SANDAG

Borders Committee Agenda

Friday, April 25, 2025
1:30 p.m.

Welcome to SANDAG. The Borders Committee meeting scheduled for Friday, April 25, 2026, will be held in person in the SANDAG Board Room. While Borders Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

For public participation via Zoom webinar, click the link to join the meeting: https://us02web.zoom.us/j/81754292145

Webinar ID: https://us02web.zoom.us/j/81754292145

To participate via phone, dial a number based on your current location in the US:

+1 (669) 900-6833   +1 (929) 205-6099   International numbers available: https://us02web.zoom.us/u/kv1mpOCd5

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Public Comments: Members of the public may speak to the Borders Committee on any item at the time the Borders Committee is considering the item. Public speakers are generally limited to three minutes or less per person.

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference Borders Committee meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Should you wish to display media in conjunction with your comments, please inform the Clerk when called upon. The Clerk will be prepared to have you promoted to a position where you will be able to share your media yourself during your allotted comment time. In-person media sharing must be conducted by joining the Zoom meeting on the personal device where the content resides. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

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San Diego Association of Governments
1011 Union Street, Suite 400, San Diego, CA 92101-2392 × (619) 699-1900 × Fax (619) 699-1905 × sandag.org

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This meeting will be conducted in English, and simultaneous interpretation will be provided in Spanish. Interpretation in additional languages will be provided upon request to ClerkoftheBoard@sandag.org at least 72 business hours before the meeting.

Esta reunión se llevará a cabo en inglés, y se ofrecerá interpretación simultánea en español. Se ofrecerá interpretación en otros idiomas previa solicitud a ClerkoftheBoard@sandag.org al menos 72 horas antes de la reunión.

Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí | 免费语言协助 | 免費語言協助 | مجانية لغوية مساعدة | 무료 언어 지원 | رایگان زبان کمک | 無料の言語支援 | Бесплатная языковая помощь | Assistência linguística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ជំនួយភាសាឥតគិតថ្លៃ | ಉಚಿತ ಭಾಷಾ ಸಹಾಯಧನ | ການຊ່ວຍເຫຼືອດ້ານພາສາຟຣີ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога | sandag.org/LanguageAssistance | (619) 699-1900

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Vision Statement: *Pursuing a brighter future for all*

Mission Statement: *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

Our Commitment to Equity: *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

SANDAG
Borders Committee

MEMBERSHIP

The Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside, and Imperial Counties and the Republic of Mexico) as well as government-to-government relations with tribal nations in San Diego County. The preparation and implementation of SANDAG's Binational, Interregional, and Tribal Liaison Planning programs are included under this purview. It advises the SANDAG Board of Directors on major interregional planning policy-level matters. Recommendations of the Borders Committee are forwarded to the SANDAG Board of Directors for action.

The Borders Committee generally meets at 1:30 p.m., on the fourth Friday of the month.

Staff contact: Héctor Vanegas, (619) 699-1972, hector.vanegas@sandag.org

MEMBERS	ALTERNATES
Jesus Eduardo Escobar Supervisor, Imperial County	**Luis Plancarte** Supervisor, Imperial County
Carolina Chavez, Chair Councilmember, City of Chula Vista *(Representing South County)*	**Mitch McKay** Councilmember, City of Imperial Beach *(Representing South County)*
Katie Melendez Deputy Mayor, City of Vista *(Representing North County Inland)*	**Dan O'Donnell** Councilmember, City of Vista *(Representing North County Inland)*
Eric Joyce, Vice Chair Deputy Mayor, City of Oceanside *(Representing North County Coastal)*	**Terry Gaasterland** Mayor, City of Del Mar *(Representing North County Coastal)*
Steve Goble Councilmember, City of El Cajon *(Representing East County)*	**Lauren Cazares** Councilmember, City of La Mesa *(Representing East County)*
Vivian Moreno Councilmember, City of San Diego	**Sean Elo-Rivera** Councilmember, City of San Diego
Joel Anderson Supervisor, County of San Diego	**Vacant** County of San Diego

ADVISORY MEMBERS	ADVISORY MEMBERS — ALTERNATES
Ann Fox Caltrans District 11	**Melina Pereira** Caltrans District 11
Alicia Kerber-Palma Consulate General of Mexico *(Representing Mexico)*	**Gilberto Luna** Consulate General of Mexico *(Representing Mexico)*

Revised March 10, 2025

ADVISORY MEMBERS	ADVISORY MEMBERS — ALTERNATES
Vacant *(Representing Orange County)*	**Vacant** *(Representing Orange County)*
Councilmember Colleen Wallace City of Banning *(Representing Riverside County COGs)*	**Vacant** *(Representing Riverside County COGs)*
Vacant San Diego County Water Authority	**Vacant** San Diego County Water Authority
David Salgado Southern California Association of Governments	**Vacant** Southern California Association of Governments
Raymond Welch (Barona) Southern California Tribal Chairmen's Association	**Cody Martinez (Sycuan)** Southern California Tribal Chairmen's Association
Harriet Taylor Association of Planning Groups	**Vacant** Association of Planning Groups

Borders Committee

Friday, April 25, 2025

Comments and Communications

1. **Public Comments/Communications/Member Comments**

Members of the public shall have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Borders Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Borders Committee members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. **Approval of Meeting Minutes**   Approve

Francesca Webb, SANDAG

The Borders Committee is asked to approve the minutes from its March 28, 2025, meeting.

Meeting Minutes.pdf

Reports

+3. **2025 Regional Plan Update: Tribal Coordination**   Information

Cecily Taylor, Mimi Morisaki, SANDAG

Chairman Raymond Welch of SCTCA will introduce, and staff will present an update on coordination and consultation with tribes on the development of the draft 2025 Regional Plan Transportation Network.

2025 Regional Plan Update Tribal Coordination.pdf
Att. 1 - Draft Prop 2025 Reg Plan Network Maps (Updated Jan 2025).pdf
Presentation.pdf

4. **Western Riverside County Planning Efforts**   Information

Chris Gray, Western Riverside Council of Governments (WRCOG)

This presentation will highlight key planning initiatives in Western Riverside County focused on improving transportation networks and mobility solutions, with an emphasis on cross-jurisdictional coordination with the San Diego region.

Presentation.pdf

5. **Update on Border Crossing Operations at the San Ysidro Port of Entry**   Information

Mariza Marin, U.S. Customs and Border Protection

San Ysidro Port Director Marín presentation will cover key developments, challenges, and ongoing efforts to improve security and efficiency at the largest land port of entry in the United States.

Presentation.pdf

6. **Adjournment**
The next Borders Committee meeting is scheduled for Friday, Friday, May 23, 2025, at 1:30 p.m.

+ next to an agenda item indicates an attachment

April 25, 2025

March 28, 2025, Meeting Minutes

View Meeting Video

Chair Carolina Chavez (South County) called the Borders Committee meeting to order at 1:39 p.m.

1. Non-Agenda Public Comments/Member Comments

Agency Report: Chief Executive Officer Mario Orso.

Public Comments: Allegedly Audra, Elizabeth Hensley, and Blair Beekman.

Consent

2. Approval of Meeting Minutes

The Borders Committee was asked to approve the minutes from its November 22, 2024, meeting.

Public Comments: Allegedly Audra, Blair Beekman.

Action: Upon a motion by Supervisor Joel Anderson (County of San Diego), and a second by Deputy Mayor Katie Melendez (North County Inland), the Borders Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Chavez, Vice Chair Eric Joyce (North County Coastal), Councilmember Steve Goble (East County), Supervisor Jesus Eduardo Escobar (Imperial County), Deputy Mayor Melendez, and Supervisor Anderson.

No: None.

Abstain: None.

Absent: City of San Diego.

Reports

3. Interregional Transit Connections

Senior Regional Planner Brian Lane, Associate Regional Planner Emily Doss, and Stacie Bishop, Metropolitan Transit System (MTS), presented an update on several transit initiatives connecting our region's borders, including the new MTS overnight bus route from the border to downtown San Diego, near-term solutions for the airport transit connections, and three Rapid bus routes.

Public Comments: Allegedly Audra, Blair Beekman.

Action: Information.

5. Orange County LOSSAN Rail Corridor: Addressing Erosion and Strengthening Infrastructure

This item was presented out of order.

Dan Phu, Orange County Transportation Authority presented an overview on efforts to address erosion along the LOSSAN Rail Corridor in Orange County, safeguarding a key Southern California transportation route.

Public Comments: Allegedly Audra, Blair Beekman.

<u>Action</u>: Information.

4. 2025 Regional Plan Update: Tribal Coordination

This item was postponed to a future meeting.

6. Border to Bayshore Bikeway Update

This item was postponed to a future meeting.

7. Adjournment

The next Borders Committee meeting is scheduled for Friday, April 25, 2025, at 1:30 p.m.

Chair Chavez adjourned the meeting at 2:51 p.m.

Confirmed Attendance at Borders Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attended
South County	Carolina Chavez, Chair	Member	Yes
	Mitch McKay	Alternate	No
East County	Steve Goble	Member	Yes
	Lauren Cazares	Alternate	No
City of San Diego	Vivian Moreno	Member	No
	Sean Elo-Rivera	Alternate	No
County of San Diego	Joel Anderson	Member	Yes
	Vacant	Alternate	--
Imperial County	Jesus Eduardo Escobar	Member	Yes
	Luis Plancarte	Alternate	No
North County Coastal	Eric Joyce, Vice Chair	Member	Yes
	Terry Gaasterland	Alternate	No
North County Inland	Katie Melendez	Member	Yes
	Dan O'Donnell	Alternate	No
Riverside County	Colleen Wallace	Member	Yes
	Vacant	Alternate	--
Republic of Mexico	Alicia Kerber-Palma	Member	No
	Gilberto Luna	Alternate	No
Southern California Tribal Chairmen's Association	Raymond Welch	Member	No
	Cody Martinez	Alternate	No
Caltrans	Ann Fox	Member	Yes
	Melina Pereira	Alternate	No
San Diego County Water Authority	Valentine Macedo, Jr.	Member	No
	Steve Casteneda	Alternate	No
Southern California Association of Governments	David C. Salgado	Member	No
	Vacant	Alternate	--
Orange County	Vacant	Member	--

Jurisdiction	Name	Member/ Alternate	Attended
	Vacant	Alternate	--
Association of Planning Groups	Harriet Taylor	Member	No
	Vacant	Alternate	--

SANDAG

Borders Committee

April 25, 2025

Item: **3**

2025 Regional Plan Update: Tribal Coordination

Overview

SANDAG is currently in the process of developing the 2025 Regional Plan, a long-range blueprint that shows how the San Diego region will grow and how the transportation system will develop through 2050. As the Metropolitan Planning Organization for the San Diego region, a fundamental responsibility of SANDAG is to develop a Regional Plan that meets state and federal requirements. The Regional Plan must be updated and approved by state and federal regulatory agencies every four years and is the basis for both federal and state funding.

At the Joint Policy Advisory Committee meeting on February 21, 2025, the Borders Committee heard an update on the development of the draft 2025 Regional Plan. Staff will provide an update on the tribal consultation process for the draft 2025 Regional Plan and highlight the proposed projects in the Draft Plan that improve safety, connectivity, and access for tribal nations.

Action: Information
Chairman Raymond Welch of SCTCA will introduce, and staff will present an update on coordination and consultation with tribes on the development of the draft 2025 Regional Plan Transportation Network.

Fiscal Impact:
Development of the 2025 Regional Plan is funded through Overall Work Program Project Nos. 3103000 and 3100407.

Schedule/Scope Impact:
The 2025 Regional Plan is expected to be brought to the Board of Directors for consideration in late 2025.

Key Considerations

Federal legislation requires that federally recognized tribal governments be consulted in the development of regional transportation plans and programs (23 CFR 450.316). It directs public agencies to incorporate tribal consultation into their plans and programs in a timely and meaningful manner. For more than 20 years, SANDAG has forged a strong working relationship with the tribal nations in the region based on a diplomatic framework of communication, coordination, and collaboration in the regional transportation planning process. For the 2025 Regional Plan, staff began the coordination and consultation process in March 2023 to ensure that tribal priorities for transportation were understood and incorporated into the draft 2025 Regional Plan. This included meetings with individual tribes, meetings with the Interagency Technical Working Group on Tribal Transportation Issues and Tribal Task Force as well as a Tribal Symposium with the Borders Committee in November 2023, and a Tribal Summit with the SANDAG Board of Directors in June 2024.

Through this consultation, staff identified common themes to improve the transportation needs of tribal nations. One theme was that safety is of high importance to tribal nations. The draft 2025 Regional Plan includes several safety improvements on rural highways that serve reservations; many of these improvements were specifically identified in the Intraregional Tribal Transportation Strategy, which identifies key multimodal transportation projects to improve tribal mobility and their cost estimates, potential partners, and funding opportunities. Tribal representatives also shared that their communities continue to need electrification investment. The draft 2025 Regional Plan includes multiple programs to support digital infrastructure and electric vehicle charging infrastructure, including in rural communities. Finally, tribal communities are interested in how flexible fleets services can serve their travel needs. The draft 2025 Regional Plan transportation network includes several flexible fleets services, including a proposed microtransit service connecting the Pala reservation with Pala Mesa and Fallbrook. These flexible fleet investments in rural communities are complemented by expanded rural transit service.

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Next Steps

The draft 2025 Regional Plan will be released for public comment in spring 2025 and its Environmental Impact Report in summer 2025. Over the fall, staff will respond to public comments and make final refinements to the 2025 Regional Plan, which will be brought to the Board for consideration by the end of 2025.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. Draft Proposed 2025 Regional Plan Network Maps (Updated Jan 2025)

SANDAG

Draft Proposed
2025 Regional Plan Transportation Network

JANUARY 2025

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Regional Plan

The Regional Plan outlines how we will improve transportation, equity, and the environment for people in the greater San Diego area over the next several decades. It takes into account how our region is expected to grow and change and provides a blueprint for our transportation network, coordinated land use, housing, and more. The state and federal governments require us to update this plan every four years. This plan is informed by feedback from the Board of Directors, Policy Advisory Committees, partner agencies, stakeholders, and the public; and the plan is developed by a team of experts using data and research. The projects, programs, and initiatives in the Regional Plan impact every resident of the San Diego region. Visit **SANDAG.org/regionalplan** to learn more.
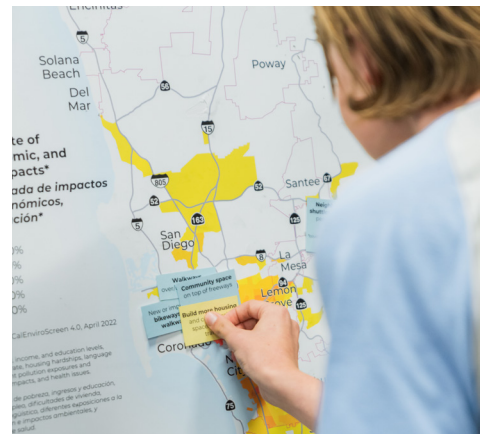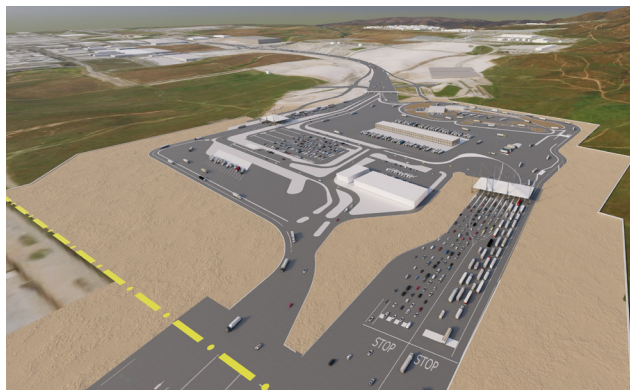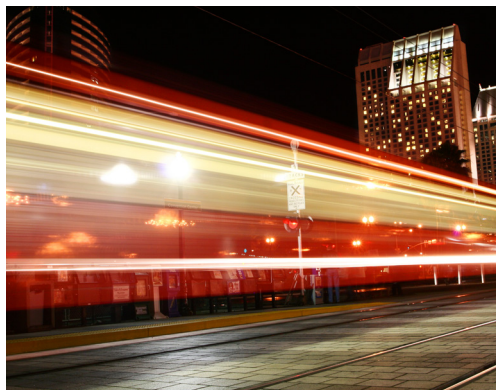
Summary of Public Outreach

We have been collecting feedback all over the San Diego region about the transportation improvements people would like to see in the next Regional Plan. This included input from the general public, community organizations, local government planning staff, our Board of Directors, and more. To help collect this feedback, we:

▸ Hosted a community workshop in all six subregions of the San Diego area to understand each area's transportation priorities; and a workshop with government and community representatives in Tijuana to collect feedback about transportation needs along our border region.

▸ Partnered with community-based organizations (CBOs) to host a total of 45 pop-up feedback collection events with approximately 2,400 participants.

▸ Promoted an online interactive map tool where residents could submit feedback that received approximately 8,300 visits from unique users and more than 2,000 comments.

▸ Collected feedback from our Board of Directors (elected officials that represent every area of the region) on potential transportation projects, policies, and programs, equity issues, health, and funding sources we can use to pay for our transportation network.

▸ Hosted workshops to collect feedback from our policy advisory committees and working groups that represent communities and government agencies across our region: this included our Transportation, Borders, Regional Planning, and Public Safety Committees; Military, Mobility, Shoreline Preservation, Social Equity, and Sustainable Communities Working Groups; our Social Services Transportation Advisory Council; and the Interagency Technical Working Group on Tribal Transportation Issues.

▸ Met regularly with state and federal government agencies, including the California Air Resources Board (CARB), to gather feedback about the strategies in the plan. The plan will strive to meet the state and federal requirements, so our region keeps receiving important funding: these requirements are related to improving air quality, reducing greenhouse gas emissions and the amount of miles people in our region are driving.

Along with your feedback, we have analyzed data about how our region is changing and growing, while also making sure we satisfy the state and federal requirements mentioned above. This report will give you a summary of all this feedback and the transportation projects, programs, and policies we are proposing, and continuing to analyze all these factors.

Note: this document is a draft that has not been finalized. Our data and modeling team is conducting an analysis to ensure that this transportation network would satisfy state and federal requirements for pollution and traffic reductions. Meeting these requirements will ensure our region can continue receiving funding for future transportation projects. We expect the detailed Draft Plan will be ready for public feedback in spring 2025, and the Final Plan will need to be approved by our Board of Directors.

Additionally, many of these projects and policies will require support from individual cities, the County, or other agencies to make them a reality. Any feedback we've collected that is not within SANDAG's authority has been passed on to the appropriate city, County, or other relevant local government agencies.

Arterial Improvement
Helps a high-traffic neighborhood street connect to a freeway more efficiently.

Bus Layover
Designated area where buses can wait between trips so drivers can take breaks, and where vehicles can be fueled, charged, or cleaned.

Circulator Route
A bus that comes frequently and stops at major local destinations in a specific area.

Connector
A ramp that connects one highway to another.

Direct Access Ramp (DAR)
A special highway entrance where buses, carpoolers, or people who pay a toll can directly enter managed lanes without having to merge from the right side.

Express Route
Bus routes that connect suburban areas to major urban centers that have very few stops at major destinations.

Highway Intersection Improvements
Improves safety, and traffic flow in places where a highway crosses a major road.

Highway Straightening
Removes curves from highways.

Interchange
Where a freeway and a major road or other freeway cross each other.

LOSSAN Improvements
Making the railway that connects San Diego to Los Angeles and San Luis Obispo safer, faster and more efficient.

Local Route
A bus route that travels around neighborhoods that are near one another.

Managed Lanes (ML)
Separated highway lanes set aside for multi-passenger transportation like buses or carpools, or for people who pay a toll.

Managed Lane Connector
Ramps that connect managed lanes on different freeways.

Microtransit
On-demand public shuttle service for short trips within a neighborhood.

Mobility Hub
An area where many types of transportation connect (ex. public transit routes, bike lanes, or shuttles).

Multimodal Corridor Improvements
Projects that make all transportation on the same route more efficient, including walking, biking, transit, trains, and/or vehicles.

Neighborhood Electric Vehicle (NEV) Service
Small, on-demand electric shuttle available for short trips in a small area (ex. FRED San Diego).

Otay Mesa East Port of Entry (OME POE)
A new U.S./Mexico border crossing.

Purple Line
Future transit route connecting the border region to Mission Valley via City Heights.

Rapid Bus
A bus route that gets priority in high-traffic areas to speed up trips.

Reversible Managed Lanes
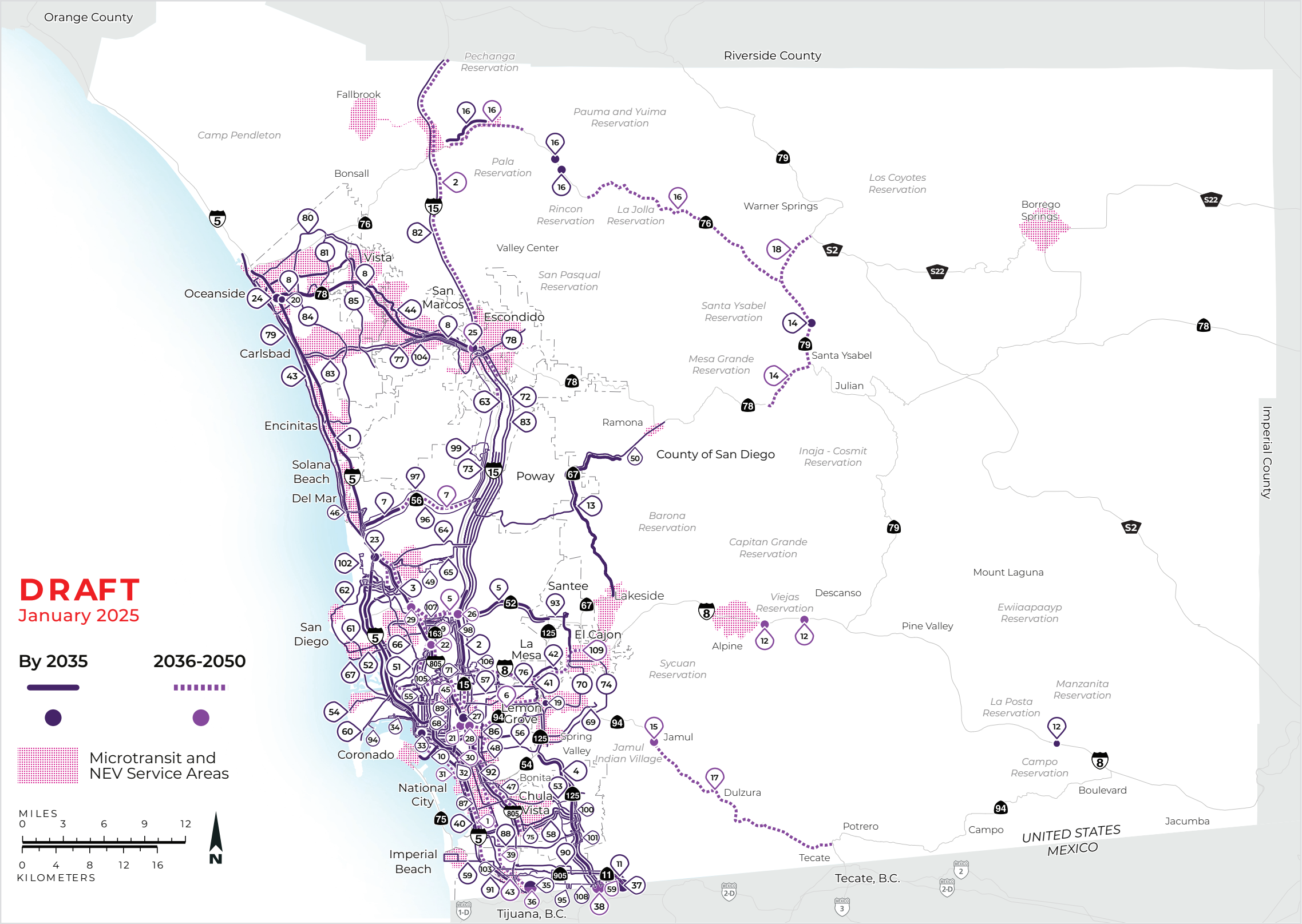A managed lane that can change traffic direction depending on the time of day or traffic conditions.

Shoulder Widening
Project that widens pavement on the side of a freeway for safety in case of emergencies.

Train and Trolley Improvements
(ex. on the Blue, Green, or Orange Line, SPRINTER, or COASTER) Projects that make rail trips more efficient: for example, separating rail tracks from car traffic with a bridge.
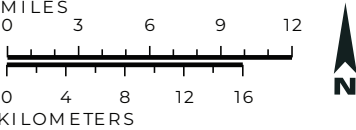
DRAFT
January 2025

By 2035 2036-2050

Microtransit and NEV Service Areas

MILES
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0 4 8 12 16
KILOMETERS

N

40 Blue Line Improvements
41 Orange Line Improvements
42 Green Line Improvements
43 LOSSAN Improvements
44 SPRINTER Improvements
45 Balboa Park Perimeter Streetcar
46 Local Route 89: Solana Beach to UTC
47 Local Route 195: 8th St Trolley to Plaza Bonita
48 Local Route 196: 8th St Trolley to Plaza Blvd
49 Local Route 984: Mira Mesa to Sorrento Valley
50 Rapid 277: Ramona to Sabre Springs Transit Station
51 Rapid 120: Kearny Mesa to Downtown
52 Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Avenue
53 Rapid 209: H St Trolley Station to Millennia
54 Rapid 210: La Mesa to Ocean Beach
55 Rapid 211: SDSU to Downtown via Adams Ave
56 Rapid 212: Spring Valley to Downtown
57 Rapid 215: SDSU to Downtown
58 Rapid 225: South Bay Rapid
59 Rapid 227: Otay Mesa East POE to Imperial Beach
60 Rapid 228: Point Loma to Kearny Mesa
61 Rapid 229: Downtown to Pacific Beach
62 Rapid 230: Balboa Station to UTC
63 Rapid 235: Escondido to Downtown
64 Rapid 237: UC San Diego to Rancho Bernardo
65 Rapid 238: UC San Diego to Rancho Bernardo
66 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
67 Rapid 243: Pacific Beach to Kearny Mesa
68 Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
69 Rapid 256: SDSU to Rancho San Diego/Cuyamaca College
70 Rapid 259: El Cajon Transit Center to Lemon Grove Depot
71 Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15
72 Rapid 280: Downtown San Diego to Escondido
73 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
74 Rapid 292: El Cajon to Otay Mesa

75 Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St
76 Rapid 295: South Bay to Clairemont
77 Rapid 440: Carlsbad to Escondido Transit Center
78 Rapid 491: Downtown Escondido to East Escondido
79 Rapid 493: Oceanside to Solana Beach to UTC/UC San Diego
80 Rapid 494: Oceanside to Vista
81 Rapid 497: Carlsbad Village to SR 76
82 Rapid 483: Riverside (Temecula) to San Marcos
83 Rapid 484: Carlsbad to Kearny Mesa
84 Rapid 485: Oceanside to Encinitas
85 Rapid 486: Oceanside to Carlsbad/San Marcos
86 Rapid 625: SDSU to Palomar Station
87 Rapid 630: Iris Trolley/Palomar to Kearny Mesa
88 Rapid 635: Eastlake to Palomar Trolley
89 Rapid 637: North Park to 32nd St Trolley Station
90 Rapid 638: Iris Trolley to Otay Mesa
91 Rapid 640: San Ysidro to Santa Fe Depot
92 Rapid 688: San Ysidro to UTC
93 Rapid 880: El Cajon to UC San Diego
94 Express Route 993: Shelter Island to Convention Center
95 Express Route 121: Cross-Border Xpress to Iris Transit Center
96 Express Route 246: Rancho Bernardo to UC San Diego
97 Express Route 247: Escondido to UC San Diego
98 Circulator Route 668: Kearny Mesa Loop
99 Circulator Route 675: Rancho Bernardo Business Park Loop
100 Circulator Route 715: Otay Ranch Loop
101 Circulator Route 716: Lower Otay Ranch Loop
102 Circulator Route 985: UC San Diego Shuttle
103 Circulator Route 193: Iris Transit Center to San Ysidro High School
104 Circulator Route 449: Palomar College area
105 Circulator Route 647: Mission Valley Loop
106 Circulator Route 648: Mission Valley Loop
107 Circulator Route 649: Kearny Mesa Loop
108 Circulator Route 661: Otay Mesa Loop
109 I-8 Freeway Improvements

1 I-5 Managed Lanes
2 I-15 Managed Lanes
3 I-805 Managed Lanes
4 SR 125 toll removal
5 SR 52 Managed Lanes*
6 SR 94 Managed Lanes
7 SR 56 Managed Lanes
8 SR 78 Managed Lanes
9 SR 163 Managed Lanes
10 SR 75 Coronado Bridge Reversible Managed Lane
11 SR 11 Roadway Connection to Otay Mesa East POE
12 I-8 Interchange Improvements
13 SR 67 Improvements
14 SR 79 Intersection Improvements
15 SR 94 Intersection Improvements
16 SR 76 Safety & Operational Improvements
17 SR 94 Shoulder Widening/Straightening
18 SR 79 Shoulder Widening
19 SR 125/SR 94 Interchange/Arterial Improvements
20 I-5/SR 78 Interchange/Arterial Improvements
21 I-15/SR 94 ML Connector
22 I-805/SR 163 ML Connector
23 I-5/I-805 ML Connector
24 I-5/SR 78 ML Connector
25 I-15/SR 78 ML Connector
26 I-15/SR 52 ML Connectors
27 I-15/I-805 ML Connector
28 SR 94/I-805 ML Connector
29 I-805/SR 52 ML Connector
30 I-5 Working Waterfront Access
31 Harbor Dr Multimodal Corridor Improvements
32 Vesta Bridge: Phase 1
33 Downtown Bus Layover
34 Airport Transit Connection
35 San Ysidro Mobility Hub
36 U.S.-Mexico Border Transit Connection
37 Otay Mesa East POE
38 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility
39 Purple Line

Additional Map Information

Unmapped Projects

Bike Network

Transit Frequency Enhancements

Transit Amenities

Existing Network

Unmapped Policies

Climate

Digital Infrastructure

Fix it First

Habitat

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acronyms

ML = Managed Lane

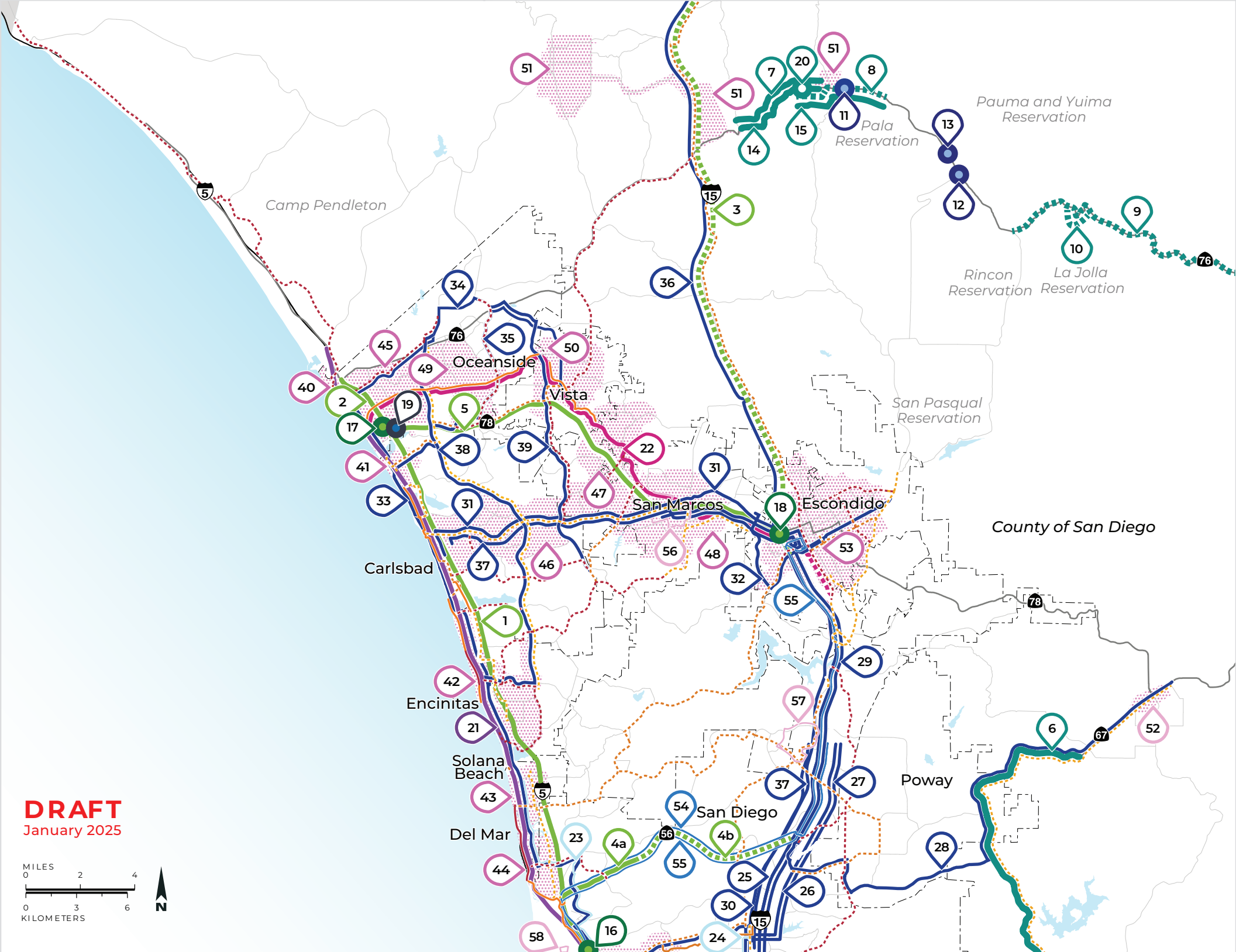**NEV** = Neighborhood Electric Vehicle

POE = Port of Entry

OME = Otay Mesa East

San Diego Region residents told us they needed *safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.*

Recurring Feedback and Impact

Across the region, people said they needed:	What we're considering (and much more, as seen on the map):
Local public transportation improvements to speed up short neighborhood trips as well as regional improvements to speed up commutes and other longer trips in the short-term.	Prioritizing transit projects that can be made a reality in the next decade; adding more Rapid regional bus routes and neighborhood circulator routes, along with increased service on local bus routes and projects to speed up trolley trips.
Improved public transit that's faster, more efficient, safe, and reliable.	Funding for better transit amenities such as bathrooms, lighting, shelter, WiFi, and security; as well as funding to increase how often transit comes and adding some expanded weekend and night service.
Highway improvements: adding lanes and finishing highway connectors or improving existing interchanges.	Setting aside key lanes and shoulders to move more people at once in multi-passenger vehicles; this will reduce traffic while supporting Rapid bus routes and carpooling on these highways.
A safe network of bikeways throughout the region.	Continuing to deliver key regional bikeway projects and expanding the bikeways across the region.
Pedestrian and cyclist paths that are protected when crossing highways and major streets to safely access key neighborhood destinations.	An active transportation network that includes connections crossing over highways and major streets that are safe for all ages and abilities.
Microtransit and shuttles for short trips and to connect people to public transit stops, especially for older adults and those that are transit dependent.	Adding more neighborhood shuttles and microtransit (flexible fleets) that can connect people to common destinations and transit stops.
Electric vehicle discounts and infrastructure.	Continuing to support electric vehicle infrastructure and programs to incentivize people buying electric vehicles.
Projects that improve air quality and reduce greenhouse gas emissions.	Prioritizing improvements to our transportation network that reduce pollution and emissions.
No regional road usage charge.	No regional road usage charge; other flexible funding sources are proposed.
Make transportation more accessible and affordable for people with disabilities, children and seniors, and for low-income households.	▶ Funding for transit amenities which can improve access for those with disabilities ▶ Continued funding for free youth transit and studying expanded transit discounts
Better connections between different types of transportation.	Planning ways to create seamless connections between transportation modes such as safer biking and walking paths, shuttles and microtransit, secure parking, and e-charging stations.
Safer roads and more transit options in rural, unincorporated communities, and especially providing emergency evacuation solutions.	▶ Exploring shoulder widening, reducing road curves, and technology solutions to improve travel and enhance safety in emergencies ▶ Planning further improvements to rural transit routes; new opportunities for community-based microtransit services

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Project List

1. I-5 Managed Lanes: I-805 to SR 78
2. I-5 Managed Lanes: SR 78 to SR 76
3. I-15 Managed Lanes: SR 78 to County Line
4a-b. SR 56 Managed Lanes: I-5 to I-15
5. SR 78 Managed Lanes: I-5 to I-15
6. SR 67 Improvements: Mapleview St to Dye Rd
7. SR 76 Straightening: Rice Canyon Rd to Pala Reservation
8. SR 76 Shoulder Widening for Adding Bike Lanes: West Reservation Boundary to East Reservation Boundary
9. SR 76 Improvements: SR 79 to Valley Center Rd
10. SR 76 Straightening: Harolds Rd to Pauma Rancho
11. SR 76 Intersection Improvements: SR 76 to Pala Mission Rd
12. SR 76 Intersection Improvements: SR 76 to Cole Grade Rd
13. SR 76 Intersection Improvement: SR 76 to Pauma Reservation Rd
14. SR 76 Improvements: Pala Casino to Rice Canyon Rd
15. SR 76 Safety: Shoulder Widening
16. I-5/I-805 ML Connector
17. I-5/SR 78 ML Connector
18. I-15/SR 78 ML Connector
19. I-5/SR 78 Interchange/ Arterial Improvements
20. SR 76 Safety: Dynamic Messaging Sign
21. LOSSAN Improvements
22. SPRINTER Improvements
23. Local Route 89: Solana Beach to UTC
24. Local Route 984: Mira Mesa to Sorrento Valley
25. Rapid 235: Escondido to Downtown
26. Rapid 237: UC San Diego to Rancho Bernardo
27. Rapid 238: UC San Diego to Rancho Bernardo
28. Rapid 277: Ramona to Sabre Springs Transit Station
29. Rapid 280: Downtown San Diego to Escondido
30. Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
31. Rapid 440: Carlsbad to Escondido Transit Center
32. Rapid 491: Downtown Escondido to East Escondido
33. Rapid 493: Oceanside to Solana Beach to UTC/UC San Diego
34. Rapid 494: Oceanside to Vista
35. Rapid 497: Carlsbad Village to SR 76
36. Rapid 483: Riverside (Temecula) to San Marcos
37. Rapid 484: Carlsbad to Kearny Mesa
38. Rapid 485: Oceanside to Encinitas
39. Rapid 486: Oceanside to Carlsbad/ San Marcos
40. NEV Service Area: Oceanside
41. NEV Service Area: Carlsbad Village
42. NEV Service Area: Encinitas
43. NEV Service Area: Solana Beach
44. NEV Service Area: Del Mar
45. Microtransit: Oceanside Eastern Core
46. Microtransit: Carlsbad Poinsettia
47. Microtransit: Buena Creek
48. Microtransit: San Marcos
49. Microtransit: Oceanside El Corazon
50. Microtransit: Vista
51. Microtransit: Fallbrook-Pala
52. Microtransit: Ramona
53. Microtransit: Escondido
54. Express Route 246: Rancho Bernardo to UC San Diego
55. Express Route 247: Escondido to UC San Diego
56. Circulator Route 449: Palomar College area
57. Circulator Route 675: Rancho Bernardo Business Park Loop
58. Circulator Route 985: UC San Diego Shuttle

Projects Outside Map Extent

Borrego Springs Microtransit

Legend

By 2035 / 2036-2050
- Regional Rail
- Light Rail
- Next Gen Rapid
- Express Bus
- Local Bus
- Circulator
- 4 Managed Lanes
- 2 Managed Lanes

By 2035 / 2036-2050
- Managed Lanes Connector
- Interchange/Arterial Operational Improvements
- Intersection Improvements
- Rural Corridor Improvements
- Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)

By 2035 / 2036-2050
- On-Street Bikeway
- Off-Street Bikeway
- On-Street & Off-Street Bikeway

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: I-805 to SR 78	X	
2	I-5 Managed Lanes: SR 78 to SR 76		X
3	I-15 Managed Lanes: SR 78 to County Line	X	
4a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd	X	
4b	SR 56 Managed Lanes: Carmel Valley Rd to I-15		X
5	SR 78 Managed Lanes: I-5 to I-15		X

Unlisted Projects

Bike Network

Unmapped Projects

Transit Frequency Enhancements

Transit Amenities

Existing Network

Unmapped Policies

Climate

Digital Infrastructure

Fix it First

Habitat

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acronyms

ML = Managed Lane

NEV = Neighborhood Electric Vehicle

POE = Port of Entry

OME = Otay Mesa East

Recurring Feedback and Impact

In North County, people said they needed:	What we're considering (and much more):
▸ Better traffic flow on highways: especially the SR 78, SR 76 and I-15 ▸ Safer/easier connector between I-5 and SR 78	▸ Managed lanes on the SR 78 and managed lane connectors between the SR 78 and I-5 and I-15 ▸ Straightening out SR 76 from Rice Canyon to the Pala Reservation, Harolds Rd to Pauma Rancho, adding intersection improvements in three places, and widening the shoulder for emergencies ▸ Connector between I-5 and SR 78
Better public transit service: ▸ COASTER, SPRINTER, and buses that come more often and that can make faster trips ▸ More service at night and on weekends ▸ Expanded transit or microtransit access for communities where routes don't currently go such as San Elijo Hills, Rancho Santa Fe, Fallbrook ▸ Connection to Riverside County ▸ Access to Palomar Airport	▸ Improving the SPRINTER and COASTER routes by increasing frequency, making rail improvements to speed up trip times, and adding more evening and weekend service ▸ More Rapid routes, including one from Carlsbad to Kearny Mesa stopping at the Escondido Transit Center, and another connecting San Marcos (CSUSM and Palomar College) to Riverside County
Better transit, shuttle and microtransit options to make it easier to access COASTER and SPRINTER stations and community destinations.	Fourteen shuttle or microtransit service areas (flexible fleets) which will increase access to common local destinations, including transit stops; includes service area providing access to Palomar Airport.
▸ Safer walking and biking routes, either improving existing routes or expanding the network ▸ Protected bike lanes on major roads to connect to the coast	▸ Upgrading existing bike routes or adding new ones across the region with separated bikeways on high-speed roads ▸ Bike trails with coastal access, along with other east to west bikeway connections

__North County residents__ told us they needed
better traffic flow on SR 78, SR 76, and I-15, more frequent COASTER and SPRINTER service with expanded night and weekend hours, safer walking and biking routes, shuttle and microtransit services to connect to transit stations, and connections to Palomar Airport and Riverside County.

Legend of projects:

#	Project
1a-b	I-5 Managed Lanes
2a-c	I-15 Managed Lanes
3a-d	I-805 Managed Lanes
4a-c	SR 52 Managed Lanes*
5a-b	SR 94 Managed Lanes
6	SR 56 Managed Lanes
7	SR 163 Managed Lanes
8	SR 75 Coronado Bridge Reversible Managed Lane
9	I-805/SR 163 ML Connector
10	I-5/I-805 ML Connector
11	I-15/SR 52 ML Connectors
12	I-15/SR 94 ML Connector
13	I-15/I-805 ML Connector
14	SR 94/I-805 ML Connector
15	I-805/SR 52 ML Connector
16	I-8 Operational Improvements
17	I-805 @ Nobel Dr Transit Operational Improvement
18	SR 67 Improvements: Mapleview St to Dye Rd
19	SR 125/SR 94 Interchange/ Arterial Improvements
20	I-5 @ Voigt DAR
21	I-15 @ Clairemont Mesa Blvd DAR
22	I-15 @ SDSU West DAR
23	Downtown Bus Layover
24	Harbor Dr Multimodal Corridor Improvements
25	I-5 Working Waterfront Access
26	Purple Line
27	LOSSAN Improvements
28	Airport Transit Connection
29	Blue Line Improvements
30	Orange Line Improvements
31	Green Line Improvements
32	Balboa Park Perimeter Streetcar
33	Rapid 120: Kearny Mesa to Downtown
34	Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Ave
35	Rapid 210: La Mesa to Ocean Beach
36	Rapid 211: SDSU to Downtown
37	Rapid 212: Spring Valley to Downtown
38	Rapid 215: SDSU to Downtown
39	Rapid 225: South Bay Rapid
40	Rapid 228: Point Loma to Kearny Mesa
41	Rapid 229: Downtown to Pacific Beach
42	Rapid 230: Balboa Ave Trolley to UTC
43	Rapid 235: Escondido to Downtown
44	Rapid 237: UC San Diego to Rancho Bernardo
45	Rapid 238: UC San Diego to Rancho Bernardo
46	Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
47	Rapid 243: Pacific Beach to Kearny Mesa
48	Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
49	Rapid 256: SDSU to Rancho SD/Cuyamaca College
50	Rapid 259: El Cajon Transit Center to Lemon Grove Depot
51	Rapid 265: Otay Mesa POE to SDSU West via SR 125, I-805, I-15
52	Rapid 280: Downtown San Diego to Escondido
53	Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
54	Rapid 292: El Cajon to Otay Mesa
55	Rapid 295: South Bay to Clairemont
56	Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
57	Rapid 484: Carlsbad to Kearny Mesa
58	Rapid 625: SDSU to Palomar Station
59	Rapid 630: Iris Trolley/Palomar to Kearny Mesa
60	Rapid 637: North Park to 32nd St Trolley Station
61	Rapid 640: San Ysidro to Santa Fe Depot
62	Rapid 688: San Ysidro to UTC
63	Rapid 880: El Cajon to UC San Diego
64	Rapid 277: Ramona to Sabre Springs Transit Station
65	NEV Service Area: Coronado
66	NEV Service Area: Del Mar
67	NEV Service Area: La Jolla
68	NEV Service Area: La Mesa
69	NEV Service Area: Ocean Beach
70	NEV Service Area: Pacific Beach
71	NEV Service Area: Downtown/Little Italy
72	NEV Service Area: City Heights/North Park
73	Microtransit: Southeastern San Diego
74	Microtransit: Eastern San Diego
75	Microtransit: Casa De Oro/Spring Valley
76	Microtransit: Lakeside
77	Microtransit: Clairemont Mesa
78	Microtransit: Sorrento Valley
79	Microtransit: Kearny Mesa Convoy
80	Microtransit: El Cajon
81	Local Route 89: Solana Beach to UTC
82	Local Route 984: Mira Mesa to Sorrento Valley
83	Express Route 246: Rancho Bernardo to UC San Diego
84	Express Route 247: Escondido to UC San Diego
85	Express Route 993: Shelter Island to Convention Center
86	Circulator Route 647: Mission Valley Loop
87	Circulator Route 648: Mission Valley Loop
88	Circulator Route 649: Kearny Mesa Loop
89	Circulator Route 668: Kearny Mesa Loop
90	Circulator Route 985: UC San Diego Shuttle

Projects Outside Map Extent

Microtransit: Alpine

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January 2025

MILES
0   1   2

KILOMETERS
0   1.5   3

Legend:

By 2035 | 2036-2050
- Regional Rail
- Light Rail
- Next Gen Rapid
- Express Bus
- Local Bus
- Circulator
- 4 Managed Lanes
- 2 Managed Lanes
- 1 Reversible Managed Lane

By 2035 | 2036-2050
- Managed Lanes Connector
- Direct Access Ramp (DAR)
- Interchange/Arterial Operational Improvements
- Rural Corridor Improvements
- Other Freeway Improvements
- Downtown Bus Layover
- Transit Operational Improvement

By 2035 | 2036-2050
- On-Street Bikeway
- Off-Street Bikeway
- On-Street & Off-Street Bikeway
- Goods Movement
- Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)

See reverse for detailed Managed Lanes Key and Additional Map Information | * Includes addition of truck climbing lane

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Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 15 to I-805	X	
1b	I-5 Managed Lanes: I-805 to SR 78	X	
2a	SR 15 Managed Lanes: I-5 to I-805		X
2b	SR 15 Managed Lanes: I-805 to I-8	X	
2c	I-15 Managed Lanes: I-8 to SR 163	X	X
3a	I-805 Managed Lanes: Palomar St to SR 94	X	
3b	I-805 Managed Lanes: SR 94 to I-8	X	X
3c	I-805 Managed Lanes: I-8 to SR 52	X	X
3d	I-805 Managed Lanes: SR 52 to I-5	X	
4a	SR 52 Managed Lanes: I-805 to I-15	X	
4b	SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
4c	SR 52 Managed Lanes: Mast Blvd to SR 125		X
5a	SR 94 Managed Lanes: I-5 to I-15	X	
5b	SR 94 Managed Lanes: I-15 to SR-125	X	
6	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
7	SR 163 Managed Lanes: I-8 to SR-52	X	
8	SR 75 Coronado Bridge Reversible Managed Lane	X	

Unlisted Projects

Bike Network

Unmapped Projects

Transit Frequency Enhancements

Transit Amenities

Existing Network

Unmapped Policies

Climate

Digital Infrastructure

Fix it First

Habitat

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acronyms

DAR = Direct Access Ramp
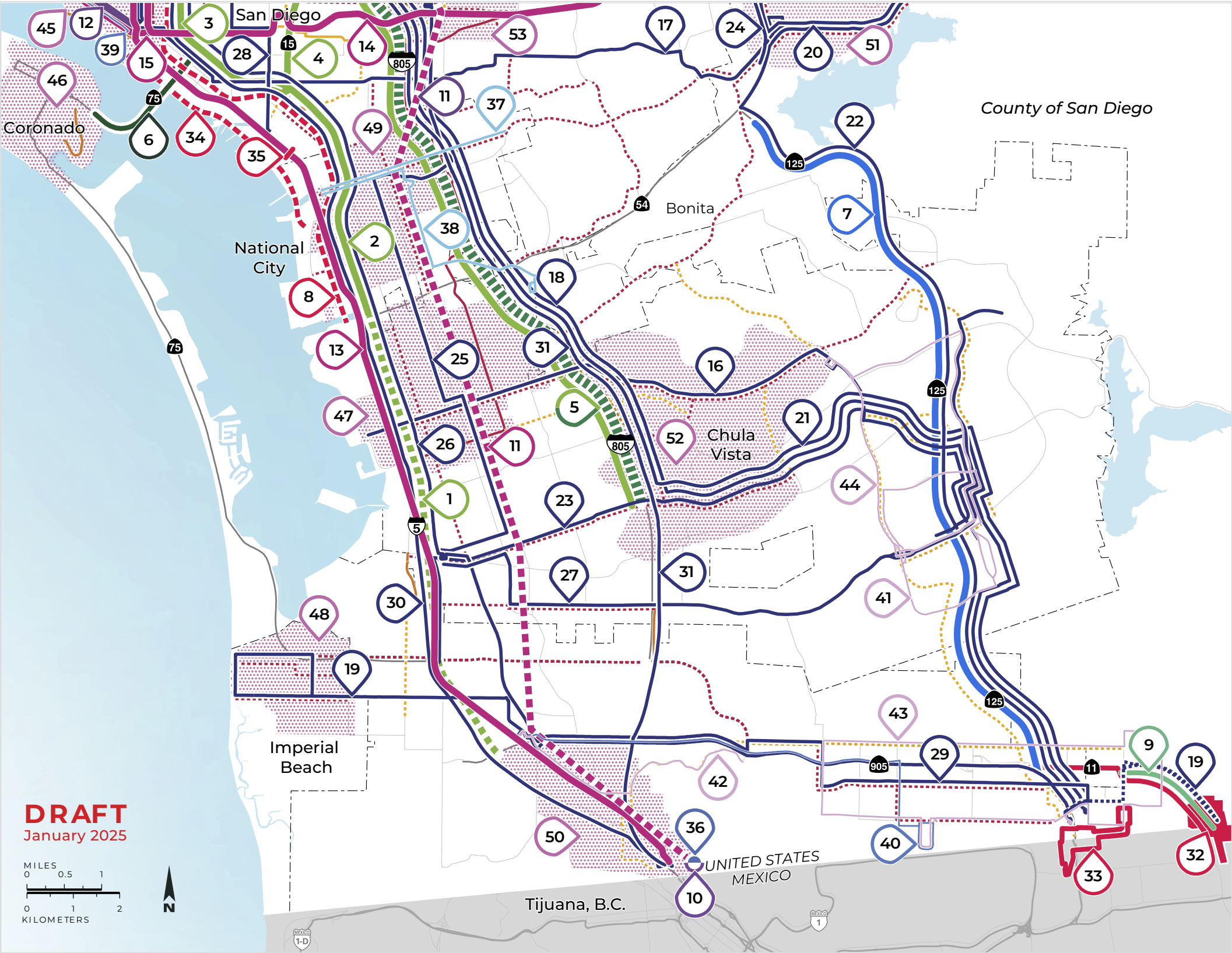
ML = Managed Lane

NEV = Neighborhood Electric Vehicle

Central & East County residents told us they needed improved traffic flow on SR 52, I-8, and SR 67, the completed SR 94/SR 125 connector, faster connections to job centers, beaches, the airport, more frequent transit connections with expanded night and weekend hours, and safer walking and biking routes.

Recurring Feedback and Impact

In San Diego, people said they needed:	What we're considering (and much more):
Better public transit including: ▸ Expanded routes and more frequent service, including later evening and more weekend hours ▸ Faster connections east to west including beach access, and east of the I-15 ▸ More connections to job centers, beaches, and major landmarks ▸ Faster transit to the airport ▸ Faster trips through high-traffic areas ▸ More bus lanes on major streets ▸ Transit station amenities like shade and lighting	▸ More Rapid buses and trolley improvements ▸ More frequent service and expanded night and weekend hours ▸ Routes maximize access to jobs and high-traffic destinations
Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking	Fourteen microtransit and/or shuttle service areas (flexible fleets); parking district funds will partially fund shuttle service in those areas
Better traffic flow on and between highways including: ▸ Smoother connections to the SR 52 ▸ I-5 and I-8	▸ Managed lanes and truck climbing lane on SR 52, and connecting the I-15 and SR 52 managed lanes ▸ Operational improvements on I-8 ▸ Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 52, and 163
More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including: ▸ Between Point Loma and the Marina along the coast ▸ Around SDSU ▸ Routes that go over a freeway such as I-5 ▸ Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old Town ▸ Better connections from the I-15 bikeway over I-8	Our Regional Bike Network includes existing bikeway improvements, additions, or finishing routes addressing all of these location-specific concerns. For more information, visit **the interactive map** on our website.
More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers).	Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.

In East County, people said they needed:	What we're considering (and much more):
To improve highways by: ▸ Finishing the SR 94 and SR 125 connector project ▸ Helping traffic flow on State Routes 52 and 67	▸ Improving the SR 94/125 connector ▸ Managed lanes and a truck climbing lane on SR 52 and connecting managed lanes between I-15 and SR 52 ▸ Widening the shoulder for emergency purposes on SR 67
Public transportation improvements: ▸ More Rapid transit and transit options for Cuyamaca College and La Presa ▸ Transit that comes more often and for extended hours in the evening	▸ More Rapid buses including routes 256: SDSU to Rancho SD/Cuyamaca College; and 292, El Cajon to Otay Mesa via La Presa ▸ Next Gen Rapid bus routes may include infrastructure and technology to speed up trips ▸ Green and Orange Line trolley improvements ▸ More transit frequency and evening hours
Microtransit and shuttles: ▸ Connecting suburban East County to transit stops ▸ Service from unincorporated communities to San Diego	Shuttles and microtransit (flexible fleets) in El Cajon, La Mesa, and in several unincorporated communities in the County.
▸ Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roads ▸ More bike routes east to west	Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.

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County of San Diego

Coronado
San Diego
National City
Bonita
Chula Vista
Imperial Beach
Tijuana, B.C.
UNITED STATES
MEXICO

DRAFT
January 2025

MILES
0   0.5   1

0   1   2
KILOMETERS

N

1. I-5 Managed Lanes: SR 905 to SR 54
2. I-5 Managed Lanes: SR 54 to SR 15
3. I-5 Managed Lanes: SR 15 to I-805
4. SR 15 Managed Lanes: I-5 to I-805
5. I-805 Managed Lanes: Palomar St to SR 94
6. SR 75 Coronado Bridge Reversible Managed Lane
7. SR 125 toll removal
8. I-5 Working Waterfront Access
9. SR 11 Roadway Connection to Otay Mesa East POE
10. U.S.-Mexico Border Transit Connection
11. Purple Line
12. LOSSAN Improvements
13. Blue Line Improvements
14. Orange Line Improvements
15. Green Line Improvements
16. Rapid 209: H St Trolley Station to Millennia
17. Rapid 212: Spring Valley to Downtown
18. Rapid 225: South Bay Rapid
19. Rapid 227: Otay Mesa East POE to Imperial Beach via 905
20. Rapid 256: SDSU to Rancho San Diego/Cuyamaca College
21. Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15
22. Rapid 292: El Cajon to Otay Mesa
23. Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St
24. Rapid 295: South Bay to Clairemont
25. Rapid 625: SDSU to Palomar Station
26. Rapid 630: Iris Trolley/Palomar to Kearny Mesa
27. Rapid 635: Eastlake to Palomar Trolley
28. Rapid 637: North Park to 32nd St Trolley Station
29. Rapid 638: Iris Trolley to Otay Mesa
30. Rapid 640: San Ysidro to Santa Fe Depot
31. Rapid 688: San Ysidro to UTC via 805
32. Otay Mesa East POE
33. Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility
34. Harbor Dr Multimodal Corridor Improvements
35. Vesta Bridge: Phase 1
36. San Ysidro Mobility Hub
37. Local Route 196: 8th St Trolley to Plaza Blvd
38. Local Route 195: 8th St Trolley to Plaza Bonita
39. Express Route 993: Shelter Island to Convention Center
40. Express Route 121: Cross-Border Xpress to Iris Transit Center
41. Circulator Route 716: Lower Otay Ranch Loop
42. Circulator Route 193: Iris Transit Center to San Ysidro High School
43. Circulator Route 661: Otay Mesa Loop
44. Circulator Route 715: Otay Ranch Loop
45. NEV Service Area: Downtown/Little Italy
46. NEV Service Area: Coronado
47. NEV Service Area: Downtown Chula Vista
48. NEV Service Area: Imperial Beach
49. NEV Service Area: National City
50. NEV Service Area: San Ysidro/U.S.-Mexico Border
51. Microtransit: Casa de Oro/Spring Valley
52. Microtransit: Central Chula Vista
53. Microtransit: Southeastern San Diego

Legend

By 2035	2036-2050	
Regional Rail		
Light Rail		
Next Gen Rapid		
Express Bus		
Local Bus		
Circulator		
4 Managed Lanes		
2 Managed Lanes		

By 2035	2036-2050	
1 Reversible Managed Lane		
Freeway Connection to OME POE		
Toll Removal		
Goods Movement		
U.S.-Mexico Border Transit Connection		
Mobility Hub		

By 2035	2036-2050	
On-Street Bikeway		
Off-Street Bikeway		
On-Street & Off-Street Bikeway		
Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)		

See reverse for detailed Managed Lanes Key and Additional Map Information

Additional Map Information

Managed Lanes Key	Conversion of Existing Lane(s)	Additional Managed Lane(s)
1 I-5 Managed Lanes: SR 905 to SR 54	X	
2 I-5 Managed Lanes: SR 54 to SR 15	X	X
3 I-5 Managed Lanes: SR 15 to I-805	X	
4 SR 15 Managed Lanes: I-5 to I-805		X
5 I-805 Managed Lanes: Palomar St to SR 94	X	
6 SR 75 Coronado Bridge Reversible Managed Lane	X	

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Unlisted Projects

Bike Network

Unmapped Projects

Transit Frequency Enhancements

Transit Amenities

Existing Network

Unmapped Policies

Climate

Digital Infrastructure

Fix it First

Habitat

Health

Housing & Land Use

Pricing Strategies

Transportation Demand Management

Transportation Technology & Operational Improvements

Vision Zero

Acronyms

ML = Managed Lane

NEV = Neighborhood Electric Vehicle

POE = Port of Entry

OME = Otay Mesa East

Recurring Feedback and Impact

In South County, people said they needed:	What we're considering (and much more):
▸ Better and faster transit options coming from the border, including a rail connection directly at the border ▸ Expanded network of transit with service to major destinations such as job centers, shopping areas, event venues, and schools	▸ Adding more Rapid routes and eventually a COASTER connection to the border and improvements to the Blue Line; San Ysidro Transit Center improvements and surrounding connections; exploring options for additional border transit ▸ Managed lanes with bus priority on various south-to-north highways ▸ Purple Line transit route from the border to Mission Valley via City Heights
More transit routes to reach housing developments in areas isolated from transit and microtransit service for shorter trips.	Six new microtransit or shuttle service areas (flexible fleets) in Southeastern San Diego, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, and San Ysidro.
More transit access to the Cross Border Express (CBX).	Express bus from Iris Ave trolley station to CBX and a bus route between Otay Mesa and CBX.
Faster transit access to San Diego International Airport from South County.	Adding an airport transit connection based on potential concepts currently being studied.
More protected bike lanes, pedestrian walkways, and signals overall, and specifically: ▸ Connections to parks, transit stations, malls, and other commercial areas ▸ Connections from communities near Sweetwater reservoir to central Chula Vista	▸ Improving and expanding separated bikeways on high-speed roads across the region, including intersection improvements such as bike signals ▸ On street, protected bikeways to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista
To remove the toll on SR 125.	By 2030, changing the SR 125 toll road to a free facility.

South County residents told us they needed *faster, more direct transit access to and from the border and CBX, more transit routes to major destinations and housing, faster access to the airport, more protected bike and pedestrian routes, and to remove the toll on SR 125.*

Next Steps

SPRING 2025
- Release of the draft of the 2025 Regional Plan and opportunity for the public to comment (55 days)

SUMMER & WINTER 2025
- Release of the draft Environmental Impact Report (EIR) and opportunity for the public to comment (45 days)
- Staff responds to public comments on the draft Plan and EIR
- Finalize the Plan and Board of Directors votes to approve it and its EIR

SANDAG

2025 Regional Plan Update: Tribal Coordination

Borders Committee | Item 3
Cecily Taylor and Mimi Morisaki, SANDAG
Chairman Raymond Welch, Barona Band of Mission Indians
Friday, April 25, 2025

What is a Regional Plan?

- Blueprint for how the region will grow and transportation system will develop over the next 20+ years

- Developed **every 4 years**

- Has to meet federal and state **requirements**

- Uses the **latest data** and planning **assumptions**

- Includes **projects, policies, programs** and a **financial plan**

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Proposed Draft 2025 Regional Plan Transportation Network

DRAFT
January 2025

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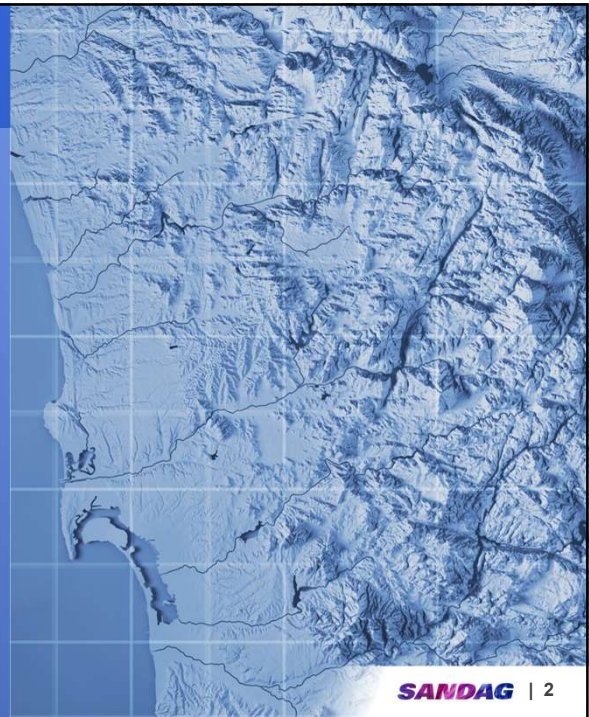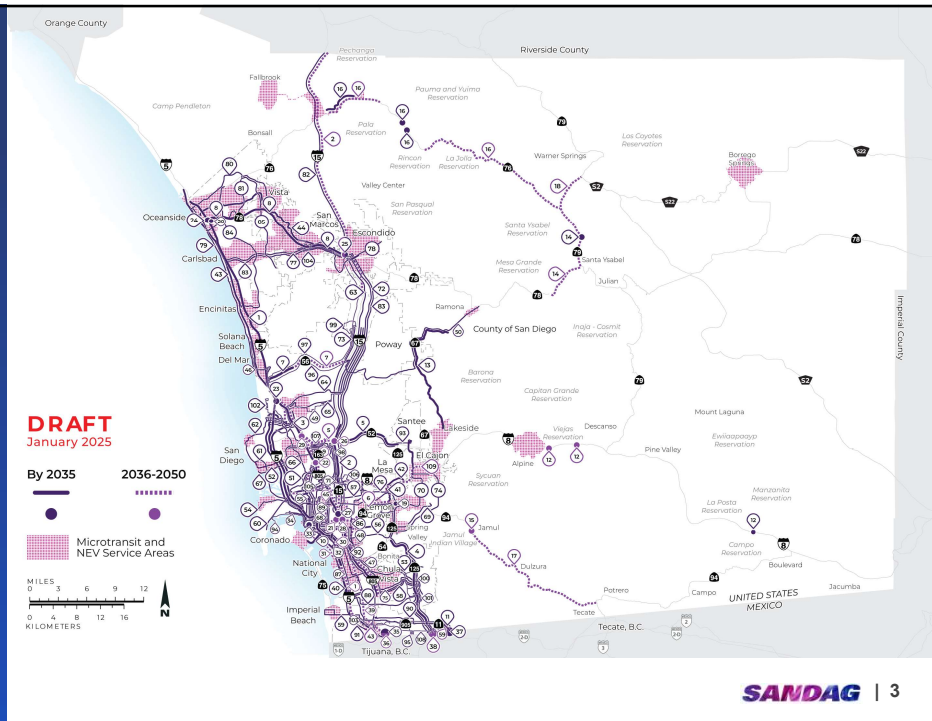
2025 Regional Plan Tribal Consultation Process

- Leadership Meetings, including a Tribal Summit and a Tribal Symposium

- 10 in person/virtual meetings with Tribes

- 6 Interagency Technical Working Group on Tribal Transportation Issues Meetings

- Tribal Taskforce Meetings

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Tribal Perspectives

Safety

Electrification

Flexible Fleets

Advancing ITTS projects

2025 Regional Plan Tribal Priorities
Network Connectivity – Rural Corridors

Freeway	Extent From	Extent To	Project Description	Phase Year
I-8	I-8	West Willows Rd	Interchange Improvements	2035
I-8	I-8	East Willows Rd	Interchange Improvements	2035
SR 94	SR 94	Melody Rd/Daisy Dr	Intersection Improvements	2035
SR 67	Mapleview	Dye Rd	Shoulder Widening/Straightening	2035
SR 76	SR 79	Valley Center Rd	Facility Improvements	2050
SR 76	Rice Canyon Rd	Pala Reservation	Straightening	2035
SR 76	Harolds Rd	Pauma Rancho	Straightening	2050
SR 76	SR 76	Pala Mission Rd	Intersection Improvements	2035
SR 76	SR 76	Cole Grade Rd	Intersection Improvements	2035
SR 76	Pala West Reservation Boundary	Pala East Reservation Boundary	Shoulder Widening for adding bike lanes	2050
SR 76	SR 76	Pauma Reservation Rd	Intersection Improvements	2035
SR 76	Pala Casino	Rice Canyon Rd	Facility Improvements	2035
SR 79	Deer Canyon Rd	San Felipe Rd	Shoulder Widening	2050
SR 79	SR 79	Schoolhouse Canyon Rd	Intersection Improvements	2035
SR 78	SR 79	Deer Canyon Dr	Intersection Improvements	2050
SR 94	Jamul Reservation	Tecate Rd	Shoulder Widening/Straightening	2050
I-8	Interchange improvements at Crestwood Rd/I-8 interchange		Interchange Improvements	2035
SR 76	SR 76 near I-15		Safety - Add dynamic message sign on SR-76 near I-15 to improve emergency response and evacuation routes	2035
SR 76	Pala Western Boundary	Pala Eastern Boundary	Safety - Widen shoulders along SR-76 (4 miles) to enhance safety for emergency response vehicles	2035

Proposed Draft 2025 Regional Plan Transportation Network

Rural Projects: North

DRAFT

By 2035   2036-2050

Microtransit and NEV Service Areas

Proposed Draft 2025 Regional Plan Transportation Network

Rural Projects: South

DRAFT

By 2035   2036-2050

Microtransit and NEV Service Areas

Next Steps

Draft Environmental Impact Report (EIR)
Release Summer 2025
45 days comment period

Draft Regional Plan
Release Spring 2025
55 days comment period

Final Regional Plan and EIR
Adoption Late 2025

Community Outreach

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SANDAG.org

Follow us on social media:
@SANDAGregion @SANDAG

Email: **pio@sandag.org**

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Demographics and Development Key Trends

April 25, 2025

SANDAG Borders Committee

WRCOG Region

18 cities

2 water districts

1 county

1 county school board of education (ex-officio member)

RIVERSIDE COUNTY

JURUPA VALLEY · EASTVALE · NORCO · RIVERSIDE · CORONA · MORENO VALLEY · CALIMESA · BEAUMONT · BANNING · PERRIS · SAN JACINTO · HEMET · CANYON LAKE · LAKE ELSINORE · MENIFEE · WILDOMAR · MURRIETA · TEMECULA
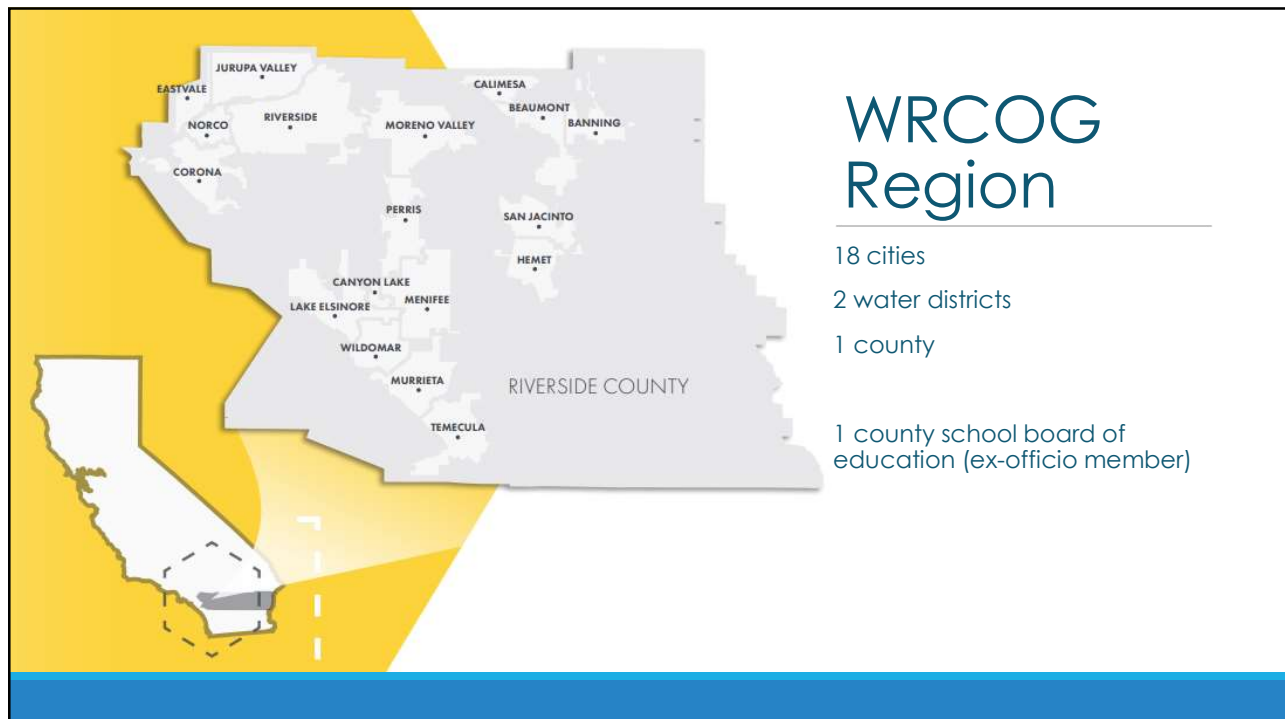
WRCOG Programs

TRANSPORTATION

ENERGY

ENVIRONMENT

Chris Gray

WRCOG Deputy Executive Director

28+ years experience in Land Use & Transportation Planning at the local, regional, state, national, and international level

20 years in the private sector, 8 years in the public sector

20-year Riverside County resident (Temescal Valley)

Presentation Outline

- Economic Analysis
- Demographic Analysis
- Travel Behavior Studies
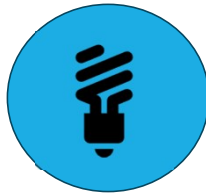- Origin/Destination Studies
- Summary

Riverside-San Bernardino-Ontario MSA Population & Personal Income

Criteria	Ranking	Total
MSA Population Rank in California	2	25
MSA Personal Income Rank in California	19	25
MSA Population Rank in United States	12	387
MSA Personal Income Rank in United States	277	387

Source: Bureau of Economic Statistics. November 2023

## Ratio of Employed Residents to Available Jobs

	Professional Services	Construction & Agriculture	Education, Health, & Public Administration	Retail Trade, Hospitality, and Food Services	Logistics & Utilities	Total
Banning	3.54	3.56	1.34	1.78	4.40	2.00
Beaumont	6.14	2.36	3.52	1.74	1.99	2.68
Calimesa	6.60	1.56	1.76	1.41	4.32	2.03
Canyon Lake	4.03	2.49	2.41	2.67	12.7	3.42
Corona	0.93	0.36	1.85	1.01	1.00	1.04
Eastvale	2.86	2.47	6.18	1.28	0.67	1.61
Hemet	2.64	9.31	0.93	1.21	4.07	1.67
Jurupa Valley	1.05	1.60	2.25	2.34	0.78	1.34
Lake Elsinore	5.30	0.92	2.53	1.27	4.21	2.19
Menifee	6.50	4.74	4.78	2.34	6.17	4.19
Moreno Valley	3.68	9.59	1.58	1.98	0.85	1.60
Murrieta	1.64	1.02	1.79	1.30	3.47	1.66
Norco	0.94	0.51	0.53	0.64	2.02	0.68
Perris	3.55	2.75	1.15	1.91	0.6	1.29
City of Riverside	1.00	0.90	0.82	1.04	1.67	0.99
San Jacinto	8.88	2.91	1.82	2.27	4.35	2.70
Temecula	1.29	0.61	1.31	0.63	1.17	0.99
Wildomar	2.55	2.25	1.9	2.96	7.13	2.6
County of Riverside	1.86	1.28	1.48	1.31	1.36	1.44
Weighted Average	**2.82**	**3.06**	**1.96**	**1.52**	**2.35**	**1.67**

Riverside County Daily In-flow/Out-flow
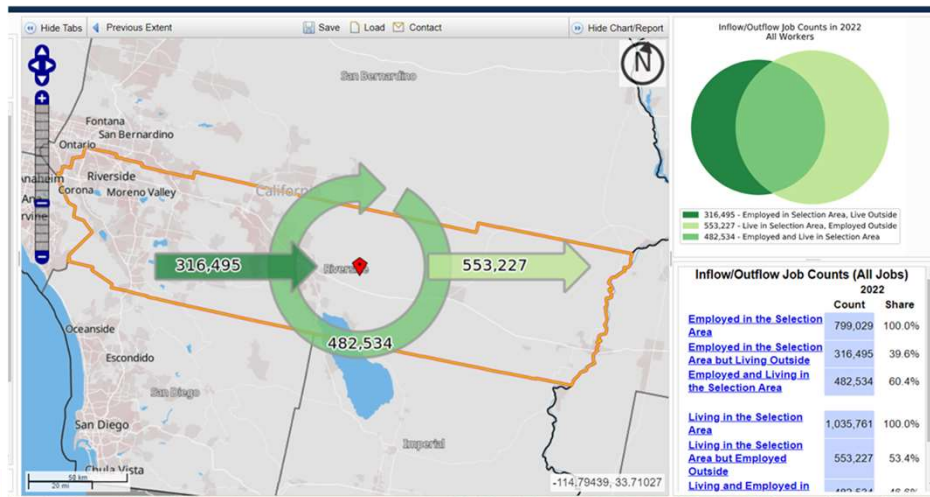
San Diego County Daily In-flow/Out-flow
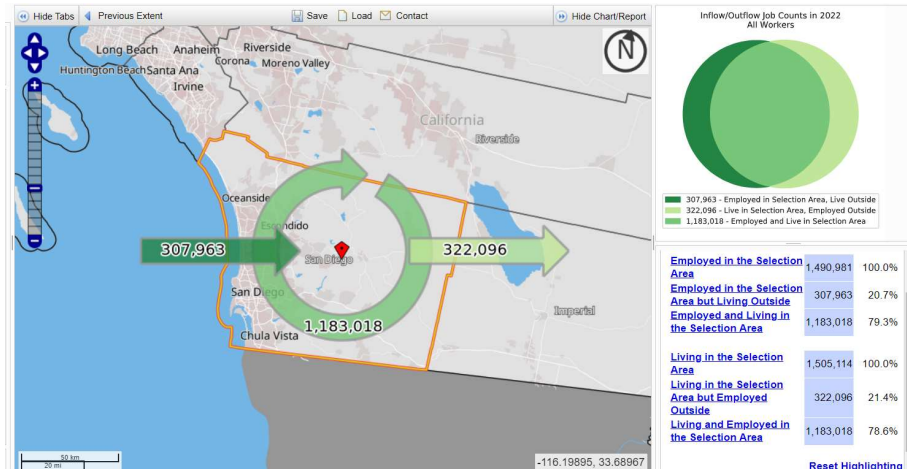
Resident/Employee in Same County

	% of Employed Residents who Work in their Jurisdiction	% of Jobs Held by Residents
Riverside County	47%	60%
San Bernardino County	47%	52%
Orange County	64%	56%
San Diego County	79%	79%

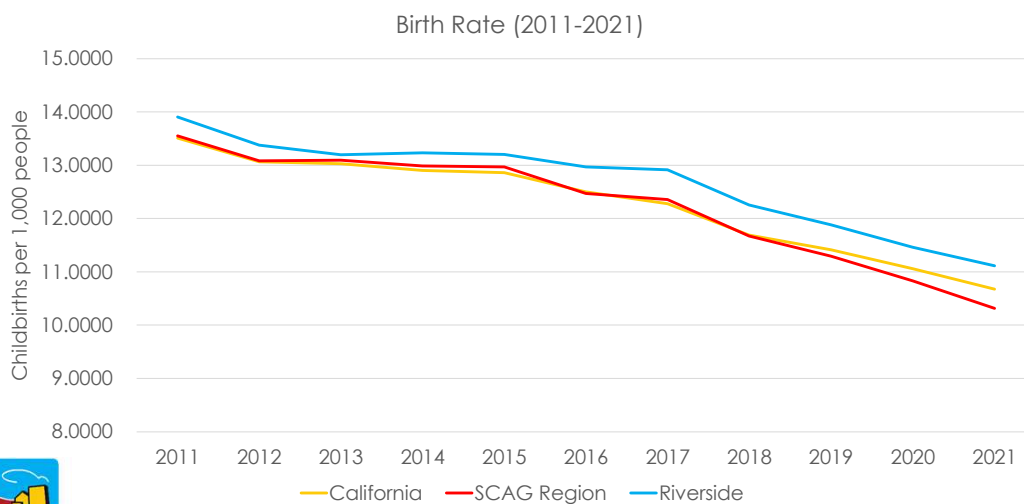# Total Population for Riverside County from 1983 – 2023
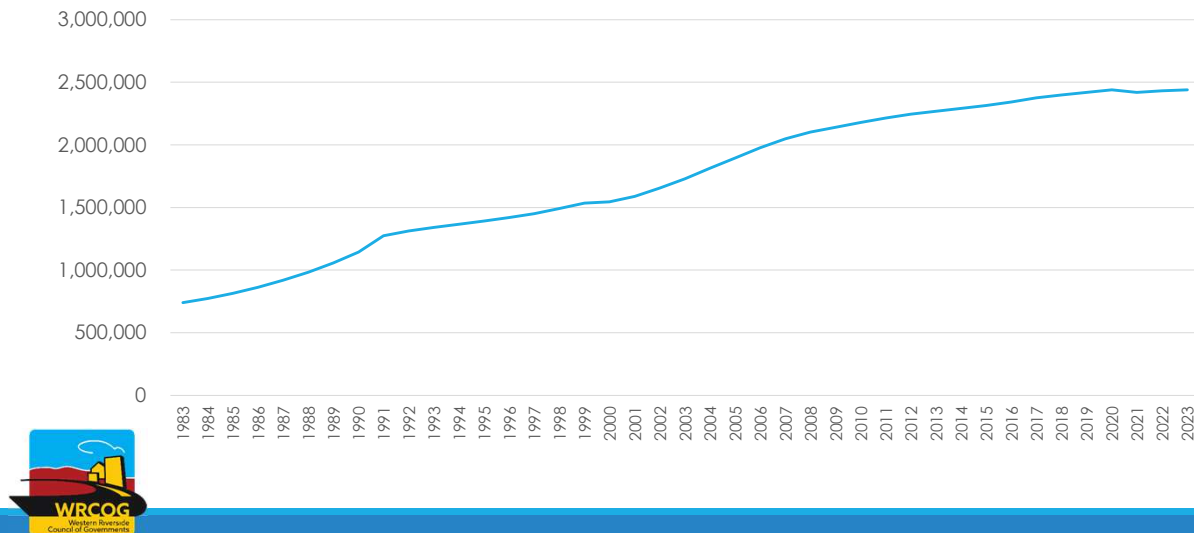
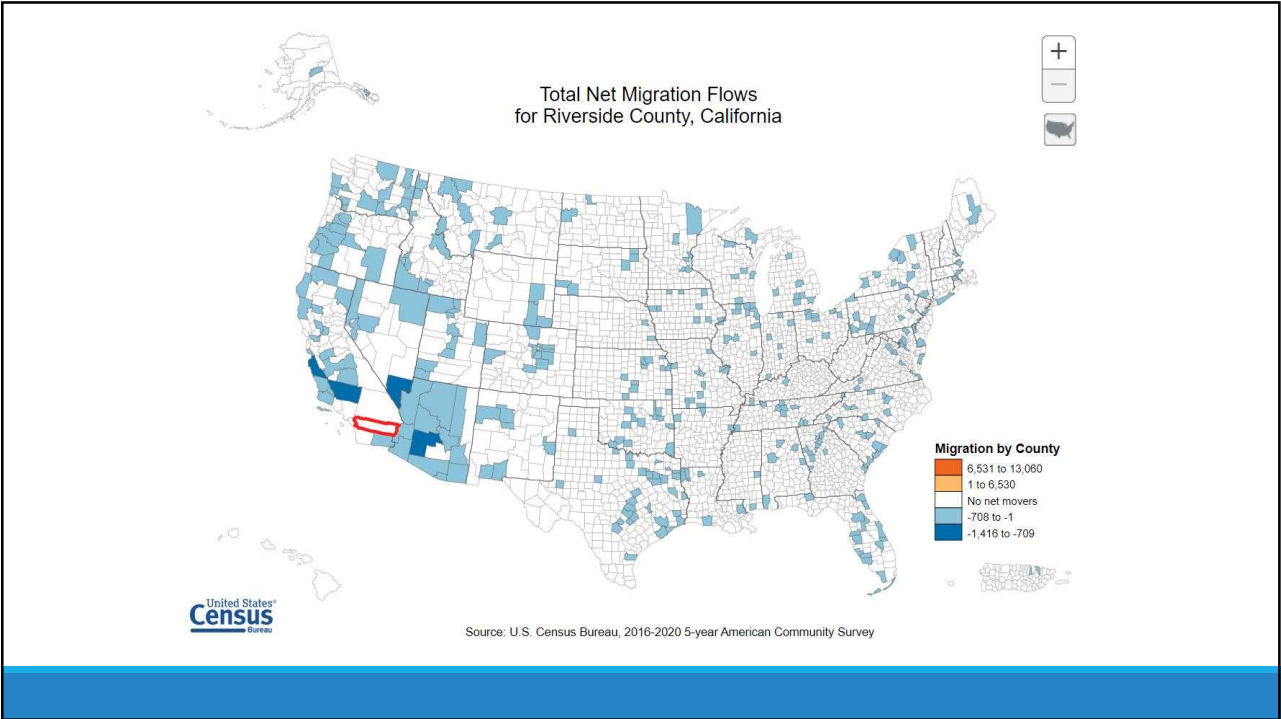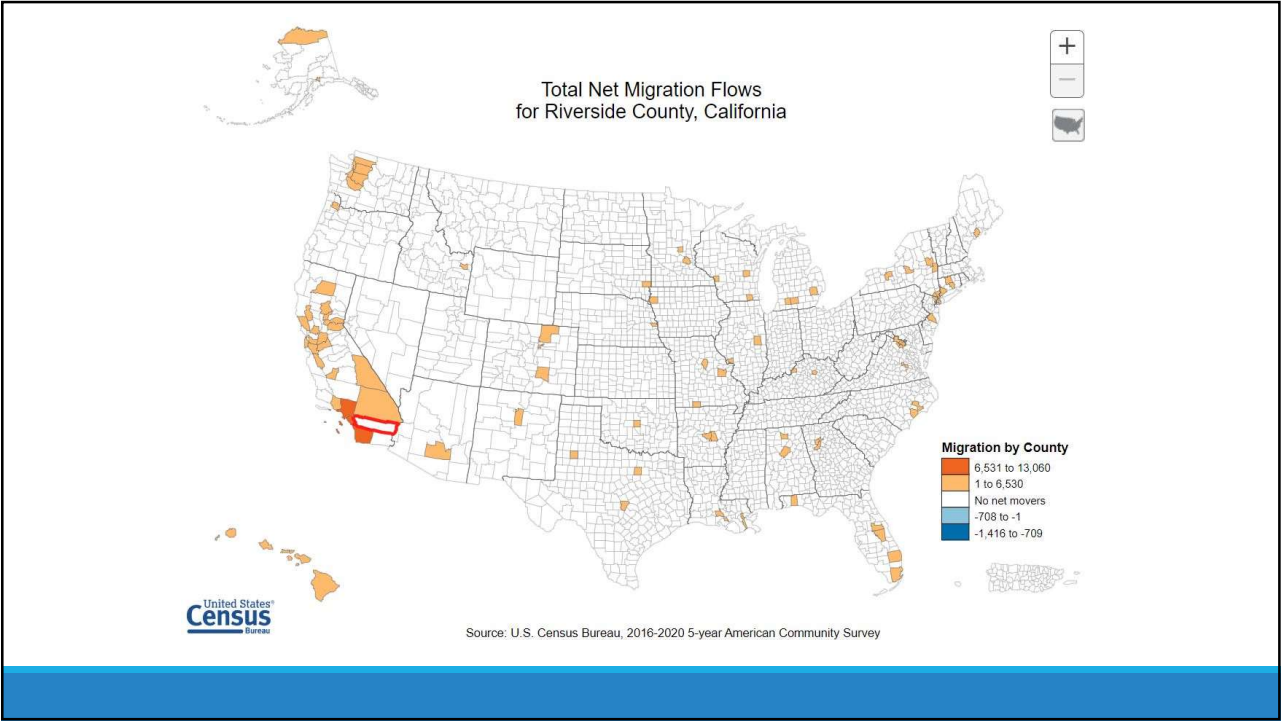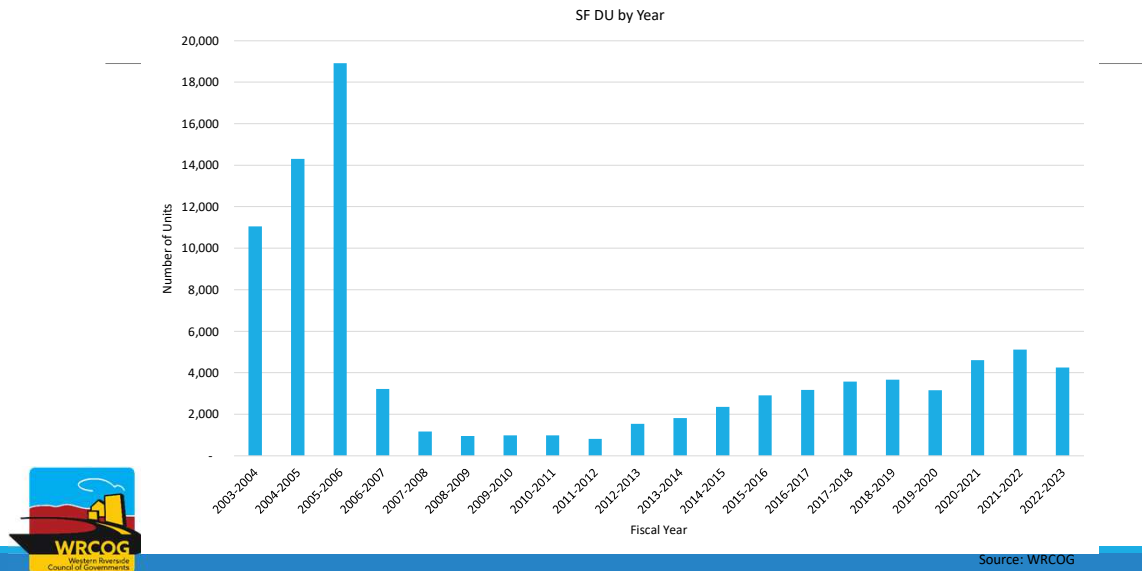# Population Growth Rate over the past 40 years (1983-2023)
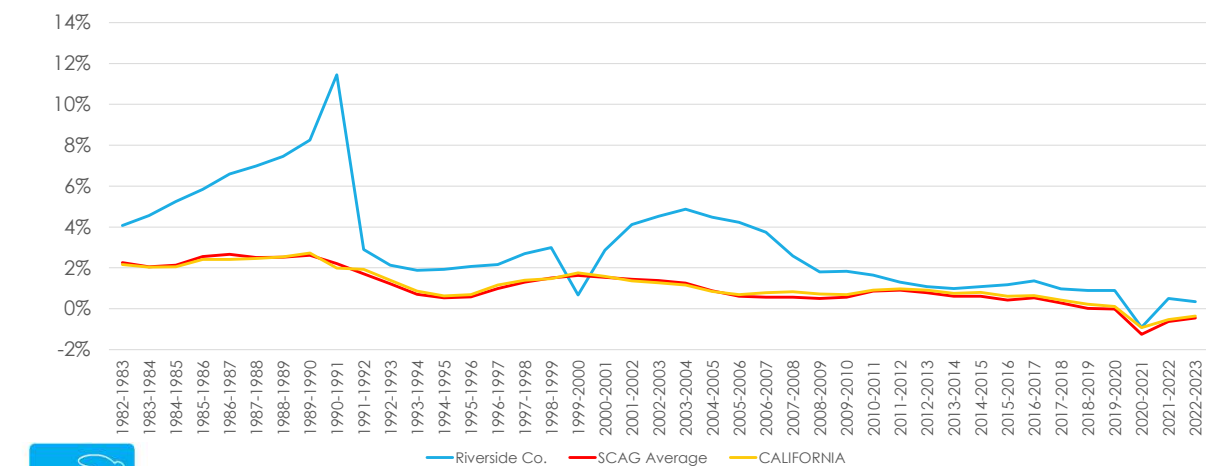
Population Growth Has Slowed

City	4/1/2020	1/1/2021	1/1/2022	1/1/2023	1/1/2024	Percent Change from 2020 to 2024
Banning	30,595	30,535	30,744	31,046	31,213	2.02%
Beaumont	53,275	53,920	54,208	56,275	57,416	7.77%
Calimesa	10,020	10,589	10,930	10,909	10,867	8.45%
Canyon Lake	11,060	11,044	10,932	10,846	10,832	-2.06%
Corona	156,670	157,202	156,879	156,268	156,615	-0.04%
Eastvale	69,685	70,401	69,797	69,123	68,884	-1.15%
Hemet	89,252	89,170	88,856	89,333	89,663	0.46%
Jurupa Valley	104,801	105,120	105,117	104,599	104,721	-0.08%
Lake Elsinore	70,370	70,951	71,586	71,351	71,452	1.54%
Menifee	102,383	104,230	107,120	109,401	111,560	8.96%
Moreno Valley	208,069	208,008	207,549	206,903	207,146	-0.44%
Murrieta	110,706	110,916	110,291	109,364	109,177	-1.38%
Norco	26,628	24,640	24,957	24,893	25,068	-5.86%
Perris	78,550	78,724	78,191	78,424	79,311	0.97%
Riverside	317,624	313,145	317,821	315,747	316,690	-0.29%
San Jacinto	53,791	54,100	54,108	53,746	53,538	-0.47%
Temecula	109,731	109,676	109,071	108,173	108,700	-0.94%
Wildomar	36,691	36,646	36,306	36,093	36,327	-0.99%

Declining Birth Rate

Birth Rate (2011-2021)

Total Net Migration Flows
for Riverside County, California

Migration by County
6,531 to 13,060
1 to 6,530
No net movers
-708 to -1
-1,416 to -709

Source: U.S. Census Bureau, 2016-2020 5-year American Community Survey

Total Net Migration Flows
for Riverside County, California

Migration by County
6,531 to 13,060
1 to 6,530
No net movers
-708 to -1
-1,416 to -709

Source: U.S. Census Bureau, 2016-2020 5-year American Community Survey

Single-Family Housing Production

SF DU by Year

Source: WRCOG

Population Growth vs. Housing Unit Development

| City	Percent Change from 2020 to 2024	Total Number Residential Units Built (2020 to 2023)
Banning	2.02%	0
Beaumont	7.77%	383
Calimesa	8.45%	569
Canyon Lake	-2.06%	9
Corona	-0.04%	1248
Eastvale	-1.15%	317
Hemet	0.46%	1126
Jurupa Valley	-0.08%	859
Lake Elsinore	1.54%	881
Menifee	8.96%	4399
Moreno Valley	-0.44%	1410
Murrieta	-1.38%	483
Norco	-5.86%	29
Perris	0.97%	449
Riverside	-0.29%	1623
San Jacinto	-0.47%	675
Temecula	-0.94%	400
Wildomar	-0.99%	81

Housing Production

- WRCOG region has averaged 5,000 residential building permits by year since 2018
- Number ranges from 4,000 to 6,000 units per year
- There appears to be a "cap" on the number of units which are built regardless of population growth
- 95% of all new single-family construction is associated with large home builders (Lennar, Meritage, Tri-Pointe, Pulte, etc.)
- Many large builders provide their own financing now at reduced interest rates
- The construction activity is not affected by the level of entitlement activity
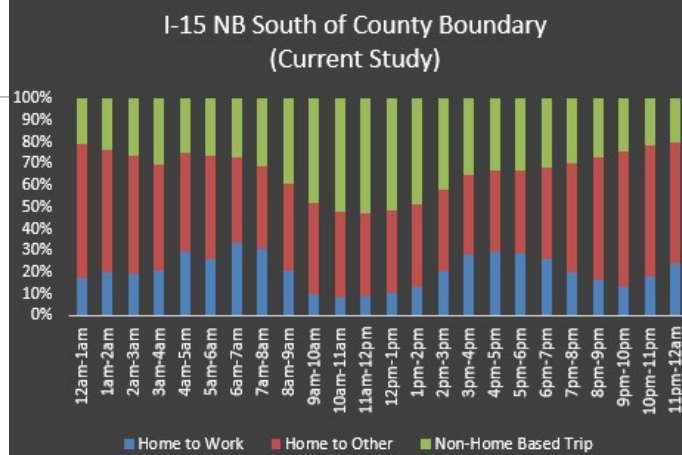- Moderating level of development limits supply, keeping housing cost higher

Regional Travel Behavior Analysis
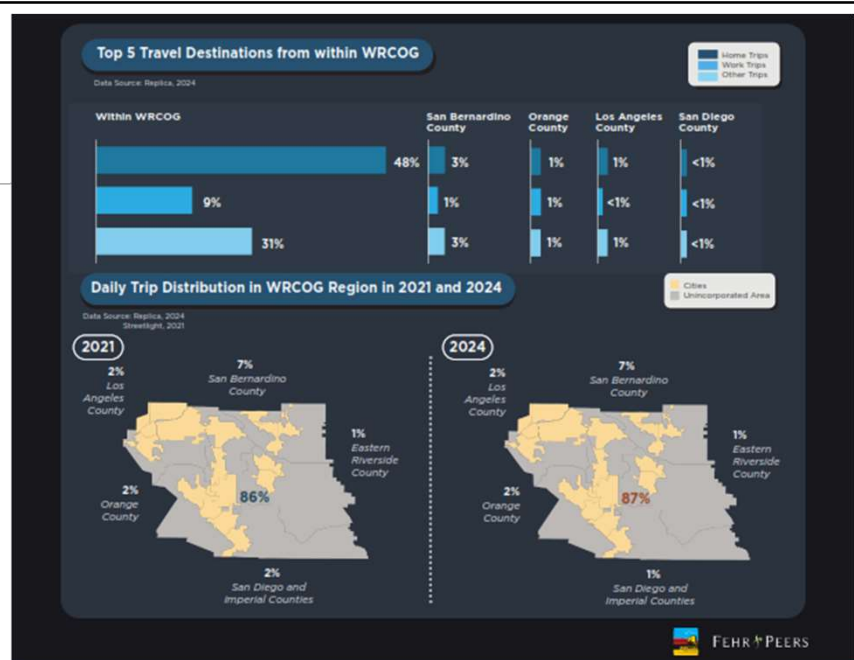
I-15 Origin/Destination

I-15 Trip Purpose

Camp Pendelton Trips
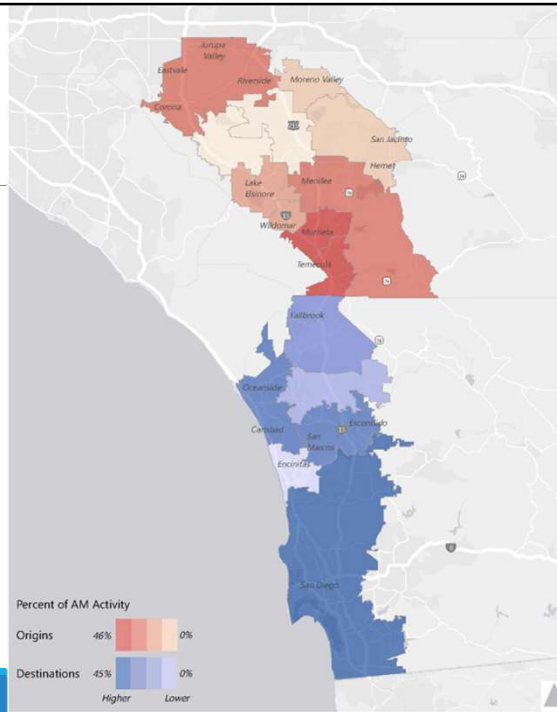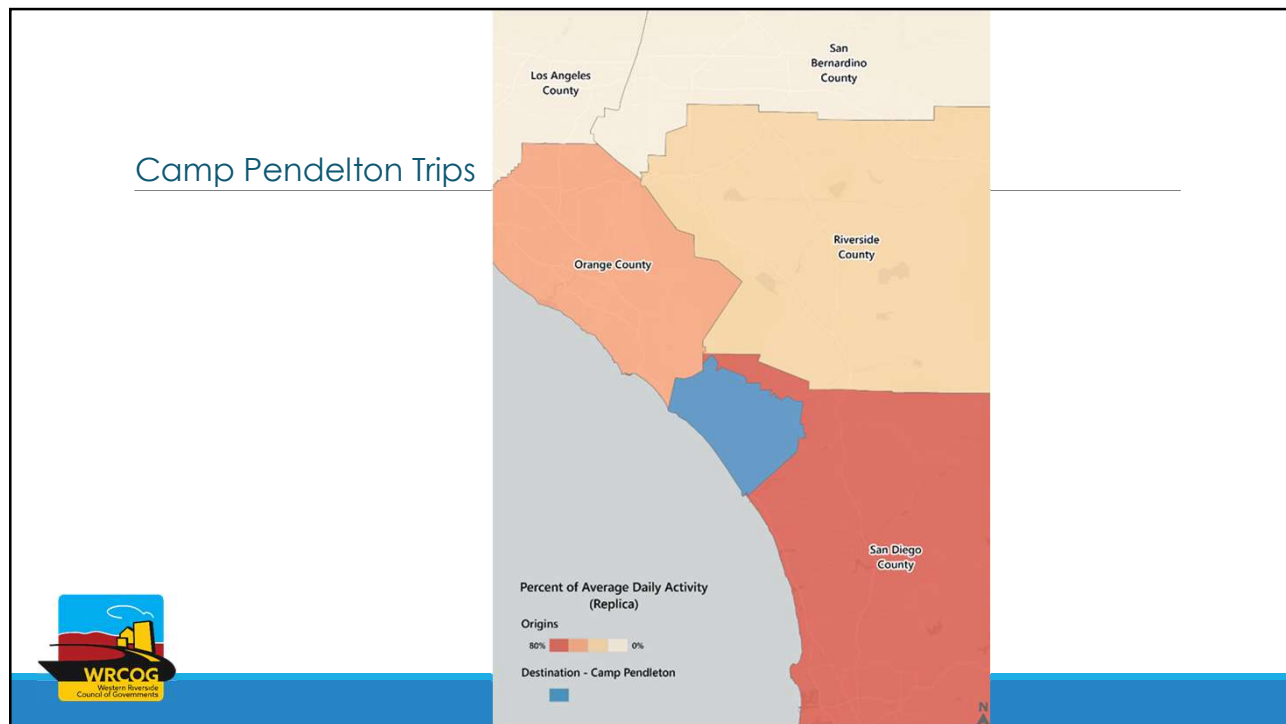
What Have We Learned?

- Much of our population growth is driven by people choosing to relocate from LA, OC, and SD
- People move to the WRCOG region for (relatively affordable housing), variety of housing options, schools, parks, be closer to family, and other amenities
- Simply adding more housing in San Diego County likely will not solve the commute issues
- Adding jobs in the WRCOG region not likely to significantly reduce congestion
- I-15 congestion is due to a variety of trip types (not just work trips)
- Major destinations for WRCOG residents include Camp Pendelton, Cal State San Marcos, and UCSD

April 2025 Borders Committee Meeting
San Ysidro Port of Entry
Port Director Mariza Marin

FY 2025 Thru February

OPERATIONAL SNAPSHOT

An overview of enforcement and traffic volumes throughout the San Diego Field Office

Total Travelers	Vehicles Inspected	Pedestrians Inspected	Commercial Trucks	Agriculture Inspections	Fraudulent Documents
30,016,962	13,062,077	7,405,780	629,524	2,373,767	312 Captured
18% of Nation	33% of Nation	41% of Nation	12% of Nation	28% of Nation	65% of Nation

Marijuana Seized	Cocaine Seized	Heroin Seized	Meth Seized	Fentanyl Seized	Warrants Captured	Criminal Arrests
397 lbs	5,487 lbs	265 lbs	19,631 lbs	2,571 lbs	776 Arrests	1,261 Arrests
<1% of Nation	31% of Nation	47% of Nation	45% of Nation	46% of Nation	17% of Nation	20% of Nation

Back to Tab 2 // Back to Top

U.S. Customs and Border Protection