OUR REGION AT A CROSSROADS
A PLAN TO GUIDE OUR WAY

We live in one of the most beautiful regions in the country. As we grow in the coming decades, we can preserve what we love most about this amazing place, while at the same time promoting a vibrant economy and protecting our quality of life. Central to this vision are active and healthy communities connected by a regional transportation system that offers people choices for getting around. In October 2015, our region took a big step toward achieving this vision. After three years of public engagement and careful weighing of our many needs, the SANDAG Board of Directors unanimously approved San Diego Forward: The Regional Plan. Every member of the Board — composed of elected representatives from all 18 cities and the County — voted to move forward with a plan that will support healthy communities, a protected environment, a vibrant economy, and mobility choices for the region’s residents over the next 35 years.

The Regional Plan is a comprehensive roadmap to guide us from now through 2050. It integrates the Regional Transportation Plan, its Sustainable Communities Strategy, and the Regional Comprehensive Plan into one document to chart the region’s future growth and transportation investments. The Regional Plan is updated every four years. This vision was developed with input from a wide variety of stakeholders. It seeks to work for everyone, at all stages of life, while aiming to strike a balance among competing interests and desires. Above all, it’s a plan that champions a sustainable San Diego region — for us, for our children, and for generations to come.

VISION:
TO PROVIDE INNOVATIVE MOBILITY CHOICES AND PLANNING TO SUPPORT A SUSTAINABLE AND HEALTHY REGION, A VIBRANT ECONOMY, AND AN OUTSTANDING QUALITY OF LIFE FOR ALL
A GROWING SAN DIEGO
GROWING SMARTLY

Our region is now home to more than 3.1 million people — and nearly a million more are expected to join us by 2050. With them will come nearly half a million new jobs and 300,000 more homes. Seeing this on the horizon, the region’s 18 cities and the county government — working with SANDAG — have readied themselves to guide growth in ways that will preserve what we love most about our communities.

San Diego Forward incorporates local land use plans. It envisions a region that will grow more strategically than in the past, concentrating new housing and jobs in existing urban areas and preserving today’s open land for tomorrow. The goal is to support many active and unique community centers all over the county, allowing people to live, work, and have fun in the same place.

Those community centers will be connected with a variety of transportation choices — fast and frequent transit, carpool lanes that encourage alternatives to driving alone, toll roads and freeways, bikeways, and walking paths. This Plan introduces choices that not only will make it easier to get around, but also will fuel our economy and protect our environment.

This means that our towns will look a little different than they do now. Eighty-two percent of new housing built in the region between now and 2050 will be attached multifamily. A larger number of multifamily homes situated near public transit options will offer people of all ages and from all backgrounds, economic circumstances, and physical capabilities more opportunities to work, shop, study, exercise, and play.
Most future job and housing growth will occur in existing communities.
A WISER APPROACH
TO USING LAND

The two maps to the right show two very different versions of our future. It used to look like the map on top. Areas shaded in brown show where people would be working, while areas shaded in yellow show where they’d be living. You can see that development plans back in the 1990s envisioned an expansion to the east.

Now, due to actions by our cities and county, our future looks like the map on the bottom, with most new residents, housing, and jobs added to existing neighborhoods.

Growing in this way will allow us to preserve 55 percent of the region — nearly 1.5 million acres — as open space, parks, protected habitat, and farmland.
REGIONAL GROWTH FORECASTS

PriOR FORECAST

Plans used to call for expanding outward

Now plans call for growing within our existing communities

55% of the region is slated to be preserved open space and parks, habitat, and farmland in 2050.

- Housing
- Jobs
- Open Space
INVESTING IN MOBILITY FOR A CHANGING REGION

Our region’s changing patterns of land use — where we live, work, and have fun — give us an exciting opportunity to build a smarter transportation system that responds to these changes and serves our region’s evolving needs.

San Diego Forward outlines nearly $204 billion in transportation investments, paid for by local, state, and federal dollars. SANDAG is working creatively to leverage available funds in order to maximize every dollar. We’ve leveraged our region’s voter-approved sales tax for transportation, known as TransNet, to bring in more state and federal dollars. Even so, there is a finite amount of anticipated funding available over the next 35 years. Projects will be phased in as funds become available. The goal is to complete these projects and give people more travel choices as soon as possible.

About TransNet

TransNet was first approved by San Diego County voters in 1987. The original TransNet sales tax measure raised $3.3 billion between 1988 and 2008 to expand the transit system and to build and upgrade roadways. In 2004, voters extended TransNet for 40 more years. It is expected to raise another $14 billion for additional transportation and livability infrastructure improvements, as well as transit operations. SANDAG has borrowed funds against future TransNet revenue to build more projects sooner, including:

- The 20-mile I-15 Express Lanes from SR 78 in Escondido to SR 163 in San Diego
- New transit stations along I-15 to serve Rapid transit
- Mid-City Rapid 215, Rapid 235, and Rapid 237 along I-15, and SuperLoop Rapid
- Modernization of the San Diego Trolley system
- Acquisition of the South Bay Expressway/SR 125 toll road
- Preservation of nearly 6,300 acres of open space in partnership with conservation organizations
- Dozens of smart growth projects

Other projects that are underway or will be funded by the TransNet extension include:

- The Mid-Coast Trolley extension from Old Town to UC San Diego and University City
- The Regional Bike Network
- Downtown Rapid stations
- Lagoon restorations and enhancements along the I-5 corridor
- Double tracking of the coastal rail corridor

Looking to the future

Our region will need additional funds to support the vision included in the Regional Plan. San Diego Forward assumes that a new local funding source will help support the operations of transit services. An additional source of funds could provide the flexibility to build more projects sooner, creating more transportation choices for the region.

MAJOR REVENUE SOURCES

NEARLY $204 BILLION IN YEAR OF EXPENDITURE DOLLARS

- Future Local Revenues 5%
- Regional Discretion 11%
- Other Agencies’ Funds 71%
- TransNet 13%
- Regional Discretion 11%

MAJOR PROJECT EXPENDITURES

- Transit Capital 29%
- Transit Operations’ Maintenance 21%
- Managed Lanes & Connectors (Capital) 15%
- Managed Lanes & Connectors (Capital) 8%
- Highways & Connectors (Capital) 6%
- Managed Lanes & Connectors (Capital) 6%
- Local Streets & Roads, and Rail Grade Separations 13%
- Reducing Demand & Increasing Efficiency 1%
- Active Transportation & Smart Growth Incentive Program 3%
- Debt Service 4%
CONNECTING OUR COMMUNITIES WITH TRANSPORTATION CHOICES

The investment plan focuses heavily on expanding public transit and active transportation (biking and walking), while also reconfiguring existing highways to promote public transit, carpooling, and other alternatives to driving alone.

Our investment plan budgets 50 percent of revenues (more than $100 billion between now and 2050) for public transit improvements, maintenance, and operations. It earmarks 21 percent (about $42 billion) for highway construction. Three quarters of that highway investment (15 percent of total revenues) will go toward adding more than 160 miles of Managed Lanes and connectors that support Rapid services, carpooling, vanpooling, and expanded use of zero-emission and alternative fuel vehicles.

Along with its heavy focus on expanding public transit, the Regional Plan also budgets nearly $5 billion in infrastructure and programs that promote walking and biking.

It’s important to note that SANDAG does not directly control most of the funds included in the Regional Plan. For example, the investment plan includes costs and revenues for high-speed rail, a separate state project. On the other hand, when looked at locally, about 75 percent of the funds that SANDAG does directly control will be dedicated to public transit and active transportation between 2014 and 2019. And in every phase of the Plan, the largest share of funds has been dedicated to public transit improvements (see chart to the right).
The key is creating more choices that are competitive with driving alone.
The Regional Plan lays out a vision for the next generation of public transit. We’re already implementing that vision, including introducing several new Rapid lines, investing $660 million to upgrade the Trolley’s Blue and Orange lines, and working to double track the coastal rail corridor to improve capacity and efficiency.

Next, the Regional Plan calls for beginning construction on the South Bay Rapid project from the Otay Mesa Port of Entry to Downtown San Diego and the Mid-Coast Trolley extension from Old Town up to UC San Diego and University City. We also will continue to upgrade stations and double track the coastal rail line used by Amtrak and COASTER commuter trains, as well as freight services. In addition, the Plan calls for five new Trolley lines covering more than 100 miles; SPRINTER double-tracking; expanded Rapid transit services; and new premium bus lines to San Diego International Airport and the cross border airport facility. We also are studying new modes of transportation, such as skyways or aerial trams, that can make relatively short but difficult connections through tightly packed communities or uneven terrain.
2050
OUR REGIONAL TRANSIT SYSTEM
FUTURE
As we move toward mid-century, our system of Managed Lanes — which includes carpool and toll lanes — will continue to improve the major highways of the region. This will provide congestion-free roadways for Rapid transit services and encourage ridesharing. This improved Managed Lane system will include flexible tolls to manage demand. The lanes will feature multiple access points to regular highway lanes, and direct access ramps for carpools and toll-paying customers. A portion of the revenue generated on those lanes will be used to support public transit operations in those corridors. The system also will continue to support goods movement. One new highway is included in the Plan: State Route 11, a 2.7-mile toll road that will link the proposed new Otay Mesa East port of entry to the state highway system.
OUR MANAGED LANE AND HIGHWAY SYSTEM
FUTURE

2050

Managed Lanes
General Purpose Lanes
Operational Improvements
Existing Facilities
Population Density
(1 dot = 100 people)
Employment Density
(1 dot = 100 jobs)
The San Diego region is benefiting from the expansion of the regional bike network. And many more improvements are planned for the coming years, as well as additional walking paths and safety improvements near public transit projects, highway interchanges, and schools.

The regional bike network is a valuable resource for people who choose to bike. This network was identified in Riding to 2050: The San Diego Regional Bicycle Plan, which SANDAG adopted in 2010. It is incorporated into the Regional Plan. The bike plan details 40 interconnected bike corridors throughout the region, which total more than 500 miles of bike routes. By 2050, the Regional Plan includes full build-out of the entire regional bike network. Most projects will include improvements not only for people on bikes, but also for pedestrians.

During the next 10 years alone, SANDAG will invest $200 million in a bike early action program to build key bikeways all over the region.
TRANSPORTATION
MAXIMIZING OUR SYSTEM

MOBILITY HUB CONCEPT

1. Bike Parking
2. Real-time Transit Info
3. Informational Kiosk
4. On-demand Rideshare
5. Shared Mobility Services
6. Smart Intersection
7. Electric Vehicle Charger
8. Smart Parking
9. Package Delivery
10. Pedestrian Facilities
11. Protected Bikeway
12. Universal Transportation Account
13. Mixed-use Development
TECHNOLOGY AND MAXIMIZING OUR TRANSPORTATION SYSTEM

Building a transportation system is one thing; getting the most out of it is another. San Diego Forward maximizes the efficiency of our existing system, as well as each new piece that we add to it. There are many ways to do that, both with new technologies that help systems run smoothly, and programs that make it easier for travelers to choose alternative ways of getting around.

We’ve all seen those electronic alerts on the freeway that give us a heads up on road construction. And many of us have used FasTrak® transponders to zip onto Express Lanes, toll roads, and bridges. These are basic examples of how technology can be used to keep us moving efficiently and safely. But technology also can be leveraged inside cars, on local roads, at intersections, with public transit, and throughout bike and pedestrian networks.

Technology embedded into the transportation system will become more effective as it is integrated with our smart phones and other devices. At its best, technology will empower us to make transportation choices on the fly. The benefits of these technologies go beyond speeding up the commute. Better informed travelers and more efficiently run roadways and transit systems can lead to lower demands on the overall transportation system. People have the information to make smarter choices about when and where to hit the road, and to drive alone less often. Better access to real-time information also can lead travelers to use public transit more, or choose to bike or walk instead of driving.

Mobility hubs (see graphic) represent a prime example of how all these systems can work together in the future. They are places of connectivity where different modes of transportation — walking, biking, ridesharing, and transit — come together seamlessly to connect people to their jobs, school, shopping, errands, recreation, and back home. As these services get easier to access and more competitive with the car, more travelers will show a willingness to try an alternative to driving alone.

The Regional Plan invests in ongoing efforts to help make these changes as easy as possible. These efforts include free ride matching services and a vanpool incentive program, as well as free help for employers to make teleworking, biking, walking, and ridesharing more realistic options for their workers.
MEETING OUR ENVIRONMENTAL GOALS

All the transportation improvements outlined in the Regional Plan are designed to serve new patterns of land use — a future with increasingly compact communities that demand a mix of easy-to-use, plentiful, and efficient public transit, more opportunities to walk and bike, and more efficient roadways.

Meeting these demands will add up to healthier communities, while protecting the environment and the air we breathe. Air quality (as measured by ozone levels) has improved significantly over the past four decades. The transportation investments detailed in the Regional Plan, coupled with improvements in fuel and vehicle technologies, will continue to help improve air quality throughout our region, as well as reduce greenhouse gas emissions.

The state of California has set targets for the San Diego region to reduce greenhouse gas emissions from passenger vehicles by 7 percent per capita by 2020 and 13 percent by 2035 (compared with a 2005 baseline). Smarter planning that rethinks the connection between how we use land and how we get around will place us on the path toward achieving these goals.

The Regional Plan’s Sustainable Communities Strategy (SCS) details how the state-mandated targets for lowering greenhouse gas emissions from passenger vehicles in our region will be exceeded with the implementation of San Diego Forward. Reductions are projected to reach 15 percent by 2020 and 21 percent by 2035.

WORKING FOR EVERYONE IN THE REGION

A transportation system that connects all of our communities by giving people multiple transportation choices will benefit everyone. And a system that connects employers with workers at all income levels, as well as businesses with their customers and suppliers, will yield tangible economic benefits.

By 2050, implementation of the Plan will result in benefits such as:

- 70 percent of low-income people will live within a half mile of high-frequency transit, compared with 46 percent in 2012.
- 66 percent of minorities will live a quarter mile from a bike facility, compared with 55 percent in 2012.
TRANSPORTATION CHOICES WILL RESULT IN A HEALTHY ENVIRONMENT AND A STRONG ECONOMY
FUELING OUR ECONOMY

Implementing San Diego Forward: The Regional Plan will result in big economic benefits for the region. Many thousands of construction jobs, and thousands more in supporting industries, will be generated as projects are built. As those projects are completed, economic benefits will continue as increased connectivity saves time and money, leading to increased productivity. Access to jobs, housing, and education will strengthen the labor pool. And the increased flow of commerce will benefit the operations of our business community.

The Plan’s economic analysis shows that its benefits will outweigh the costs of putting it into action by a factor of almost two-to-one. For every dollar invested, San Diegans will receive nearly two dollars of benefit.

The tangible economic benefits of the Plan include:

- Starting with an increase of 10,000 construction-related jobs in 2015, the payoff to the region over the life of the Plan will be a more efficient transportation network that will support more than 95,000 jobs throughout the economy in perpetuity. On average over the next 35 years, the Plan will support 53,000 jobs in the region annually.

- In the first few years of the Plan, the investment in the transportation network will spur about $1 billion in additional economic activity, increasing to $34 billion by the end of the Plan. On average, San Diego Forward will augment the region’s economy by $13 billion per year.

- The Plan will increase personal income, raising overall earnings by about half a billion dollars in the early years, with that number growing to more than $13 billion by 2050. The average annual gain will be nearly $6 billion regionwide.

In addition, the Regional Plan will help advance the economic, social, and cultural relationships between the San Diego region and Tijuana, as well as the greater Baja California region. Roadways, ports of entry, energy transmission lines, and water delivery systems are issues of common concern among people in the San Diego region and our neighbors to the south. It’s clear that improving the movement of people and goods across the border will benefit the economies of both communities, and this is a major goal of the Regional Plan.

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THE ECONOMIC IMPACTS
 IN 2014 DOLLARS

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<td></td>
<td>11,427</td>
<td>$1.2 billion</td>
<td>$0.9 billion</td>
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<tr>
<td>Benefits from Increased System Efficiency</td>
<td>41,097*</td>
<td>$12.2 billion**</td>
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<tr>
<td>Average Total Benefits</td>
<td>52,524</td>
<td>$13.4 billion</td>
<td>$5.9 billion</td>
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*41,907 jobs generated by the private sector responding to the improved transportation network

** $12.2 billion increase in GRP results from increased productivity of all employees in the region

$1 = $2

Every dollar invested yields nearly $2 in economic benefit.

$13.4 Billion
Average Increase in Gross Regional Product
IMPLEMENTATION

WHAT SUCCESS WILL LOOK LIKE

The Regional Plan is aggressive and ambitious. What will success look like? Here are a few milestones to watch for:

- The region will reduce per capita greenhouse gas emissions from passenger vehicles, exceeding reduction targets set for us by the state through 2035.
- The Plan will result in more mobility choices for people and goods.
- The region will add more than 100 miles of Trolley and SPRINTER service, and more than 160 miles of Managed Lanes to facilitate carpool, vanpool, and Rapid services.
- Mobility hubs, the product of about $250 million in investments, will expand alternatives to solo driving.
- Walking and biking will be encouraged with about $5 billion of investment in projects and programs.
- Housing needs for the region’s projected population will be met, and housing choices for all income levels will be improved.
- More than half our land will be preserved as open space and parks, habitat, and farmland.
- Implementation of the Plan will spur economic activity, starting with construction jobs, but ultimately leading to increased efficiency and productivity. The improved transportation system will support more than 95,000 additional jobs by the completion of the Regional Plan. Over the next 35 years, on average the improved system will support 53,000 additional jobs per year, $13 billion annually in projected increased regional economic output, and nearly $6 billion annually in projected increased personal income.
- Collaboration with Mexico, tribal nations, the military, and neighboring counties will be strengthened.

PERFORMANCE MONITORING INDICATORS

<table>
<thead>
<tr>
<th>HEALTHY ENVIRONMENT &amp; COMMUNITIES</th>
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<tbody>
<tr>
<td>• Share of new housing units and jobs located in Smart Growth Opportunity Areas</td>
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<tr>
<td>• Share of new housing units within County Water Authority water service boundary</td>
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<tr>
<td>• Habitat conserved within designated preserve areas</td>
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<tr>
<td>• Impaired waterbodies</td>
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<tr>
<td>• Air quality</td>
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<tr>
<td>• Fatalities/serious injuries per vehicle mile traveled</td>
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<tr>
<td>• Diversity of water supply</td>
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<tr>
<td>• Diversity of energy supply and use</td>
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<tr>
<td>• Electric and natural gas consumption by sector</td>
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<td>• Beach widths and water consumption</td>
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<tr>
<th>VIBRANT ECONOMY</th>
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<tbody>
<tr>
<td>• Travel times to jobs</td>
</tr>
<tr>
<td>• Real per capita income, compared with California and the United States</td>
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<tr>
<td>• Regional poverty rate, compared with California and the United States</td>
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<tr>
<td>• Percent of households with housing costs greater than 35 percent of income</td>
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<tr>
<td>• Annual income needed to afford fair market rent</td>
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<tr>
<td>• Regional crime rate</td>
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<tr>
<th>INNOVATIVE MOBILITY &amp; PLANNING</th>
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<tr>
<td>• Commute mode share</td>
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<tr>
<td>• Annual transit boardings</td>
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<tr>
<td>• Border wait times</td>
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<tr>
<td>• Border crossing volumes</td>
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<tr>
<td>• Travel times and volumes for all modes</td>
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<tr>
<td>• Alternative fuel vehicle ownership</td>
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PUTTING THE PLAN INTO ACTION

San Diego Forward: The Regional Plan is being implemented in phases over the next 35 years. Within the next few years, many projects and programs will be completed and fully operational.

Near-term actions include implementing transit, Managed Lanes, and active transportation projects, along with strategies to reduce demand on our transportation system. A Regional Mobility Hub Strategy will be developed, and a follow-up study that details ways to expand the use of alternative fuels regionwide will be conducted.

The Plan has a built-in methodology for monitoring success over time. A few years down the road, we should be able to answer the question: “How well are we doing?” We’ll do that by using a series of performance monitoring indicators.
TRANSPORTATION PROJECTS
2015 – 2050

**NOW TO 2020**

- COASTER Double Tracking
- Mid-Coast Trolley
- South Bay Rapid
- Iris to Otay Mesa Rapid
- Mid-City In-Line Transit Stations
- Local Bus Frequency Enhancements

- SPRINTER Frequency Enhancements
- North Park to Downtown SD Rapid
- La Mesa to Ocean Beach Rapid
- Kearny Mesa to Downtown SD Rapid
- SDSU to Palomar Station Rapid
- H St. Trolley to Millenia Rapid
- Hillcrest, Balboa Park, Downtown SD Streetcar
- San Diego International Airport
- Intermodal Transit Center

- COASTER Double Tracking
- Blue Line Frequency Enhancements and Grade Separations
- Orange Line Frequency Enhancements and Grade Separations
- UTC to COASTER Trolley
- San Ysidro to Kearny Mesa Trolley (Purple Line)
- Rapid Services in Chula Vista, Coronado, Downtown SD, Eastlake, El Cajon, Fashion Valley, Kearny Mesa, Mid-City
- Little Italy to East Village Streetcar
- North Park, Golden Hill, Downtown SD Streetcar
- San Ysidro Intermodal Transit Center

- COASTER Double Tracking
- Blue Line Frequency Enhancements
- North Park to Downtown SD Rapid
- La Mesa to Ocean Beach Rapid
- Kearny Mesa to Downtown SD Rapid
- SDSU to Palomar Station Rapid
- H St. Trolley to Millenia Rapid
- Hillcrest, Balboa Park, Downtown SD Streetcar
- San Diego International Airport
- Intermodal Transit Center

- Imperial Ave. Bikeway
- Downtown Bikeways
- El Prado Bikeway
- Coastal Rail Trail (Carlsbad, San Diego, Encinitas, Oceanside)
- City Heights Bikeways
- Lemon Grove Bikeway
- La Mesa Bikeway

- San Luis Rey River Trail
- Encinitas – San Marcos Corridor
- Escondido Creek Bikeway
- I-15, SR 56, SR 52, SR 125 Bikeways
- El Camino Real Bike Lanes
- Carlsbad to San Marcos Corridor
- Mira Mesa Corridor
- Mid-County Bikeway
- Central Coast Corridor
- E County Northern Loop Bikeway
- Centre City–La Mesa Corridor
- Kearny Mesa to Beaches Corridor
- Bay to Ranch Bikeway
- Chula Vista Greenbelt

- Bayshore Bikeway
- Coastal Rail Trail (Del Mar, Encinitas, Oceanside, San Diego, Carlsbad)
- Inland Rail Trail Oceanside
- San Diego River Trail
- Pacific Beach Bikeways
- Ocean Beach Bikeways
- El Cajon–Santee Bikeways

- COASTER Double Tracking
- SPRINTER Extension
- To Westfield North County
- Blue Line Trolley Grade Separations
- Orange and Green Line Trolley Frequency Enhancements
- SDSU to Downtown SD Trolley
- Kearny Mesa to Carmel Valley Trolley
- Pacific Beach to El Cajon Trolley
- Rapid services in Camp Pendleton, Carlsbad, Chula Vista, East San Diego, El Cajon, Escondido, Golden Hill, Lemon Grove, North Park, Oceanside, Palomar Airport Road, Sabre Springs, SDSU, Skyline, Solana Beach, Sorrento Mesa, Spring Valley, UTC, and Vista.
- Mission Beach, Pacific Beach, La Jolla Streetcar
- San Ysidro Intermodal Transit Center (Phase 2)

- Uptown Bikeways
- North Park – Mid-City Bikeways
- San Diego River Trail – Qualcomm Stadium, Carilton Oaks
- Bayshore Bikeway (Chula Vista, National City, Barrio Logan)
- Coastal Rail Trail (Rose Creek, Encinitas)
- Inland Rail Trail (San Marcos, Vista, County of San Diego)
- Border to Bayshore Bikeway
- Pershing Drive Bikeway

- I-5 (Manchester Ave. to SR 78)
- SR 11 and New Otay Mesa East Port of Entry
- I-805 (SR 52 to Carroll Canyon Rd.)

- I-5 (La Jolla Village Dr. to I-5/I-805 Merge)
- I-5 (SR 78 to Vandegrift Blvd.)
- I-15 (I-8 to SR 163)
- SR 78 (I-5 to College Blvd. and Twin Oaks Valley Rd. to I-15)
- SR 94 (I-5 to I-805)
- I-805 (SR 94 to I-15)
- Managed Lane Connectors

- I-5 (SR 905 to SR 54)
- I-5 (SR 54 to SR 15)
- I-5 (I-805 Merge to Vandegrift Blvd.)
- SR 15 (SR 94 to I-805)
- SR 78 (College Blvd. to Twin Oaks Valley Rd.)
- I-805 (SR 905 to Palomar St.)
- I-805 (SR 54 to SR 94)
- I-805 (SR 163 to Carroll Canyon Rd.)
- Managed Lane Connectors

- I-8 (2nd St. to Los Coches Rd.)
- SR 52 (I-5 to I-805)
- SR 56 (I-5 to I-15)
- SR 67 (Gold Bar Ln. to Dye Rd.)
- SR 94 (SR 125 to Steele Canyon Rd.)
- SR 125 (SR 905 to SR 54)
- I-15/SR 56 Freeway Connector

- I-5 (SR 905 to SR 54)
- I-5 (SR 54 to SR 15)
- I-5 (I-805 Merge to Vandegrift Blvd.)
- SR 15 (SR 94 to I-805)
- SR 78 (College Blvd. to Twin Oaks Valley Rd.)
- I-805 (SR 905 to Palomar St.)
- I-805 (SR 54 to SR 94)
- I-805 (SR 163 to Carroll Canyon Rd.)
- Managed Lane Connectors

- SR 76 (Mission Rd. to I-5)
- SR 11/SR 905/SR 125 Freeway Connector (Northbound Connections)
- SR 67 (Mapleview St. to Gold Bar Ln.)
- I-5/SR 78 Freeway Connectors
- SR 94/SR 125 Freeway Connector (South to East)
- SR 11/SR 905/SR 125 Freeway Connector (Southbound Connections)
A PLAN FOR OUR SHARED FUTURE

San Diego Forward: The Regional Plan is designed to accomplish grand things, for a future that will continue to make San Diego a fantastic place to live, a vibrant place to work and go to school, and a world-class destination for people everywhere.

Together we can build a future that we all want — a future in which our region grows in new and exciting ways, yet preserves the qualities we love most about this very special place.