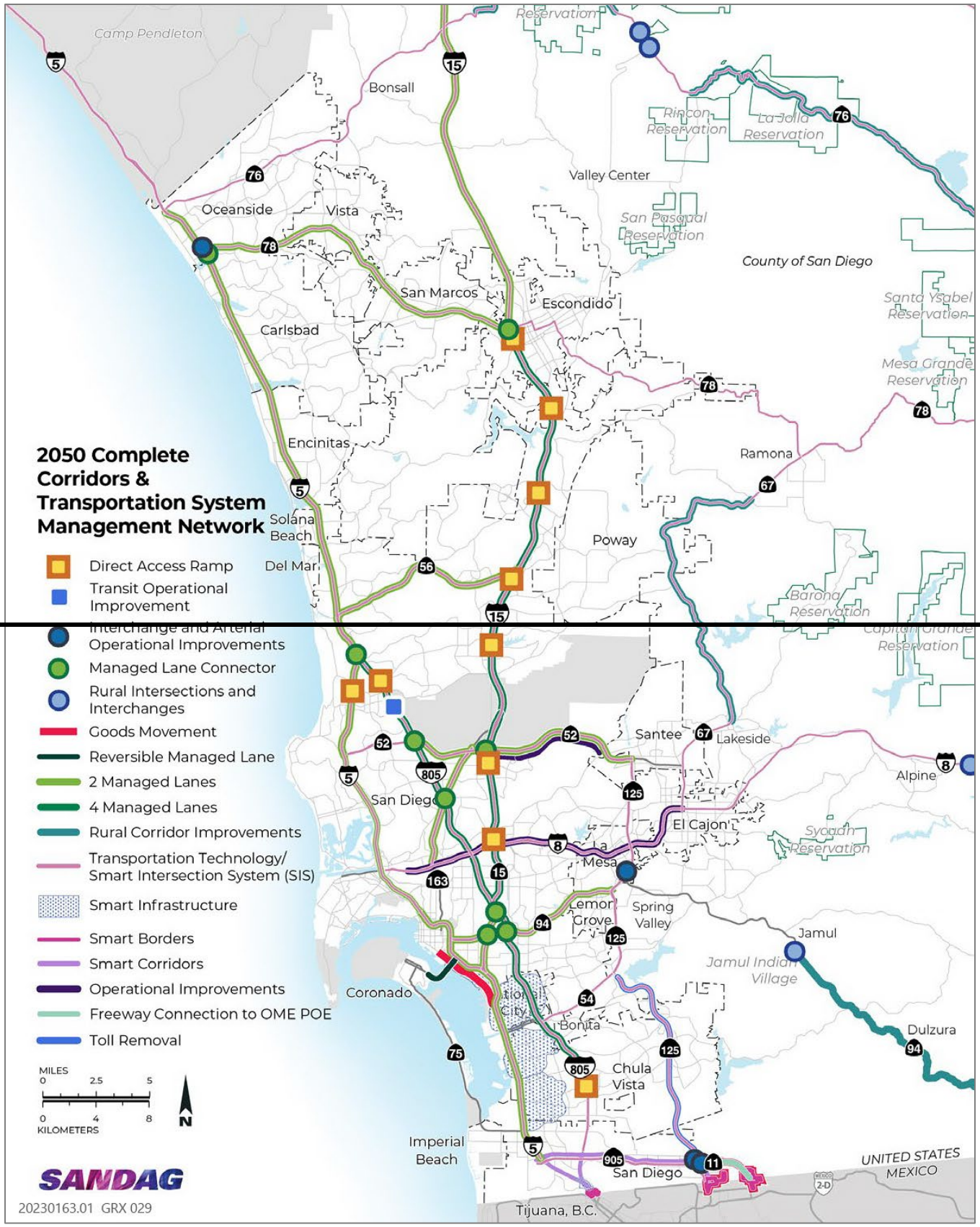


Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-10 Complete Corridors Network (2035)


2050 Complete Corridors & Transportation System Management Network
Direct Access Ramp
Transit Operational Improvement
Interchange and Arterial Operational Improvements
Managed Lane Connector
Rural Intersections and Interchanges
Goods Movement
Reversible Managed Lane
2 Managed Lanes
4 Managed Lanes
Rural Corridor Improvements
Transportation Technology/ Smart Intersection System (SIS)
Smart Infrastructure
Smart Borders
Smart Corridors
Operational Improvements
Freeway Connection to OME POE
Toll Removal
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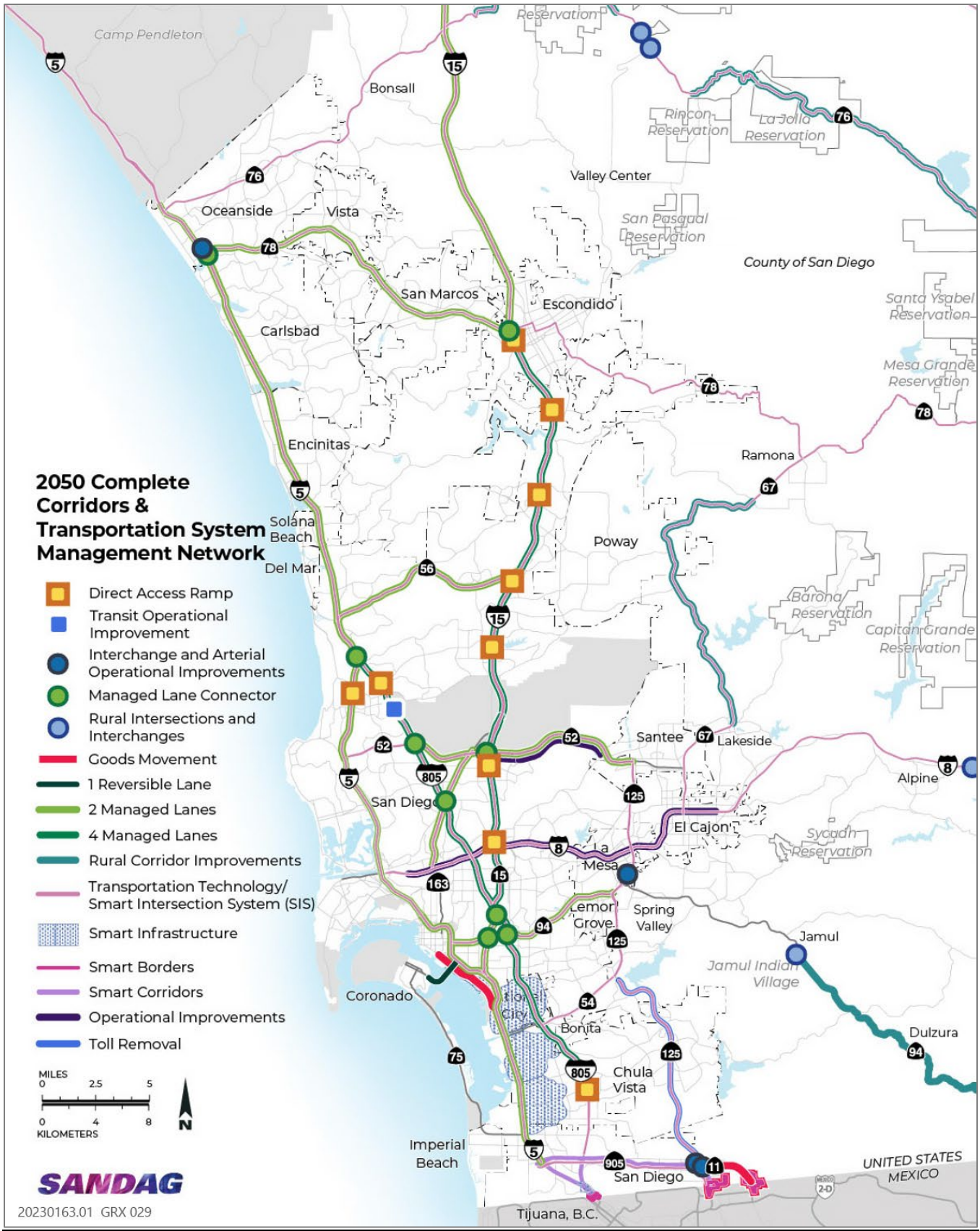


Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-11 Complete Corridors Network (2050)

The proposed Plan includes several pricing strategies for transit and Flexible Fleets, which are reflected in Table 2-4 below. One of these strategies is paid parking, where prices vary by time of day, location, and other factors. Parking pricing strategies help manage the number of spots available in high-demand areas while generating funding for city and county transportation projects, including Flexible Fleets. Proposed transit and Flexible Fleets projects are listed in Section 2.3.5 by subregion and year of implementation. Figure 2-12 depicts existing transit and Flexible Fleets projects for the entire region as of 2022. Figures 2-13 and 2-14 depict proposed transit and Flexible Fleets projects for the entire region in 2035 and 2050, respectively.

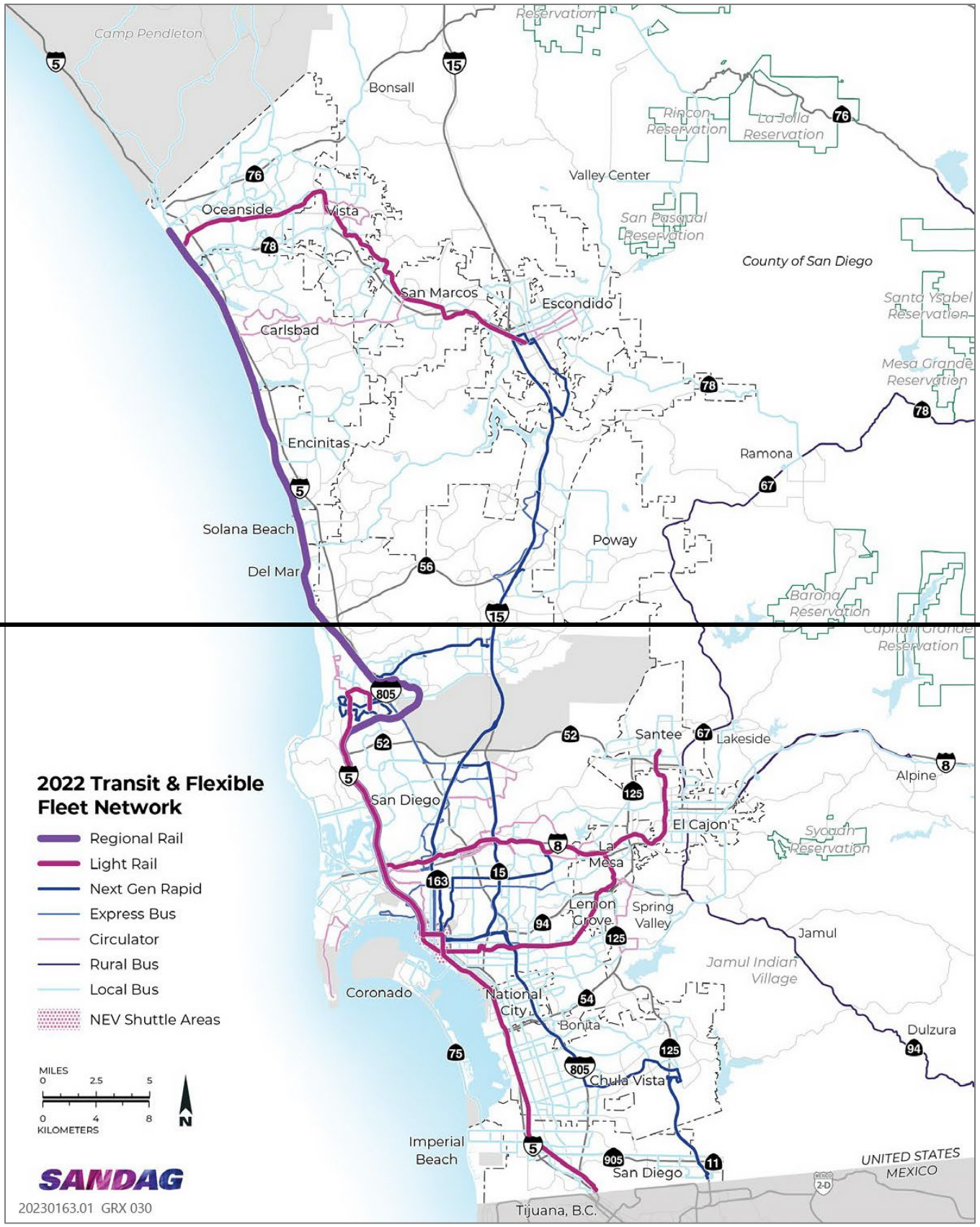
Table 2-4 Transit, Flexible Fleets, and Parking Pricing Strategies

Strategies	2035	2050
Local bus, Arterial Rapid, Some non-Express Freeway Rapids, Express Bus, Trolley, SPRINTER, Microtransit/NEV	$1.25 one way/$3 day	$1.25 one way/$3 day
Express Freeway Rapid	$2.50 one way/$6 day	$2.50 one way/$6 day
Commuter Rail	$3 one way/$6 day	$3 one way/$6 day
COASTER Connection	Free	Free
Ridehail Company service ~~feeridehail)~~ fee (single)	Fixed: $1.25/trip	Fixed: $1.25/trip
Ridehail Company service fee (shared)	Fixed: $0.65/trip	Fixed: $0.65/trip
Parking in High Demand Areas of Urban Shed, Major Employment Centers, U.S.–Mexico Border	Hourly: $3.25 Daily: $23.26 Monthly: $323.58	Hourly: $5.06 Daily: $36.24 Monthly: $504.13
Parking in High Demand Areas of Coastal Communities	Hourly: $2.29 Daily: $15.25 Monthly: $234.94	Hourly: $3.84 Daily: $23.76 Monthly: $366.03
Parking in High Demand Areas of Suburban Communities	Hourly: $1.53 Daily: $11.71 Monthly: $146.31	Hourly: $2.56 Daily: $18.24 Monthly: $227.95

Source: SANDAG 2025d.

2.4.3 Supporting Policies and Programs

Program investments in the proposed Plan include ~~Climate,~~ Digital Infrastructure, Fix It First, Habitat, Health, Housing and Land Use, Pricing Strategies, Resilience, Transportation Demand Management, Transportation Technology and Operational Improvements, and Vision Zero. These investments complement the capital and operational investments of the transportation system, encourage sustainable growth and development, and implement innovative demand strategies. Local programs include grants and resources to support capital and planning activities for the cities and County of San Diego. Regional programs support habitat conservation and management, adoption of new technologies, and incentivizing transportation alternatives to driving alone. Table 2-5 lists the programs and costs associated with these supporting policies and programs. For more information on program and policy costs see Appendix H to the proposed Plan, "Cost Estimation Methodology."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Tijuana, B.C.
2022 Transit & Flexible Fleet Network
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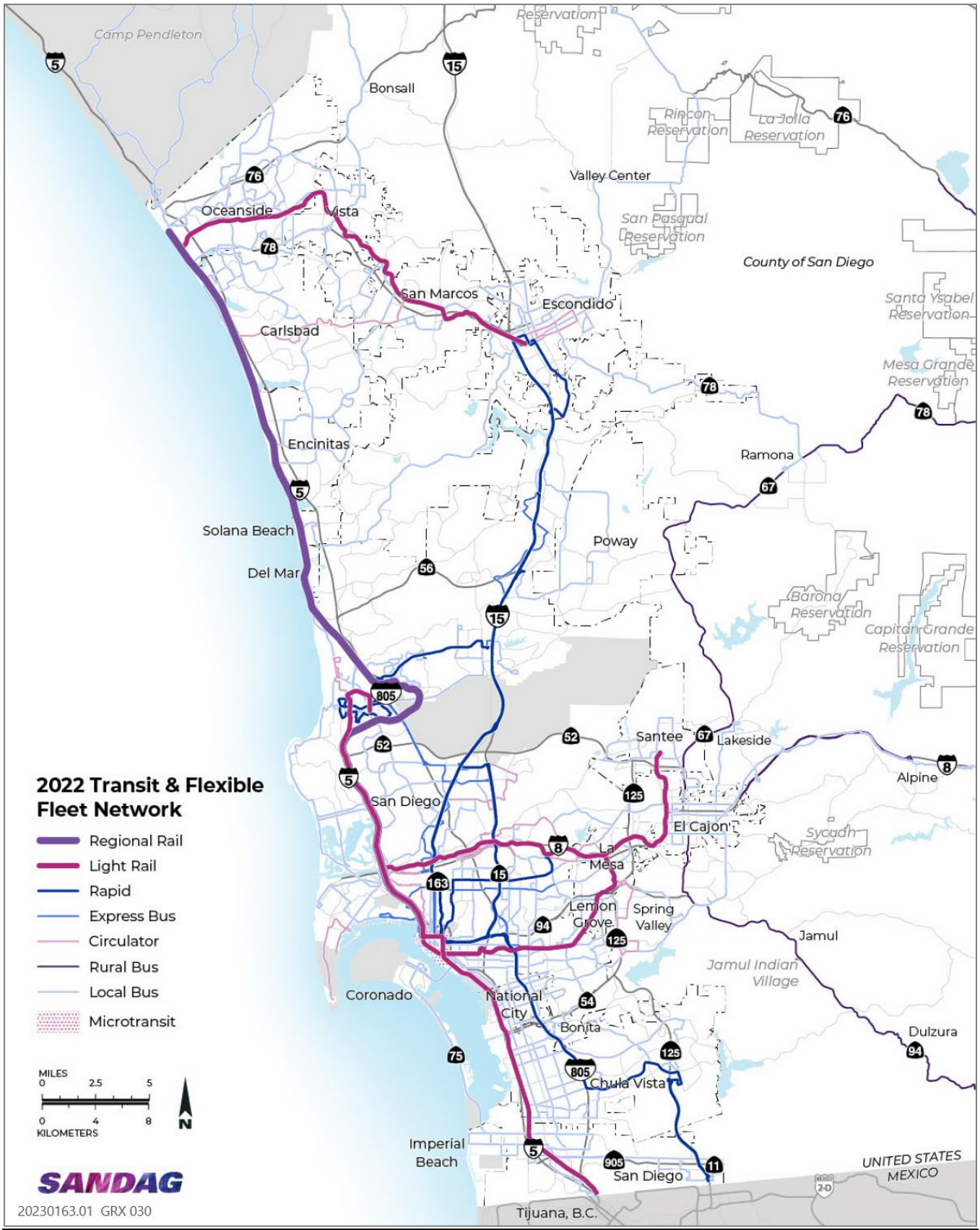
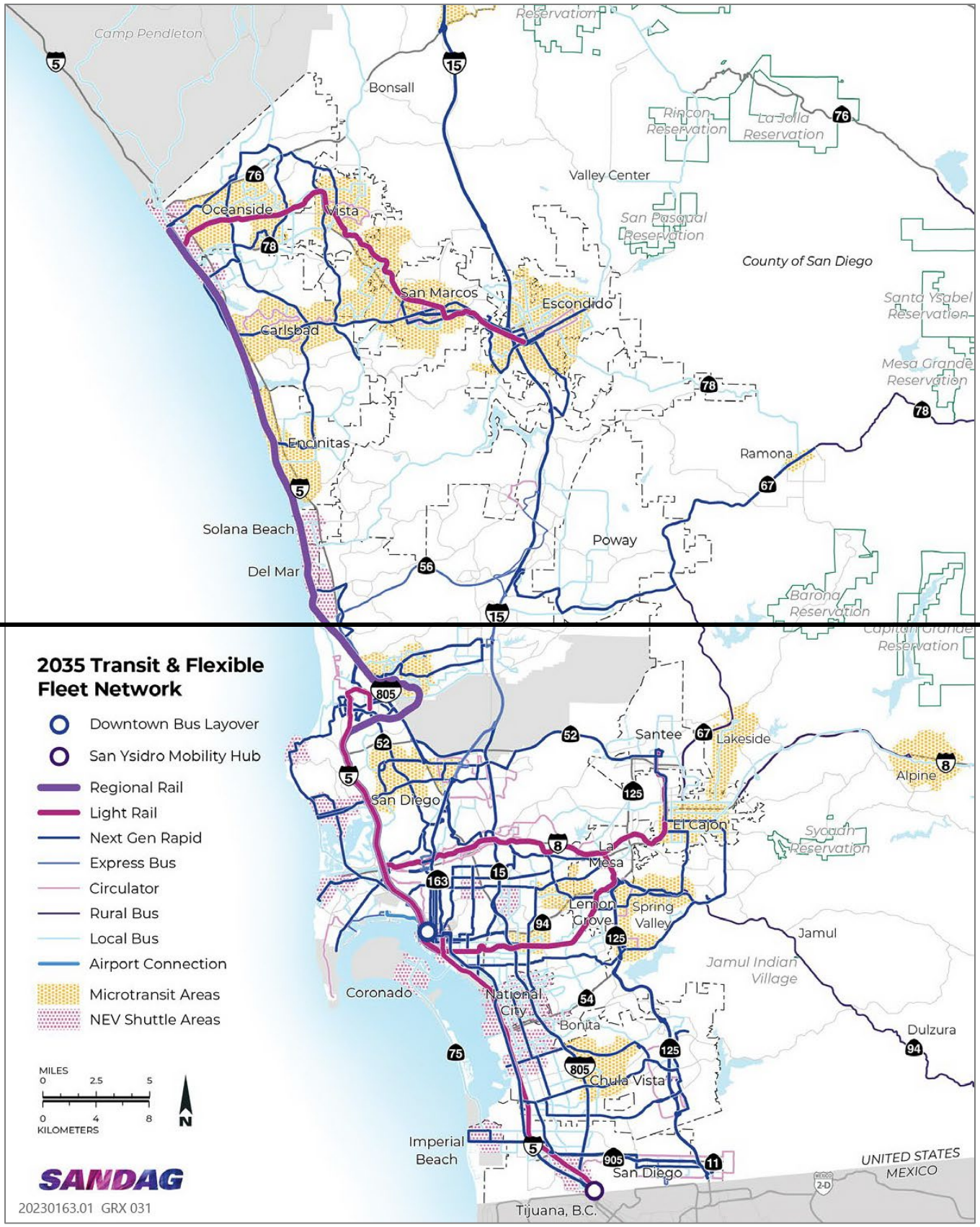


Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-12 Transit & Flexible Fleet Network (2022)


2035 Transit & Flexible Fleet Network
Downtown Bus Layover
San Ysidro Mobility Hub
Regional Rail
Light Rail
Next Gen Rapid
Express Bus
Circulator
Rural Bus
Local Bus
Airport Connection
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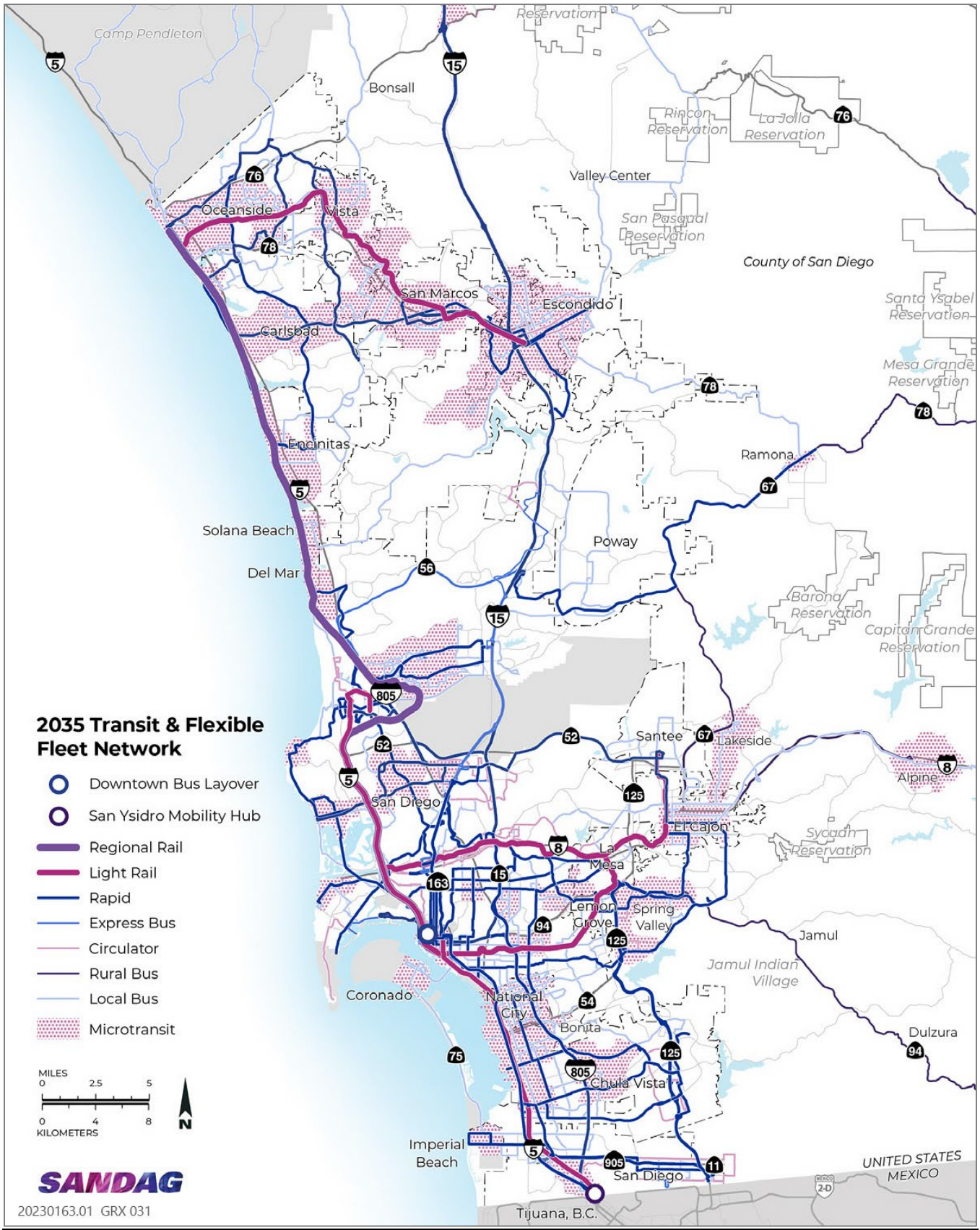
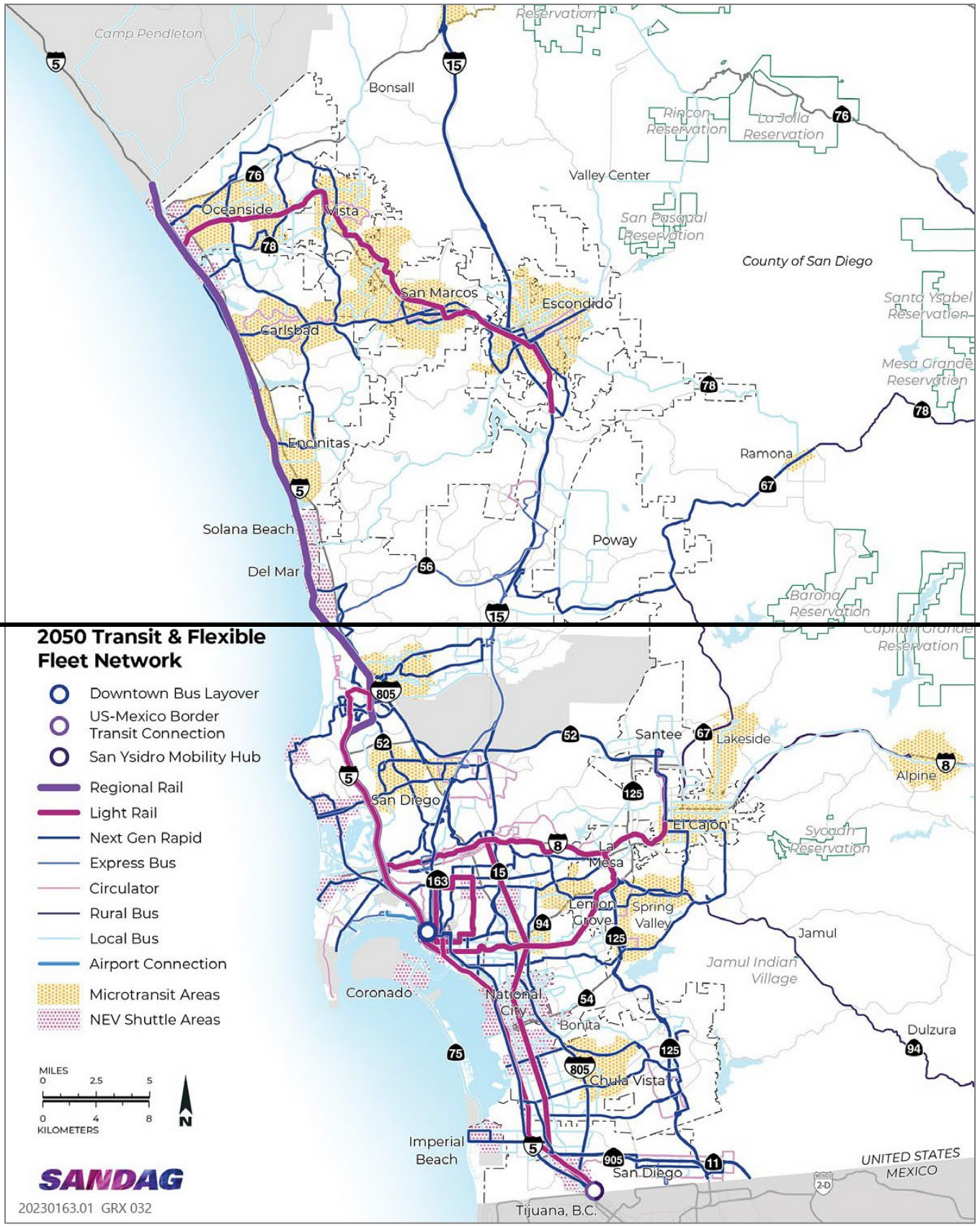


Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-13 Transit and Flexible Fleet Network (2035)


2050 Transit & Flexible Fleet Network
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Next Gen Rapid
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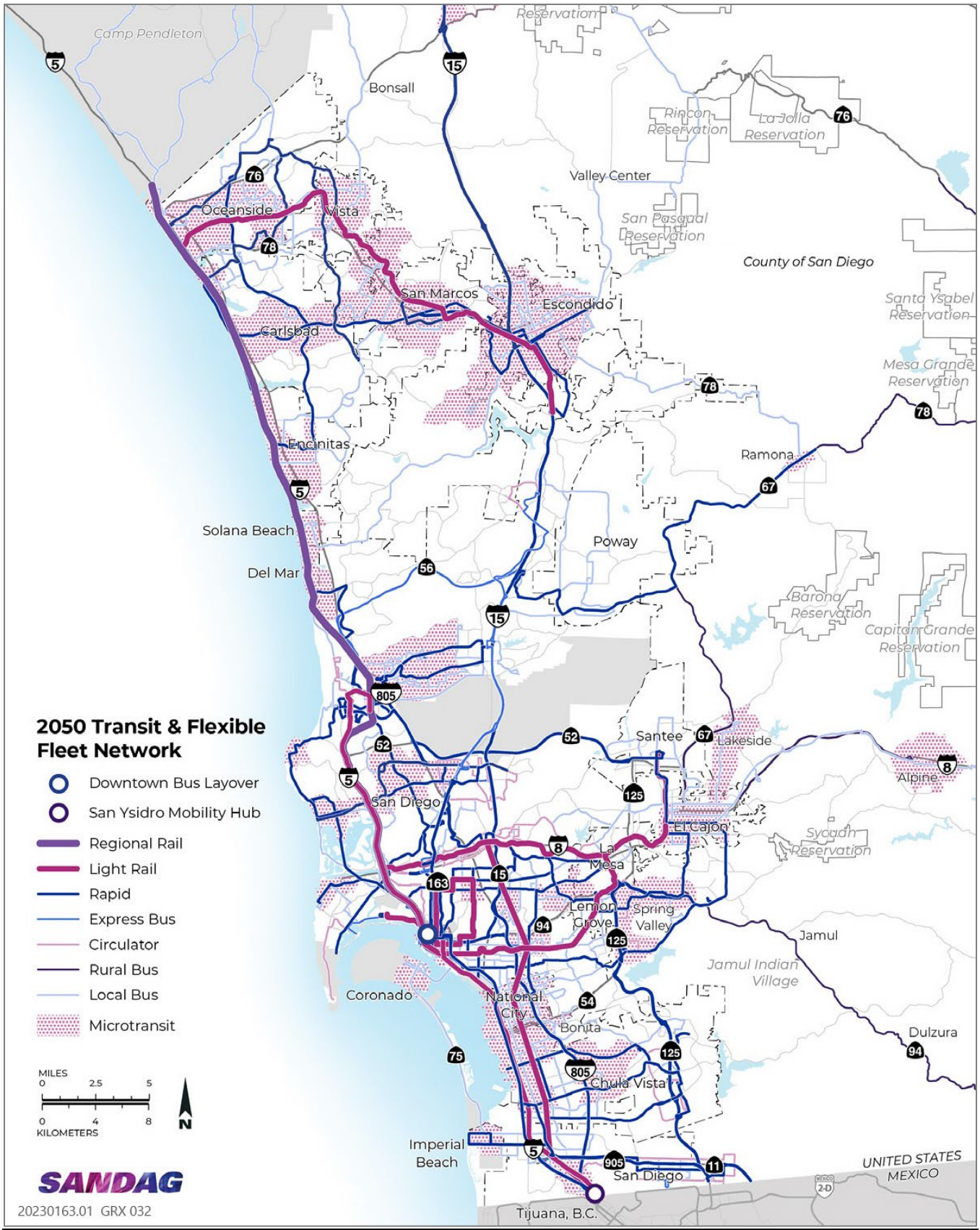

Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-14 Transit & Flexible Fleet Network (2050)

Table 2-5 Policy and Program Assumptions

Policy and Program Assumptions	Cost ($2024) Millions
~~Climate~~	~~$1,365~~
Digital Infrastructure	N/A
Fix It First	N/A
Habitat	$1,500
Health	N/A
Housing and Land Use	$449
Pricing Strategies	N/A
Resilience	$882
Transportation Demand Management	$255
Transportation Technology and Operational Improvements	N/A
Vision Zero	$258
Program Administration	$267

Source: SANDAG 2025e.

2.4.4 Systemwide Investments

In addition to the policies, programs, and capital projects, there are also several other supporting services that make up the breadth of the transportation investments included in the proposed 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 advancing transportation equity and creating green spaces, public plazas, and transit-oriented development to repurpose land for community benefit and create 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. All proposed systemwide programs and services are shown in Table 2-6.

Table 2-6 Systemwide Investments

Project ID	Phase Year	Project Name	Cost ($2024) Millions
TL310	2035	Transit Vehicles	~~$1,058~~ 1,047
TL311	2050	Transit Vehicles	~~$3,235~~ 3,240
TL300	2035	Transit Operations	~~$6,907~~ 6,877
TL301	2050	Transit Operations	~~$16,834~~ 17,102
TL320	2035	Transit Fare Subsidies	~~$346~~ 348
TL321	2050	Transit Fare Subsidies	~~$2,092~~ 2,078
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~~ 1,725
HMO2	2050	Highway Maintenance and Operations	~~$3,854~~ 4,095
LSRP1	2035	Local Streets and Roads Program	~~$6,543~~ 6,497
LSRP2	2050	Local Streets and Roads Program	~~$8,287~~ 7,995
DS1	2035	Debt Service	~~$1,380~~ 1,415
DS2	2050	Debt Service	~~$1,216~~ 1,219
RC1	2050	Reconnecting Communities Program	$100

Source: SANDAG 2025e.

2.4.5 Implementation Actions

The proposed Plan identifies the following near-term and continuing actions that SANDAG will undertake to support implementation of the proposed Plan:

Near-Term Actions

- Develop the remaining three Comprehensive Multimodal Corridor Plans (CMCP) in partnership with Caltrans, agency partners, and local governments
- Complete the Concept of Operations and System Requirements for Managed Lanes establishing the needs and costs to complete the habitat conservation plans and possible funding pathways
- Develop a phased implementation strategy for the regional Managed Lanes system in partnership with Caltrans
- Complete the California-Baja California Border Resiliency Plan to strengthen regional coordination on climate adaptation and environmental issues in the border region
- Complete the Regional Habitat Conservation Assessment
- Update SANDAG coastal resilience policies and strategies, and initiate a beach sand replenishment project to protect critical coastal infrastructure
- Advance implementation of the Harbor Drive 2.0 and Vesta Bridge projects
- Deliver the Otay Mesa East Port of Entry project and a Regional Border Management System to improve cross border travel
- Develop partnerships and assess opportunities to strengthen freight resiliency in the region

- Support the cities and county with designating truck routes under California Assembly Bill 98 and update the region's FHWA Critical Urban and Rural Freight Corridor designations
- Analyze and pilot Public Private Partnerships and alternative delivery methods that can reduce costs and time for delivering critical projects
- Complete a regional Reconnecting Communities Study to identify projects that can improve safety, accessibility and mobility for the most impacted communities
- Advance implementation of the regional Vision Zero Action Plan (VZAP)
- Complete regional bike projects in active construction
- Continue assessing feasibility of a vehicle miles traveled (VMT) mitigation bank that can provide funding for transit and Flexible Fleets
- Administer the Flexible Fleets grant program to pilot new Flexible Fleet services in the region and sustain existing services that have proven successful
- Identify sustainable funding to continue the Youth Opportunity Pass (YOP)
- Complete a comprehensive update of the Coordinated Plan and seek funding opportunities to expand specialized transportation services for older adults and people with disabilities
- Implement near-term improvements that better connect transit to the airport
- Continue the design, engineering, and environmental clearance for six Rapid routes
- Develop a strategy for implementing grade separation projects that improve safety and rail operations
- Complete the Blue Line Trolley study to assess the ability of operating express and 24-hour service along the corridor
- Advance design and environmental clearance for station improvements at the San Ysidro Transit Center
- Study the feasibility of extending the LOSSAN corridor to the U.S.-Mexico border
- Continue implementing LOSSAN Rail Corridor improvement projects to improve safety, resiliency, and reliability of the Corridor
- Develop feasibility studies analyzing the potential for TOD ~~within the MTS and NCTD service areas~~ on publicly owned lands
- Complete design and environmental for two tribal priority projects: I-8 at West Willows Road and realignment to SR-76
- Partner with Tribes to seek funding to implement priority projects in the Intraregional Tribal Transportation Strategy

Continuing Actions

- Collaborate with local, regional, and state agencies to advance clean transportation programs
- Continue to support ~~Climate Action Plan (CAP)~~ implementation and monitoring of local resiliency plans
- Partner with federal and state resource agencies, land managers, local jurisdictions, and the environmental science community to implement the Regional Habitat Vision as described in Appendix Q of the proposed Plan
- Advance regional partnerships and seek funding for projects that improve goods movement
- Continue advancing projects in the regional sustainable freight strategy
- Advance pavement and bridge condition monitoring following Fix It First best practices

- Continue SANDAG's Housing Acceleration Program (HAP) to support local jurisdictions with accelerating housing production
- Continue to grow participation in SANDAG's Sustainable Transportation Services program by providing regional rideshare services, employer outreach, bike education, and secure bike parking at transit stations
- Continue seeking sustainable funding for transit operations and Flexible Fleets in partnership with MTS and NCTD
- Continue to incentivize local Complete Streets and Smart Growth projects through SANDAG grant programs
- Continue to support local jurisdictions with advancing regional bike projects
- Continue to coordinate with Caltrans to advance Managed Lanes projects
- Continue partnering with community-based organizations across the region to support implementation of the proposed Plan
- Continue to coordinate with agencies in Imperial County, Riverside County, and Orange County on interregional planning efforts, and collaborate with partner agencies in Mexico to improve border infrastructure
- Continue to coordinate with the region's tribal nations on shared issues, including transportation, housing, energy, conservation planning and data sharing
- Continue to implement performance-based planning for federal performance measures related to safety; infrastructure condition; and system performance, freight, and congestion mitigation and air quality
- Use the intergovernmental review process to evaluate consistency of development projects with the SCS

Additional information about the implementation actions can be found in Chapter 3 of the proposed Plan.

2.4.6 Proposed Project List

Regional transportation projects and improvements are grouped by four distinct subregions, including rural areas: Central County Subregion, East County Subregion and Rural Areas, North County Subregion, and South County Subregion. Proposed projects in each subregion are listed below. These proposed projects are categorized by type and organized by phasing periods: 2035 and 2050 within each project type. Arterial projects proposed by the local jurisdictions are provided below following the subregion information.

CENTRAL COUNTY SUBREGION

The Central County Subregion spans from the downtown core of the City of San Diego, extending north to the Torrey Pines area and west of Lemon Grove. Major transportation routes such as Interstate (I) 5, I-805, I-15, State Route (SR) 163, I-8, SR 52, and SR 94 connect San Diego's diverse neighborhoods and key 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, many local and Rapid bus routes, and ~~local NEV shuttles~~ microtransit.

Proposed projects located in or partially within the Central County Subregion are listed in Figure 2-15 and Table 2-7 below. The proposed projects are categorized by type and organized by phasing periods: 2035 and 2050 within each project type.

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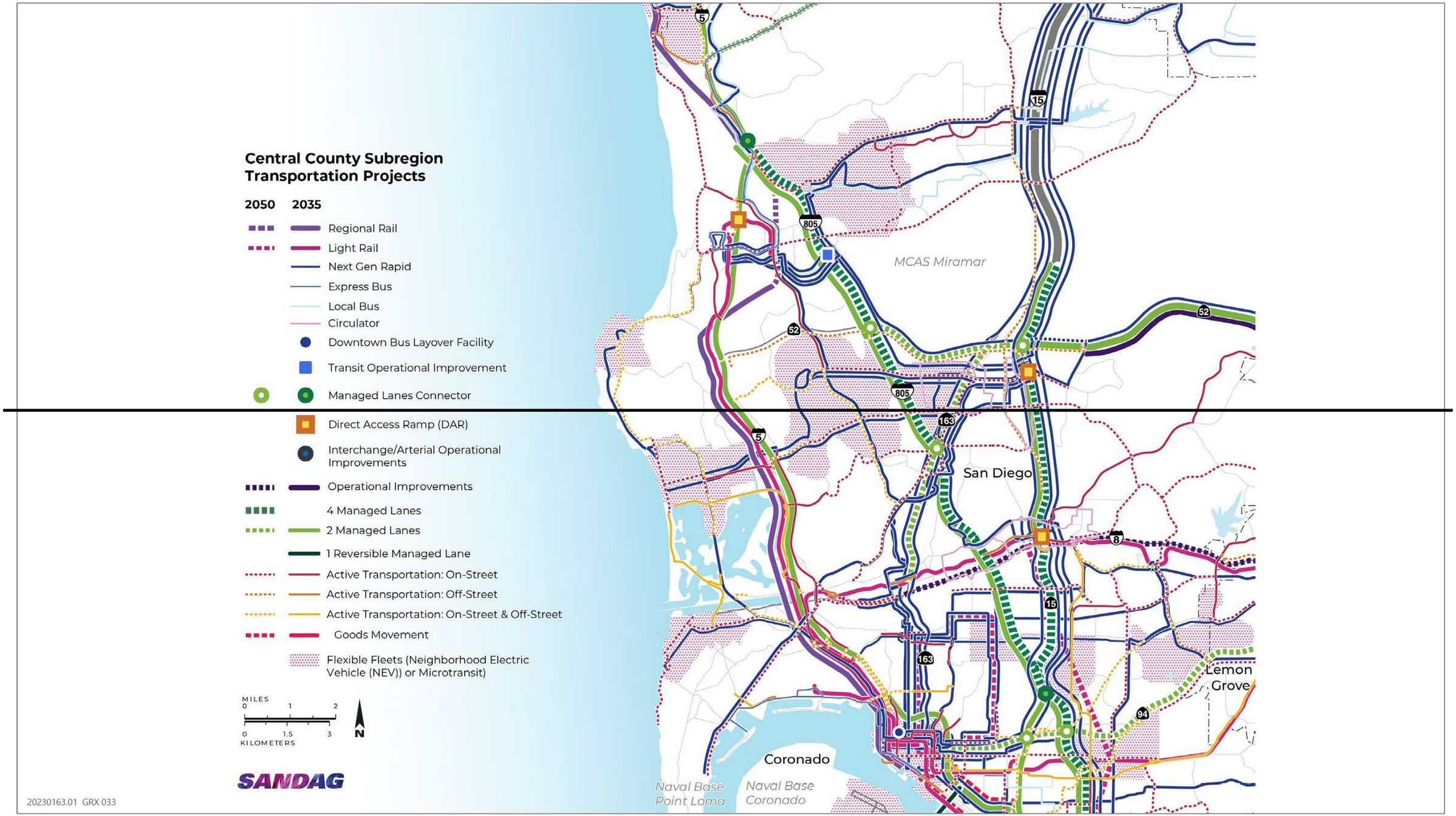
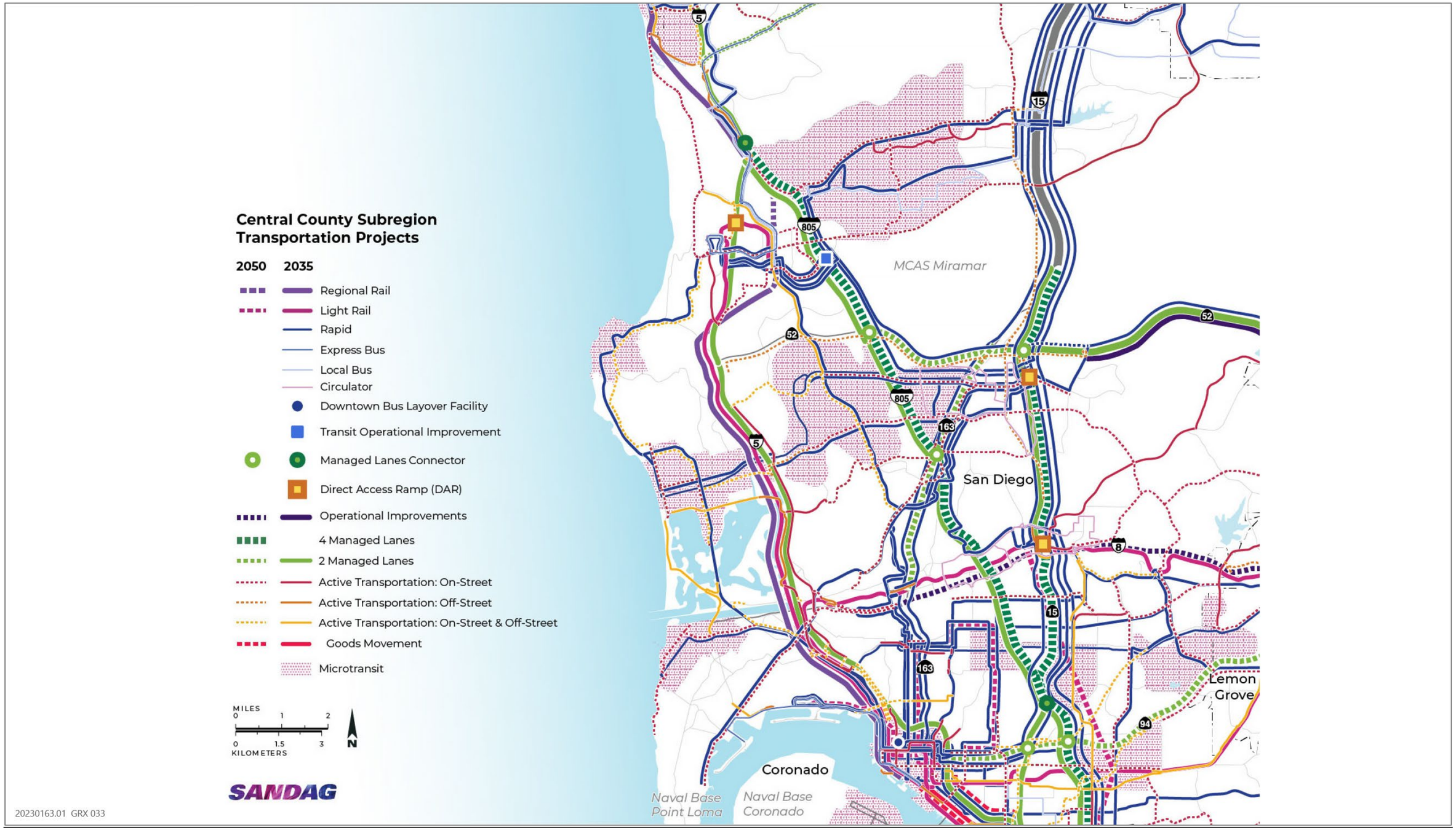

Central County Subregion
Transportation Projects
2050
2035
Regional Rail
Light Rail
Next Gen Rapid
Express Bus
Local Bus
Circulator
Downtown Bus Layover Facility
Transit Operational Improvement
Managed Lanes Connector
Direct Access Ramp (DAR)
Interchange/Arterial Operational Improvements
Operational Improvements
4 Managed Lanes
2 Managed Lanes
1 Reversible Managed Lane
Active Transportation: On-Street
Active Transportation: Off-Street
Active Transportation: On-Street & Off-Street
Goods Movement
Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)
MILES
0 1 2
0 1.5 3
KILOMETERS
N
SANDAG
20230163.01 GRX 033
MCAS Miramar
San Diego
Coronado
Naval Base Point Loma
Naval Base Coronado
Lemon Grove
5
15
52
805
163
8
94



Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-15 Central County Subregion Projects

Table 2-7 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	$~~2~~1~~8~~
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
AT030	2035	Active Transportation: On-Street & Off-Street Bikeway	Genesee Bikeway	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$38
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
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	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade Existing Bikeway	$40

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT099	2050	Active Transportation: On-Street & Off-Street Bikeway	Chollas Creek Bikeway: North Fork	Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, 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
AT119	2050	Active Transportation: On-Street & Off-Street Bikeway	Golden Hill to Fairmount Park	Local Bike Plan	~~$14~~ 9
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~~ 29
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~~ 39
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~~ 37
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
AT018	2035	Active Transportation: On-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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
AT024	2050	Active Transportation: On-Street Bikeway	University Town Centre Bikeway	Early Action Program (Tier 1 and Tier 2), Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Systemic Safety Network, Upgrade Existing Bikeway	$31
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
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
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

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
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
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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/10F+2ML to 6F/8F+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

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~~ 2nd Street	$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
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
GM06	2035	Complete Corridors: Goods Movement	Harbor Drive 2.0	Designated Freight Route: Dedicated lanes (where feasible) and ~~signal priority~~ intelligent transportation systems for truck freight along Harbor Drive between ~~Marine Terminals~~ TAMT/Caesar Chavez Pkwy, NCMT and connections to I-5 and SR 15. Includes freight signal prioritization, queue jumps, delineators ~~and~~, signage, zero-emission commercial vehicle infrastructure, striping, landscaping, drainage, and modifications to existing Navel Base San Diego gates	$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	Harbor Dr Multimodal Corridor Improvements ~~at intersections between marine terminals~~ including but not limited to: pavement rehabilitation; complete streets improvements at intersections between TAMT and NCMT; pedestrian crossings; various truck improvements; bikeway and ADA 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**
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~~ El Cajon to Downtown)	Grade separations	$113
TL001	2050	Transit: Light Rail	Airport Transit Connection 577	San Diego International Airport to Downtown	$2,782
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~~ El Cajon to Downtown)	Grade separations	$788

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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~~ Tierrasanta 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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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
TL252	2035	Transit: Rapid	Arterial Rapid Route 992	Airport to Downtown	$44
TL255	2035	Transit: Rapid	Arterial Rapid Route 994	Airport Flyer (Old Town to Airport)	$44
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*

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
TL183	2035	Transit: Circulator	Circulator 648	Mission Valley Loop via Grantville, Camino Del Rio South, and Fenton Parkway	N/A*
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/Mira Mesa	Microtransit Operations	$25
TL073	2035	Flexible Fleets: Microtransit Areas	Kearny Mesa Convoy	Microtransit Operations	$38
FF02	2035	Flexible Fleets: ~~NEV Shuttle~~ Microtransit Areas	Coronado	~~NEV~~ Microtransit Operations	$17
FF03	2035	Flexible Fleets: ~~NEV Shuttle~~ Microtransit Areas	Del Mar	~~NEV~~ Microtransit Operations	$10
FF06	2035	Flexible Fleets: ~~NEV Shuttle~~ Microtransit Areas	La Jolla	~~NEV~~ Microtransit Operations	$10
FF09	2035	Flexible Fleets: ~~NEV Shuttle~~ Microtransit Areas	Ocean Beach	~~NEV~~ Microtransit Operations	$10
FF11	2035	Flexible Fleets: ~~NEV Shuttle~~ Microtransit Areas	Pacific Beach	~~NEV~~ Microtransit Operations	$17
FF14	2035	Flexible Fleets: ~~NEV Shuttle~~ Microtransit Areas	Downtown/Little Italy	~~NEV~~ Microtransit Operations	$17
FF15	2035	Flexible Fleets: ~~NEV Shuttle~~ Microtransit Areas	North Park/City Heights	~~NEV~~ Microtransit Operations	$17

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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: I = Interstate; SR = State Route; SDSU = San Diego State University; DAR = direct access ramp; N= north; S = south; HOT = high occupancy toll; HOV = high-occupancy vehicle; ML = Managed Lane; ~~NEV = neighborhood electric vehicle;~~ UTC = University Town Center.

*New local, express, and circulator transit routes are assumed to operate on existing roads with minimal capital costs. The Copper Line is assumed to continue to operate on existing tracks 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~~ 2-6.

**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.

Source: SANDAG 2025e.

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 the South County Subregion. 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.

Proposed projects located in or partially within East County Subregion and rural areas are shown in Figure 2-16 and Table 2-8 below. The proposed projects are categorized by type and organized by phasing periods: 2035 and 2050 within each project type.

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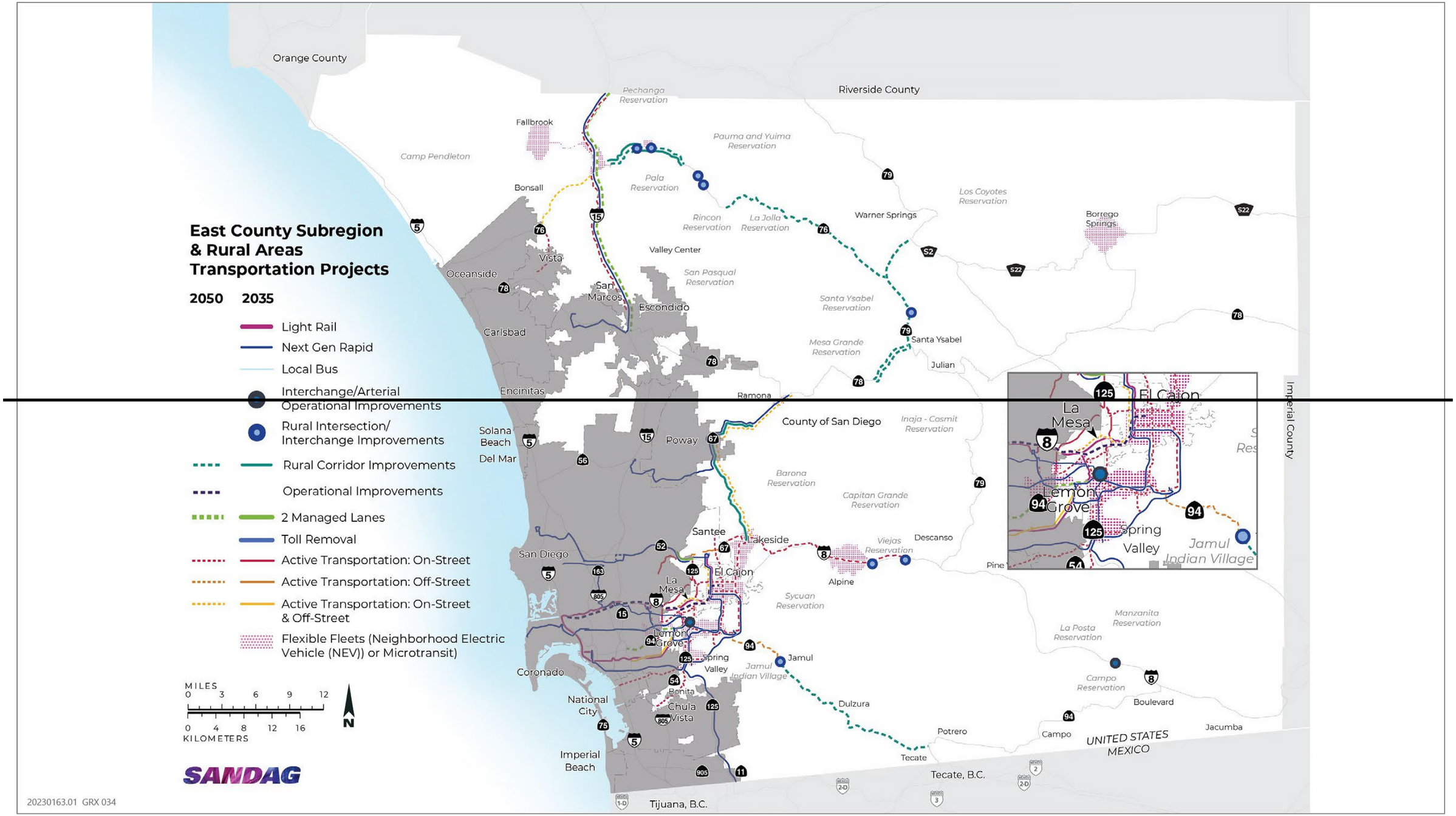
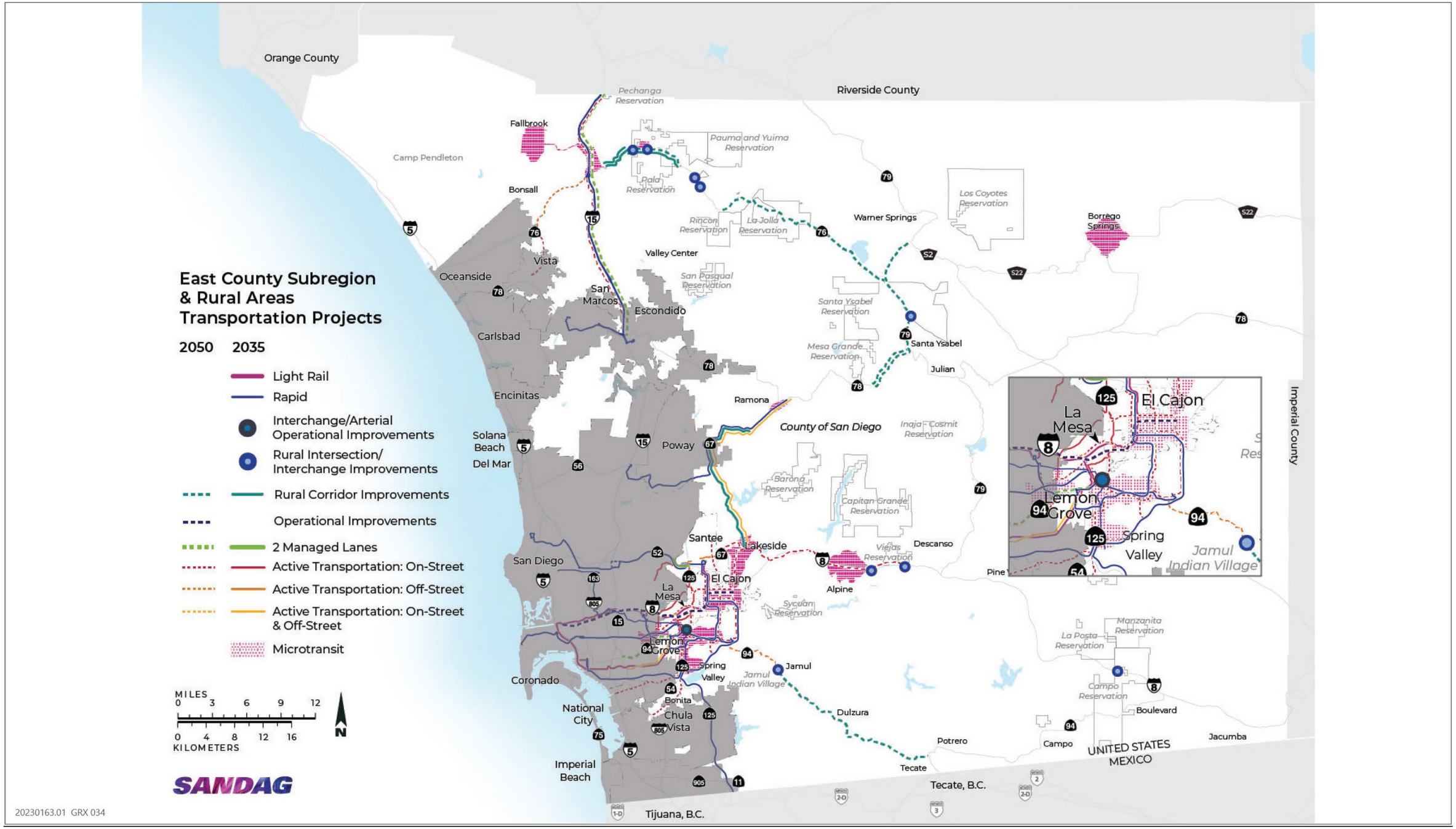

East County Subregion & Rural Areas Transportation Projects
2050 2035
Light Rail
Next Gen Rapid
Local Bus
Interchange/Arterial Operational Improvements
Rural Intersection/ Interchange Improvements
Rural Corridor Improvements
Operational Improvements
2 Managed Lanes
Toll Removal
Active Transportation: On-Street
Active Transportation: Off-Street
Active Transportation: On-Street & Off-Street
Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)
MILES 0 3 6 9 12
0 4 8 12 16 KILOMETERS
N
SANDAG
20230163.01 GRX 034
Orange County
Riverside County
Imperial County
Pechanga Reservation
Pauma and Yuima Reservation
Pala Reservation
Rincon Reservation
La Jolla Reservation
Los Coyotes Reservation
San Pasqual Reservation
Santa Ysabel Reservation
Mesa Grande Reservation
Barona Reservation
Capitan Grande Reservation
Viejas Reservation
Sycuan Reservation
Manzanita Reservation
La Posta Reservation
Campo Reservation
Inaja - Cosmit Reservation
Camp Pendleton
Fallbrook
Bonsall
Vista
Oceanside
San Marcos
Escondido
Valley Center
Warner Springs
Borrego Springs
Carlsbad
Encinitas
Ramona
Santa Ysabel
Julian
Solana Beach
Del Mar
Poway
County of San Diego
Santee
Lakeside
Descanso
Alpine
San Diego
El Cajon
La Mesa
Lemon Grove
Spring Valley
Jamul
Jamul Indian Village
Pine
Coronado
National City
Chula Vista
Bonita
Dulzura
Potrero
Campo
Jacumba
Boulevard
Imperial Beach
Tecate
Tecate, B.C.
Tijuana, B.C.
UNITED STATES
MEXICO



Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-16 East County and Rural Areas Projects

Table 2-8 East County Subregion and 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~~ 33
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
AT082	2050	Active Transportation: Off-Street Bikeway	San Luis Rey River Trail	Regional Bike Plan, Upgrade Existing Bikeway	$94
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~~ 2035	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
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
AT041	2305	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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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
AT107	2050	Active Transportation: On-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
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
CC039	2050	Complete Corridors: Operational Improvements	I-8 Operational Improvements	Street J/Hotel Circle N/Hotel Circle S to ~~SR 67~~ 2nd Street	$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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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~~ at Pala Mission Road, Intersection Improvements	$1
CC058	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 ~~to~~ at Cole Grade Road, Intersection Improvements	$1
CC059	2035	Complete Corridors: Rural Intersection and Interchange Improvements	I-8	Rural: I-8 ~~to~~ at East Willows Road, Interchange Improvements	$14
CC060	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 76	Rural: SR 76 ~~to~~ at Pauma Reservation Road, Intersection Improvements	$2
CC063	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 79	Rural: SR 79 ~~to~~ at Schoolhouse Canyon Road, Intersection Improvements	$1
CC066	2035	Complete Corridors: Rural Intersection and Interchange Improvements	I-8	Rural: I-8 ~~to~~ at West Willows Road, Interchange Improvements	$14
CC067	2035	Complete Corridors: Rural Intersection and Interchange Improvements	SR 94	Rural: SR 94 ~~to~~ at Melody Road~~/~~ and Daisy Drive, Intersection Improvements	$10
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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~~ El Cajon to Downtown)	Grade separations	$113
TL253	2035	Transit: Light Rail	Copper Line (El Cajon to Santee)	Copper Line (El Cajon to Santee)	N/A*
TL010	2050	Transit: Light Rail	Orange Line (El Cajon to Downtown)	Grade separations	$530
TL012	2050	Transit: Light Rail	Green Line (~~Santee~~ El Cajon to Downtown)	Grade separations	$788
TL254	2050	Transit: Light Rail	Copper Line (El Cajon to Santee)	Copper Line (El Cajon to Santee)	N/A*
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
FF07	2035	Flexible Fleets: ~~NEV Shuttle~~ Microtransit Areas	La Mesa	~~NEV~~ Microtransit Operations	$10

Notes: I = Interstate; SR = State Route; POE = port of entry; SDSU = San Diego State University; DAR = direct access ramp; N= north; S = south; HOT = high occupancy toll; HOV = high-occupancy vehicle; ML = Managed Lane; ~~NEV = neighborhood electric vehicle;~~ UTC = University Town Center.

*New local, express, and circulator transit routes are assumed to operate on existing roads with minimal capital costs. The Copper Line is assumed to continue to operate on existing tracks 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~~ 2-6.

~~**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.~~

Source: SANDAG 2025e.

NORTH COUNTY SUBREGION

The North County Subregion (North County) 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. I-15 connects North County to inland communities and extends north to Riverside County's Inland Empire. 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 LOSSAN Rail Corridor, which supports the COASTER regional rail, interregional Amtrak services, and freight traffic. The SPRINTER and SR 78 provide east–west connectivity, with 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.

Proposed projects located in or partially within North County are included in Figure 2-17[1] and Table 2-9 below. The proposed projects are categorized by type and organized by phasing periods: 2035 and 2050 within each project type.

[1] SANDAG is currently preparing a draft EIR for the LOSSAN Rail Realignment Project and the possible alternative alignments will be studied in further detail in that project-specific environmental process.

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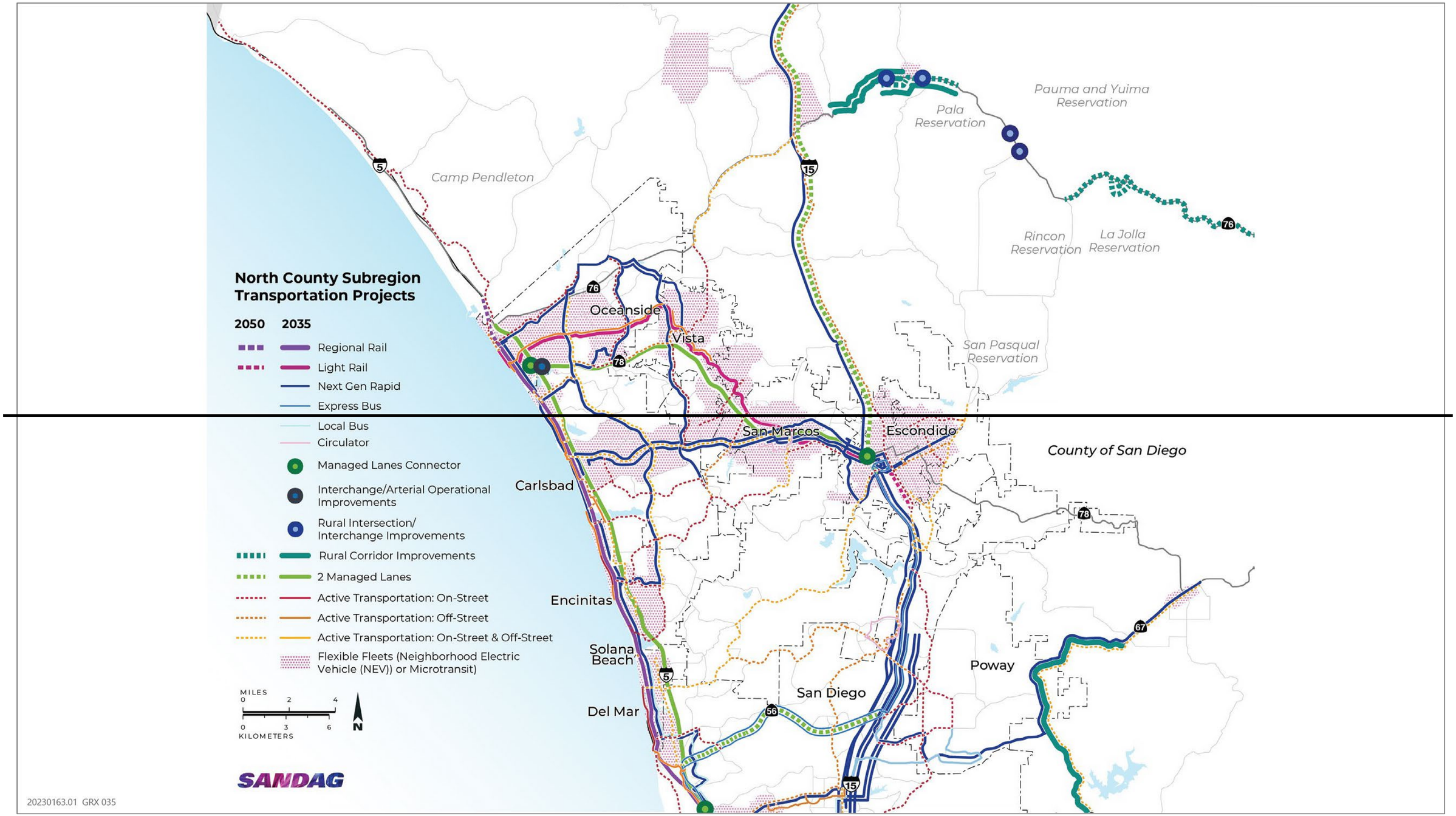
North County Subregion Transportation Projects
2050 2035
Regional Rail
Light Rail
Next Gen Rapid
Express Bus
Local Bus
Circulator
Managed Lanes Connector
Interchange/Arterial Operational Improvements
Rural Intersection/ Interchange Improvements
Rural Corridor Improvements
2 Managed Lanes
Active Transportation: On-Street
Active Transportation: Off-Street
Active Transportation: On-Street & Off-Street
Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)
MILES
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KILOMETERS
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SANDAG
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Camp Pendleton
Pauma and Yuima Reservation
Pala Reservation
Rincon Reservation
La Jolla Reservation
San Pasqual Reservation
Oceanside
Vista
San Marcos
Escondido
County of San Diego
Carlsbad
Encinitas
Solana Beach
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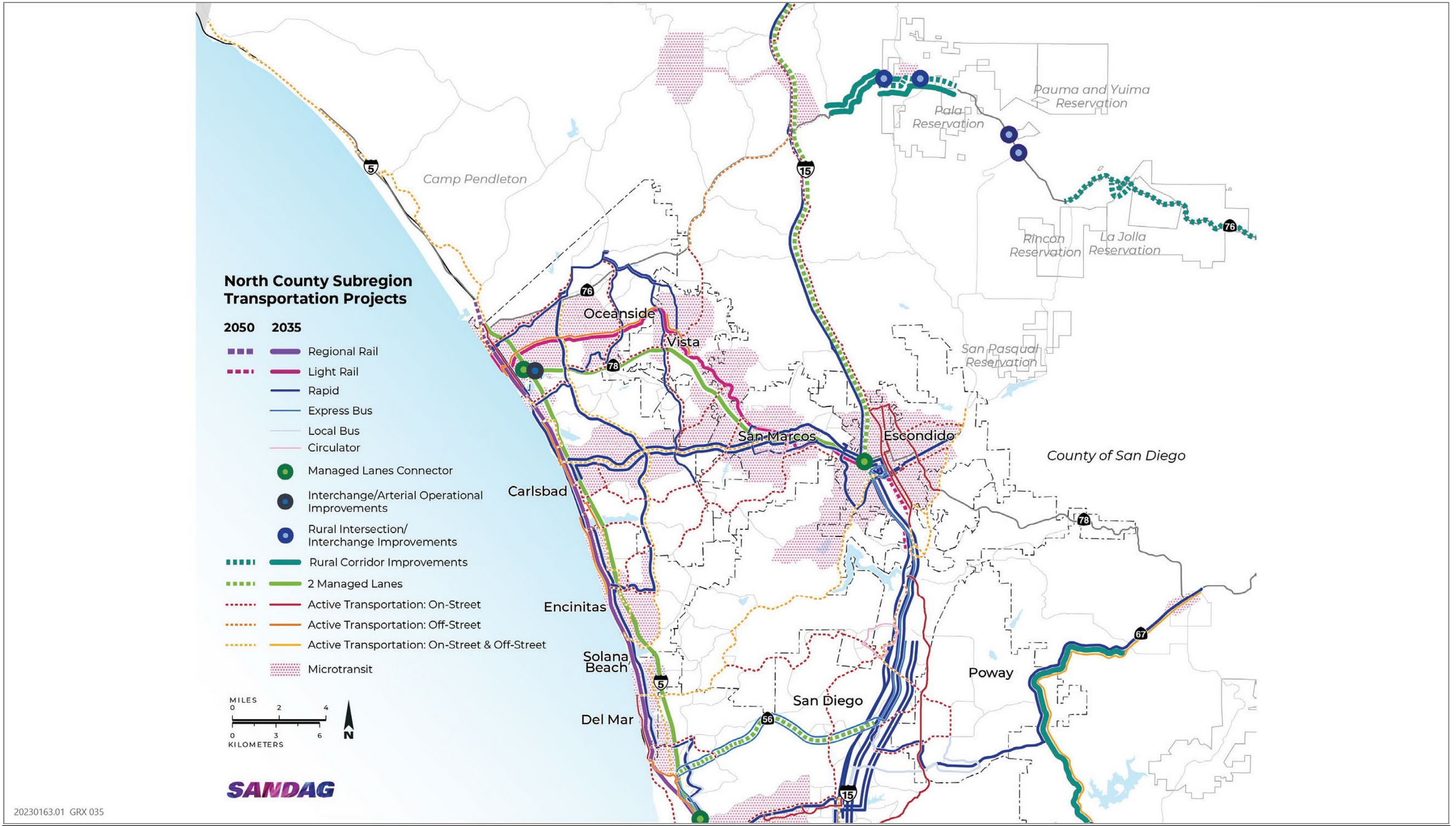

Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-17 North County Subregion Projects

Table 2-9 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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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*
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*

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Million
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
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: I = Interstate; SR = State Route; SDSU = San Diego State University; DAR = direct access ramp; N= north; S = south; HOT = high occupancy toll; HOV = high-occupancy vehicle; ML = Managed Lane; NEV = neighborhood electric vehicle; UTC = University Town Center.

*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.

Source: SANDAG 2025e.

SOUTH COUNTY SUBREGION

The South County Subregion (South County) 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 ports of entry (POEs) are significant features of the subregion. The San Ysidro POE is the primary gateway for personal travel between the United States and Mexico and one of the busiest border crossings in the world. The Otay Mesa POE is a key gateway facilitating billions of dollars of U.S.–Mexico trade: Mexico the United States' number one trade partner. The addition of the new Otay Mesa East POE will further enhance trade and personal travel between the United States and Mexico. SR 125, also known as the South Bay Expressway, is a SANDAG-operated toll road. Beginning at SR 905 in Otay Mesa, SR 125 provides fast and convenient access between Mexico, East County, Downtown San Diego, 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.

Proposed projects located in or partially within the South County Subregion are listed in Figure 2-18 and Table 2-10 below. The proposed projects are categorized by type and organized by phasing periods 2035 and 2050 within each project type.

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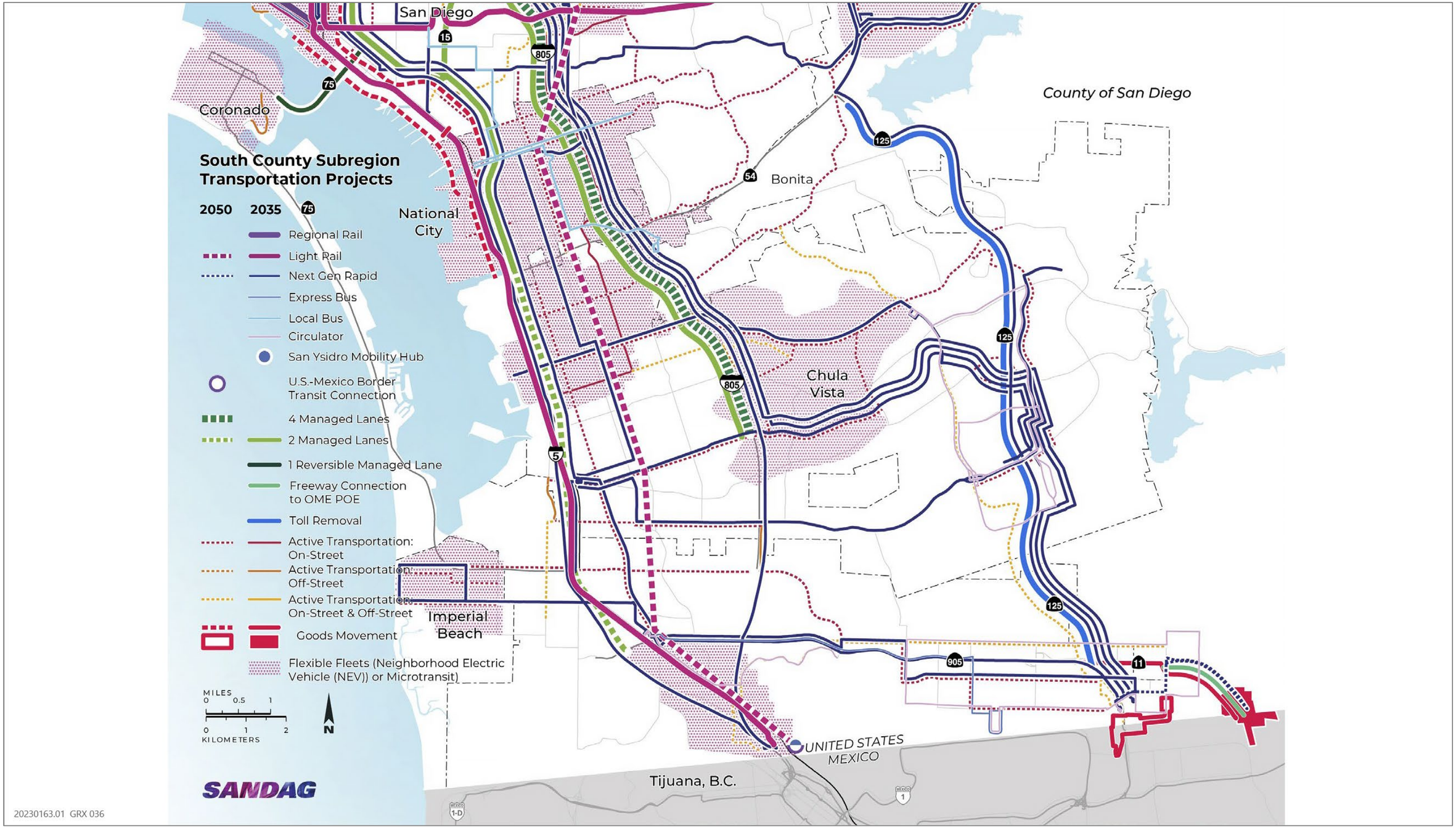

Source: Image produced and provided by SANDAG in 2025; adapted by Ascent in 2025.

Figure 2-18 South County Subregion Projects

Table 2-10 South County Subregion Projects

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Millions
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Millions
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
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Millions
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
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Millions
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Millions
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Millions
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
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Millions
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
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

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Millions
TL053	2035	Transit: Next Gen Rapid	Arterial Rapid Route 637	North Park to 32nd Street Trolley Station via Golden Hill	$80
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*
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*

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost ($2024) Millions
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
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: I = Interstate; SR = State Route; SDSU = San Diego State University; POE = port of entry; N= north; S = south; ML = Managed Lane; NEV = neighborhood electric vehicle; UTC = University Town Center.

*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.

Source: SANDAG 2025e.

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 2-11 with their 2025 RTIP ID numbers and are a part of the air quality conformity analysis for programmatic purposes (see Appendix C: "Air Quality Planning and Transportation Conformity" of the proposed Plan).

Table 2-11 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	CNTY14 A	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.
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.

Phase Year	TIP ID	Lead Agency	Project Name	Description
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.
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.

Phase Year	TIP ID	Lead Agency	Project Name	Description
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.
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.

Notes: I = Interstate; SR = State Route.

Source: SANDAG 2025e.