



Borders Committee Agenda

Friday, March 28, 2025

1:30 p.m.

Welcome to SANDAG. The Borders Committee meeting scheduled for Friday, March 28, 2025, 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/82482131743>

Webinar ID: 824 8213 1743

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/j/82482131743>

All in-person attendees at SANDAG public meetings other than Board of Directors, Policy Advisory Committee members, and SANDAG staff wearing proper identification are subject to screening by walk-through and handheld metal detectors to identify potential hazards and prevent restricted weapons or prohibited contraband from being brought into the meeting area consistent with section 171(b) of the California Penal Code. The SANDAG [Public Meeting Screening Policy](#) is posted on the [Meetings & Events](#) page of the SANDAG website.

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.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG provides access to all agenda and meeting materials online at sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe. A physical copy of this agenda may be viewed at the SANDAG Toll Operations Office, 1129 La Media Road, San Diego, CA 92154, at any time prior to the meeting.

To hear the verbatim discussion on any agenda item following the meeting, the [audio/video](#) recording of the meeting is accessible on the SANDAG website.

SANDAG agenda materials can be made available in alternative languages. To make a request, call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

Message from the Clerk: In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Borders Committee (BC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC, BC, and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.



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Phone 511 or visit 511sd.com for route information. **Bike parking is available in the parking garage of the SANDAG offices.**

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG Director of Diversity and Equity at (619) 699-1900. Any person who believes they or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.



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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 |](#)

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[Бесплатная языковая помощь | Assistência linguística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite |](#)

[සියලු භාෂා සහතිකයක් | ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາພຣີ | Kaalmada Luqadda ee Bilaashka ah |](#)

[Безкоштовна мовна допомога | sandag.org/LanguageAssistance |](#) (619) 699-1900

Closed Captioning is available

SANDAG uses readily available speech recognition technology to automatically caption our meetings in Zoom. The accuracy of captions may vary based on pronunciations, accents, dialects, or background noise. To access Closed Captions, click the "CC" icon in the toolbar in Zoom. To request live closed caption services, please contact the Clerk of the Board at clerkoftheboard@sandag.org or at (619) 699-1900, at least 72 hours in advance of the meeting.

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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

Jesus Eduardo Escobar
Supervisor, Imperial County

Carolina Chavez, Chair
Councilmember, City of Chula Vista
(Representing South County)

Katie Melendez
Deputy Mayor, City of Vista
(Representing North County Inland)

Eric Joyce, Vice Chair
Deputy Mayor, City of Oceanside
(Representing North County Coastal)

Steve Goble
Councilmember, City of El Cajon
(Representing East County)

Vivian Moreno
Councilmember, City of San Diego

Joel Anderson
Supervisor, County of San Diego

ADVISORY MEMBERS

Ann Fox
Caltrans District 11

Alicia Kerber-Palma
Consulate General of Mexico
(Representing Mexico)

ALTERNATES

Luis Plancarte
Supervisor, Imperial County

Mitch McKay
Councilmember, City of Imperial Beach
(Representing South County)

Dan O'Donnell
Councilmember, City of Vista
(Representing North County Inland)

Terry Gaasterland
Mayor, City of Del Mar
(Representing North County Coastal)

Lauren Cazares
Councilmember, City of La Mesa
(Representing East County)

Sean Elo-Rivera
Councilmember, City of San Diego

Vacant
County of San Diego

ADVISORY MEMBERS — ALTERNATES

Melina Pereira
Caltrans District 11

Gilberto Luna
Consulate General of Mexico
(Representing Mexico)

ADVISORY MEMBERS

Vacant

(Representing Orange County)

Councilmember Colleen Wallace

City of Banning

(Representing Riverside County COGs)

Vacant

San Diego County Water Authority

Naresh Amatya

Southern California Association of
Governments

Raymond Welch (Barona)

Southern California Tribal Chairmen's
Association

ADVISORY MEMBERS — ALTERNATES

Vacant

(Representing Orange County)

Vacant

(Representing Riverside County COGs)

Vacant

San Diego County Water Authority

David Salgado

Southern California Association of
Governments

Cody Martinez (Sycuan)

Southern California Tribal Chairmen's
Association

Borders Committee

Friday, March 28, 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 November 22, 2024, meeting.

[Meeting Minutes.pdf](#)

Reports

3. Interregional Transit Connections

Information

Brian Lane, Jennifer Williamson, SANDAG; Stacie Bishop, MTS

Staff will present 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.

[Presentation.pdf](#)

+4. 2025 Regional Plan Update: Tribal Coordination

Information

Cecily Taylor, Mimi Morisaki, SANDAG

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](#)

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

Information

Dan Phu, Orange County Transportation Authority (OCTA)

OCTA staff will present an overview on efforts to address erosion along the LOSSAN Rail Corridor in Orange County, safeguarding a key Southern California transportation route.

[Presentation.pdf](#)

6. Border to Bayshore Bikeway Update

Information

Madai Parra, SANDAG

Staff will present an update on the Border to Bayshore Bikeway project, a 6.7-mile bikeway, currently in construction, that will connect San Ysidro to the Bayshore Bikeway in Imperial Beach.

[Presentation.pdf](#)

Adjournment

7. Adjournment

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

+ next to an agenda item indicates an attachment

March 28, 2025

November 22, 2024, Meeting Minutes

[View Meeting Video](#)

Vice Chair Carolina Chavez (South County) called the Borders Committee meeting to order at 1:01 p.m.

1. Non-Agenda Public Comments/Member Comments

Agency Report: Chief Financial Officer Dawn Vettese.

Public Comments: Truth, The Original Dra, Katheryn Rhodes.

Consent

2. Approval of Meeting Minutes

The Borders Committee was asked to approve the minutes from its September 27, 2024, meeting.

Public Comments: Truth, The Original Dra.

Action: Upon a motion by Vice Chair Chavez, and a second by Laura Koval (East County), the Borders Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Vice Chair Chavez, Supervisor Joel Anderson (County of San Diego), Councilmember Koval, and Councilmember Joe Garcia (North County Inland).

No: None.

Abstain: None.

Absent: City of San Diego, Imperial County, and North County Inland.

Reports

3. Indian Energy Zero Emissions Vehicle Ring

Omar Peralta, Alan George Cadrow, and Nicole Reiter, Indian Energy; and Craig Reiter, Maada'oozh, presented an overview of a Zero Emission Vehicles infrastructure initiative for medium and heavy-duty trucks along the U.S.-Mexico border by implementing multi-modal distribution centers.

Public Comments: Truth, Katheryn Rhodes, The Original Dra.

Action: Information.

4. Border Climate Adaptation and Environmental Justice Plan

Senior Regional Planner Kim Smith and Associate Regional Planner Zach Hernandez presented a summary of the Border Climate Adaption and Environmental Justice Plan.

Public Comments: Truth, The Original Dra, Blair Beekman.

Action: Information.

5. San Ysidro Mobility Hub and Blue Line Transit-Oriented Development (TOD) Project Updates

Zach Hernandez and Associate Regional Planner Lizzy Havey presented an overview of the work completed to date for the San Ysidro Mobility Hub and Blue Line TOD studies.

Public Comments: Truth, The Original Dra, Blair Beekman.

Action: Information.

6. Adjournment

The next Borders Committee meeting is scheduled for Thursday, January 2, 2025, at 9:30 a.m.

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

DRAFT

Confirmed Attendance at Borders Committee Meeting

Jurisdiction	Name	Attended	Comments
South County	Carolina Chavez, Vice Chair	Member	Yes
East County	Mitch McKay	Alternate	No
	Laura Koval	Member	Yes
City of San Diego	Patricia Dillard	Alternate	No
	Vivian Moreno	Member	No
	Luis Plancarte	Alternate	No
North County Coastal	Terry Gaasterland	Member	No
	Ryan Keim	Alternate	No
North County Inland	Dane White	Member	No
	Joe Garcia	Alternate	Yes
Advisory Members			
Riverside County	Crystal Ruiz	Member	No
	Yxstian Gutierrez	Alternate	No
Republic of Mexico	Alicia Kerber-Palma	Member	No
	Luisana Gonzalez	Alternate	No
Southern California Tribal Chairmen's Association	Raymond Welch	Member	No
	Cody Martinez	Alternate	No
Caltrans	Everett Townsend	Member	No
	Roy Abboud	Alternate	No
San Diego County Water Authority	Valentine Macedo, Jr.	Member	No
	Steve Casteneda	Alternate	No
Southern California Association of Governments	Naresh Amatya	Member	No
	David C. Salgado	Alternate	Yes
Orange County	Vacant	Member	No
	Vacant	Alternate	No



Interregional Transit Connections

Borders Committee | Item 3

Stacie Bishop, Manager of Marketing and Communications, MTS

Emily Doss, Associate Regional Planner, SANDAG

Brian Lane, Senior Regional Planner, SANDAG

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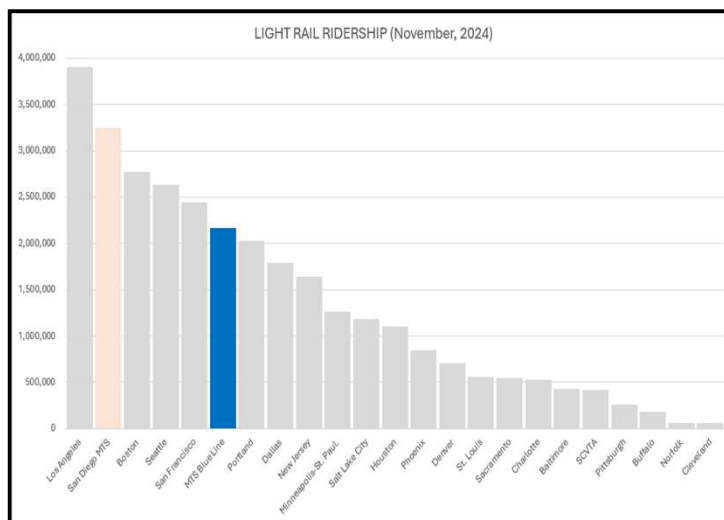


Blue Line Owl Service



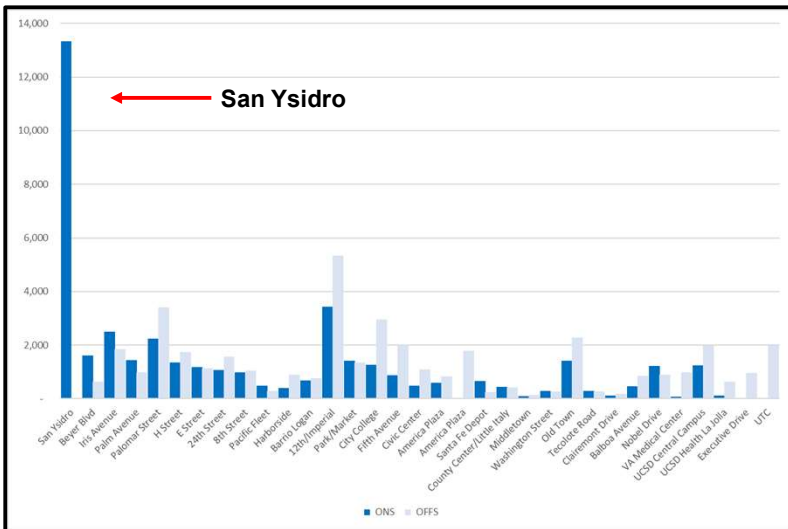
Blue Line

- Blue Line carries 80k per day
- About 2/3 of Trolley ridership
- About 1/3 of MTS System ridership
- One of the highest ridership light rail lines in the entire country
- Would be #5 system in the United States

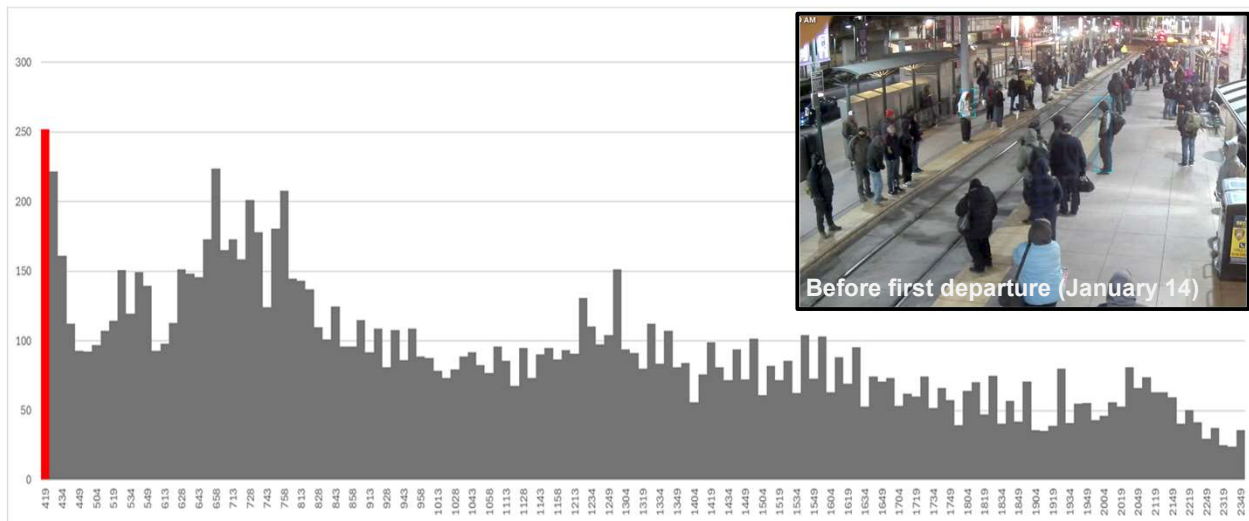


San Ysidro Ridership

- **42%** of Blue Line ridership
- **1 of 5 Trolley trips** starts or ends at San Ysidro
- **Nearly 1 of every 10 MTS trips** starts or ends at San Ysidro

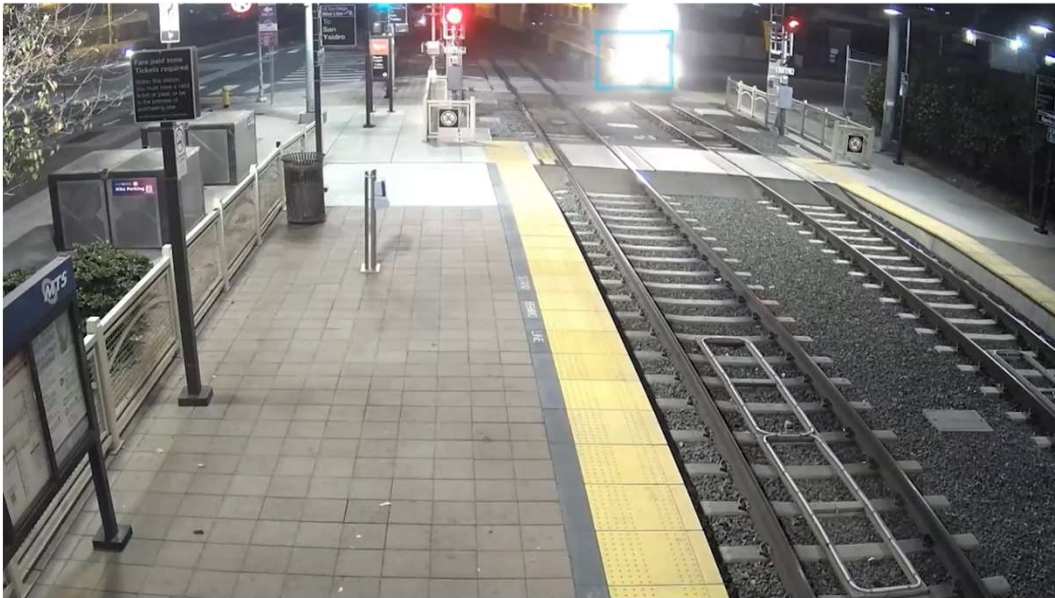
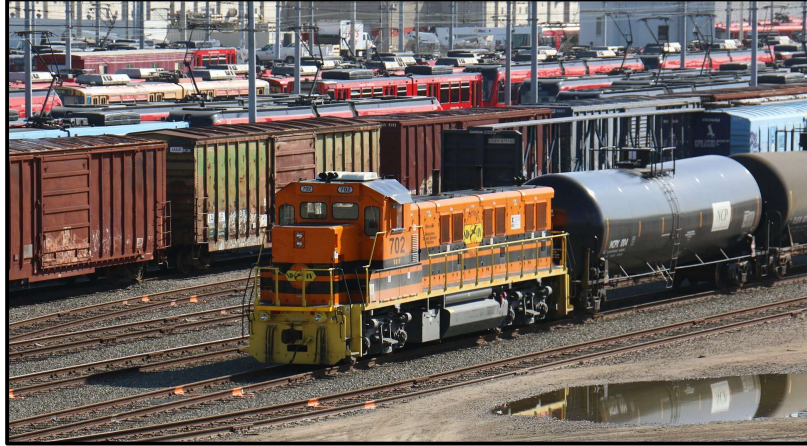


San Ysidro Ridership (By Time of Day)



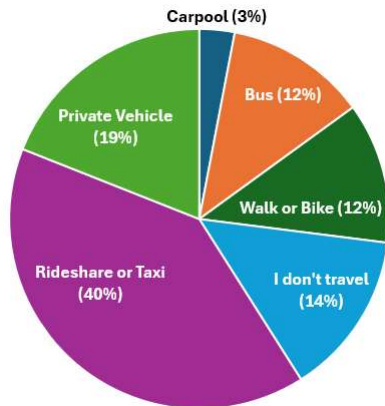
Overnight Restrictions on Blue Line

- MTS shares part of our rail line with freight trains (1am-4am)
- FTA does not allow freight trains and light rail trains to be on same track at same time due to weight differences

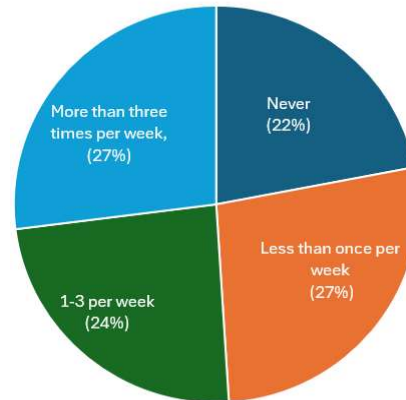


Survey Results

During the hours the Trolley is not available, how do you currently travel?

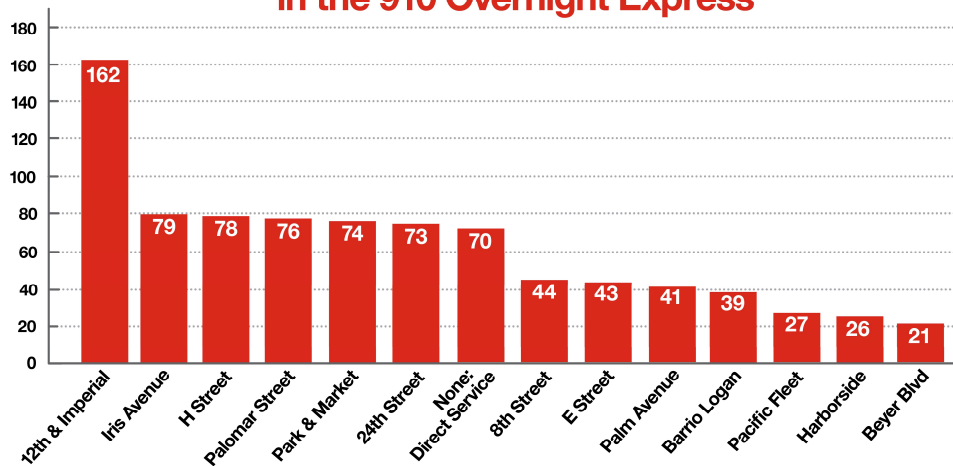


How often would you use the Overnight Express route?

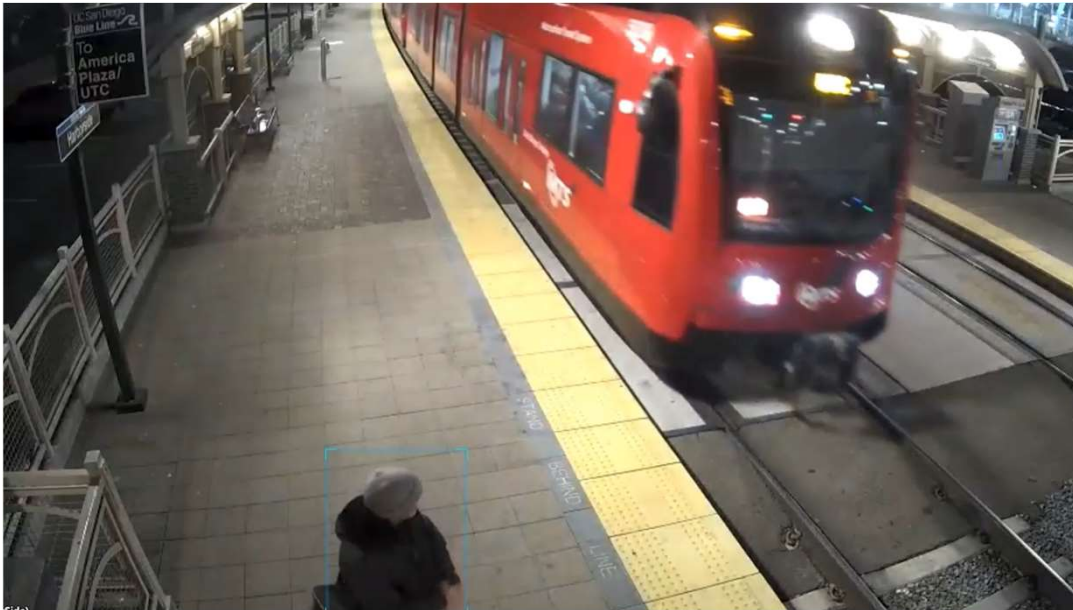
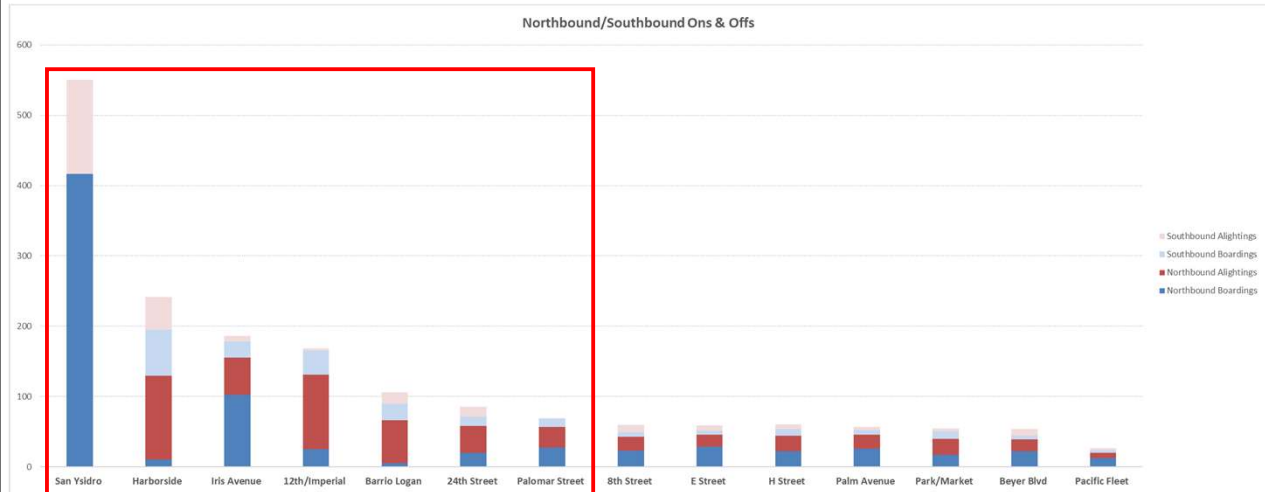


Survey Results

Which Stops should be included in the 910 Overnight Express

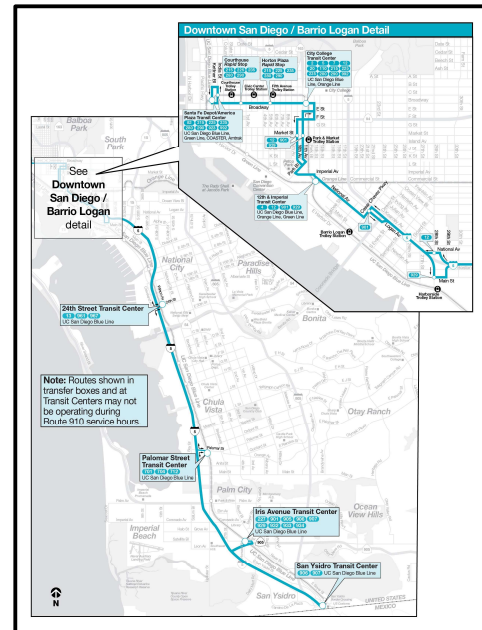


Actual Late Night/Early Morning Ridership



Determining Final Stops

- Limited stops due to travel times
- Identified key stations from both survey and actual late night/early morning data
- San Ysidro and Iris were clear
- Chula Vista and National City Service:
 - Palomar due to higher actual ridership and freeway access
 - 24th Street had higher demand in National City
- Harborside had low survey response rates but very high actual ridership; but difficult to serve actual station (same with Barrio Logan)
- Downtown Stations

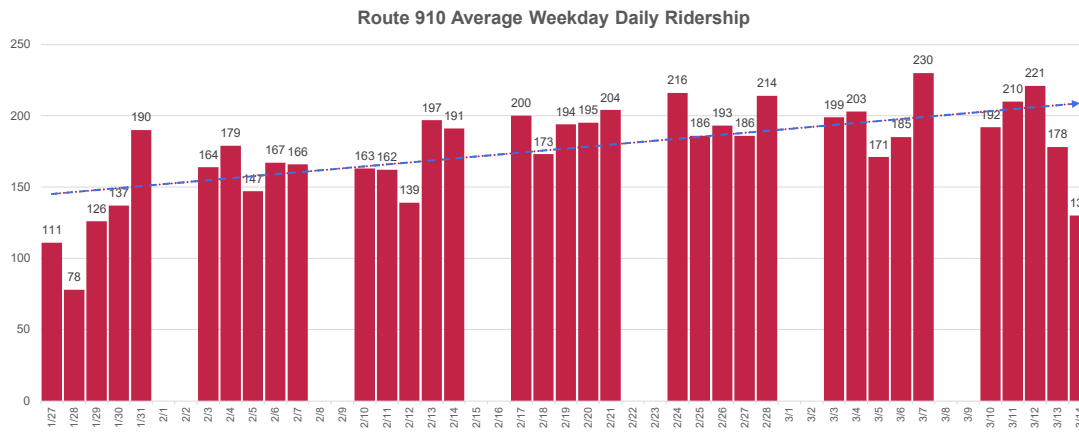


Final Schedule

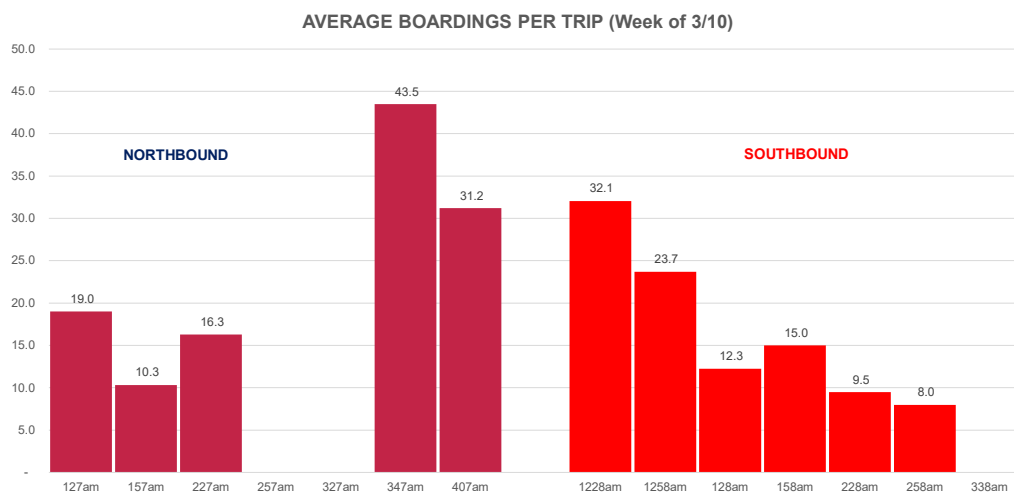
- Trips every 30 minutes
- Travel time is 36 minutes from San Ysidro to 12th & Imperial (compared to 34 on Trolley)
- Standby bus service in case of overloaded trips
- Unique in that trips are spread over two service days, which is a challenge for operations and scheduling

San Ysidro Transit Center → Downtown San Diego						
G	F	E	D	C	B	A
San Ysidro Transit Center DEPART	Iris Ave Transit Center	Palomar St. Transit Center	24th St. Transit Center	12th & Imperial Transit Center	City College Transit Center (11th Av.)	Santa Fe Depot Transit Center ARRIVE
1:27a	1:35a	1:44a	1:53a	2:03a	2:11a	2:18a
1:57	2:05	2:14	2:23	2:33	2:41	2:48
2:27	2:35	2:44	2:53	3:03	3:11	3:18
2:57	3:05	3:14	3:23	3:33	3:41	3:48
3:27	3:35	3:44	3:53	4:03	4:11	4:18
3:47	3:55	4:04	4:13	4:23	4:31	4:38
4:07	4:15	4:24	4:33	4:43	4:51	4:58

Route 910 Ridership



Route 910 Ridership



What's Next

- Barrio Logan stops part of upcoming solar lighting project
- More widespread promotions of route (radio, cross-border ads)
- Surveying in May of riders to study actual use of service

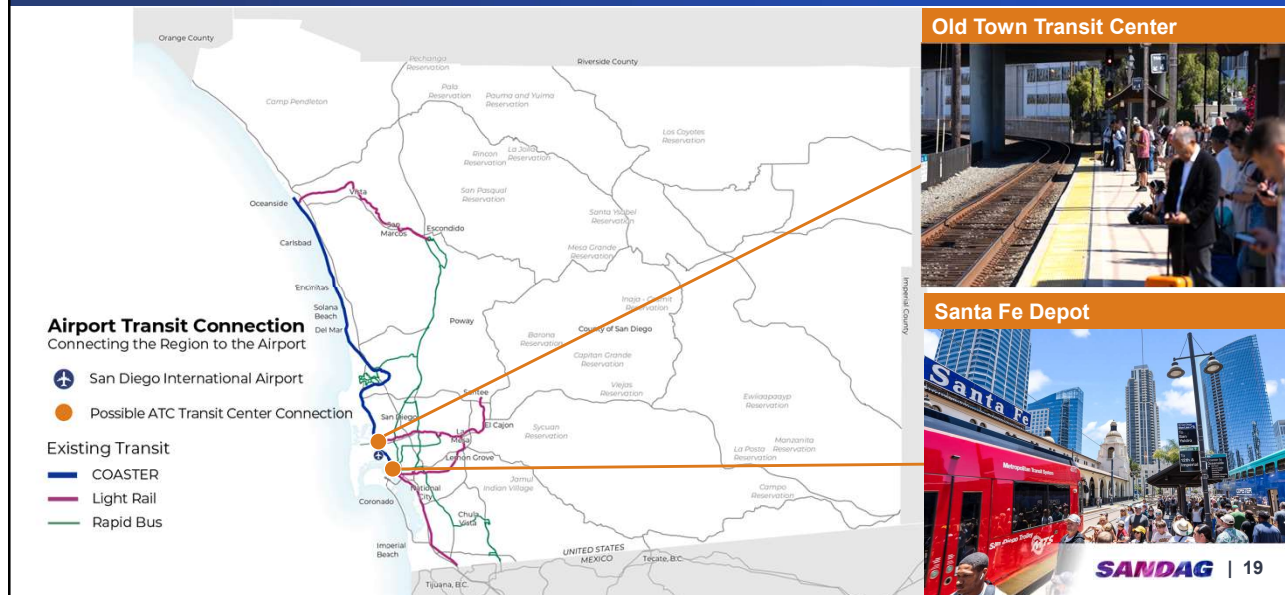


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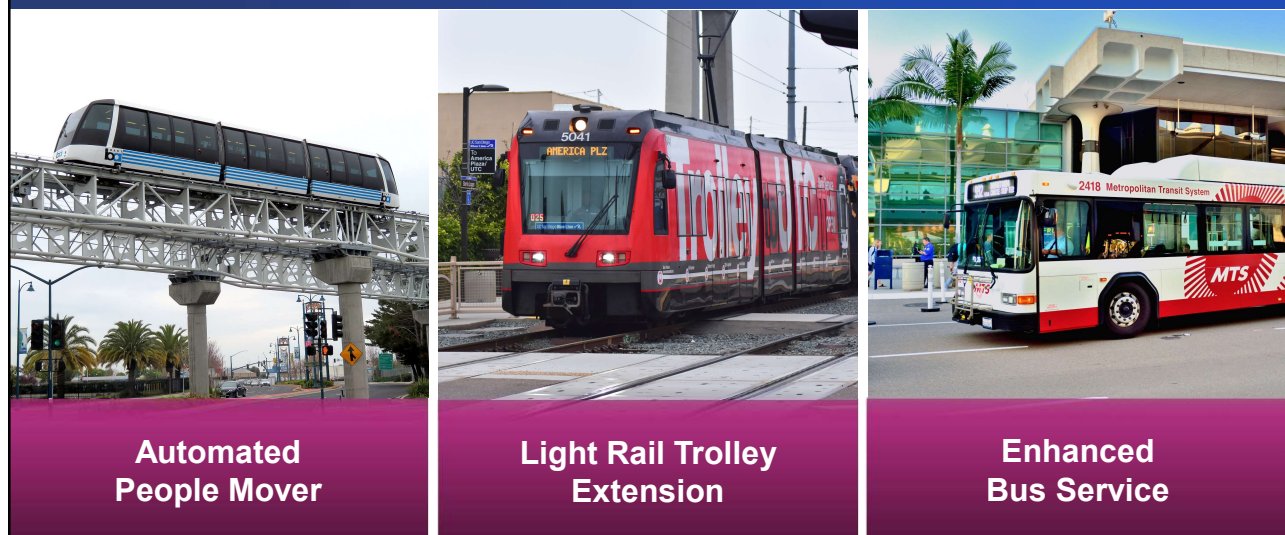
Airport Transit Connection: Near-Term Solutions

Regional Level Considerations

Connecting to Existing Regional Rail Network



Airport Transit Connection - Modes Considered



Automated People Mover Image Source:
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Airport Transit Connection Today

MTS Downtown –
Airport Rt. 992



SDCRAA Old Town –
Airport Flyer Shuttle



Source: San Diego County Regional Airport Authority

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Enhanced Bus Opportunities Proposed Approach

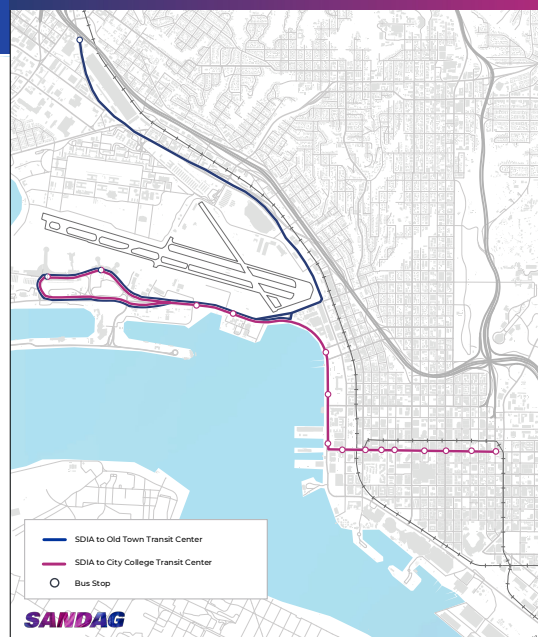
• Near-Term

- Terminal 1-Phase 1A opening
- Work with MTS and San Diego County Regional Airport Authority to increase Route 992 and San Diego Flyer frequency

• Mid-Term

- Terminal 1-Phase 1B opening
- Implement bus priority solutions between airport, Downtown, and Old Town
- Interim strategy prior to ATC rail connection

AIRPORT TRANSIT CONNECTION
Concept 7: Enhanced Bus Service



Stakeholder Engagement Outlook

Fall 2024–Fall 2025

Continued collaboration with partner agencies

- Regular project planning and public affairs touchpoints
- Joint partner agency workshop
- Partner agency board updates

Public outreach

- Regional and urban core perspectives
- Stakeholder meetings
- In-person and online activities
- Accessible engagement options
- Environmental public scoping meetings



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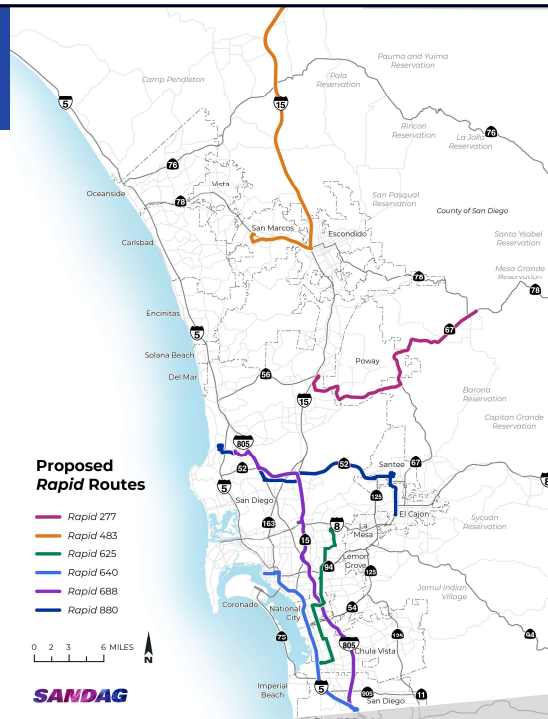
Rapid Bus Transit

SANDAG

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Project Overview

- Rapid Design/Engineering
 - Goals, Objectives, Performance Measures
 - Alternatives analysis
 - 15% design and engineering
 - Environmental identification, technical reports
- Rapid Technology
- Public Outreach
 - CBO support
 - Key stakeholder meetings
 - Pop-up events
 - Surveys
- Ensure eligibility to apply for capital grants



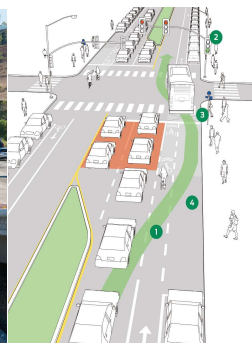
What can transit priority measures look like?



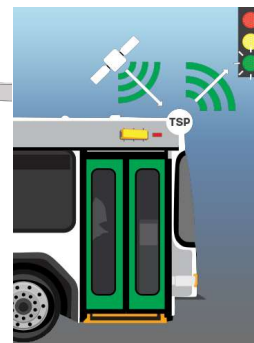
Shared
Bus/Bike Lane



Managed Lane



Queue-Jump Lane



Transit Signal Priority

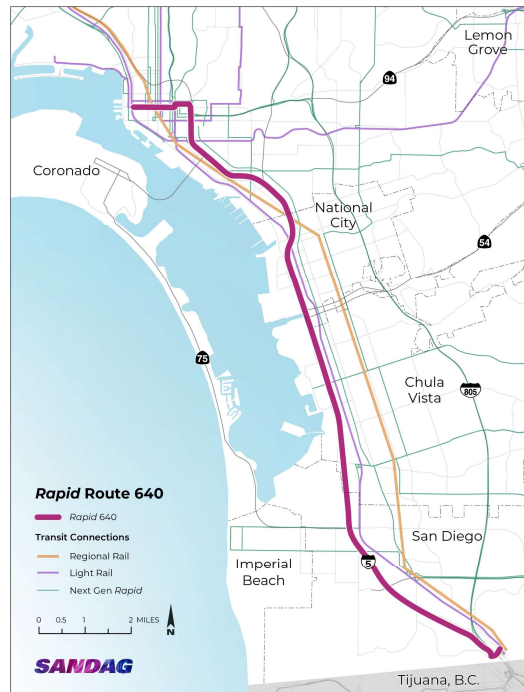


Level and/or
All-door Boarding

Rapid 640

Connects San Ysidro Transit Center to downtown San Diego

Precursor to the proposed Blue Line rail corridor improvements

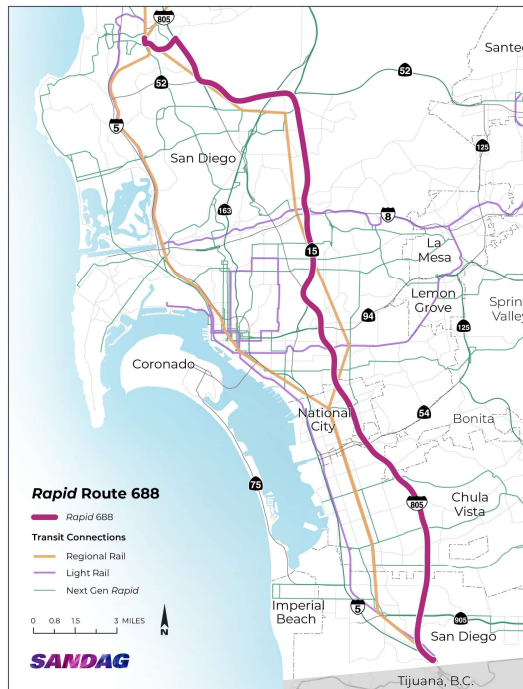


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Rapid 688

Connects San Ysidro Transit Center to Kearny Mesa

Precursor to the planned Purple Line rail corridor

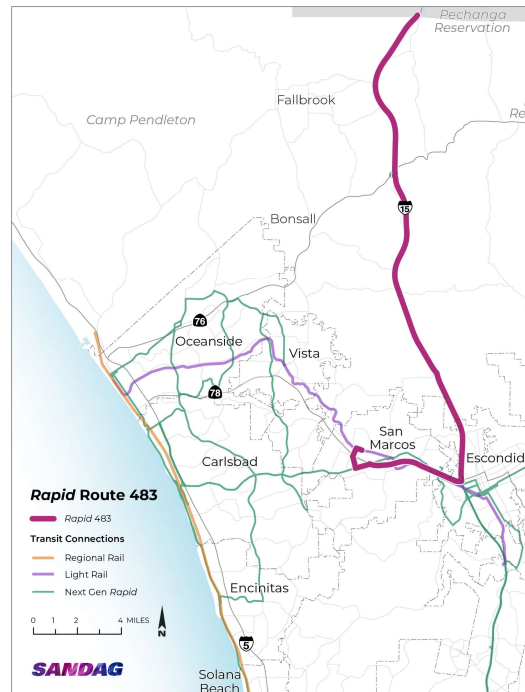


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Rapid 483

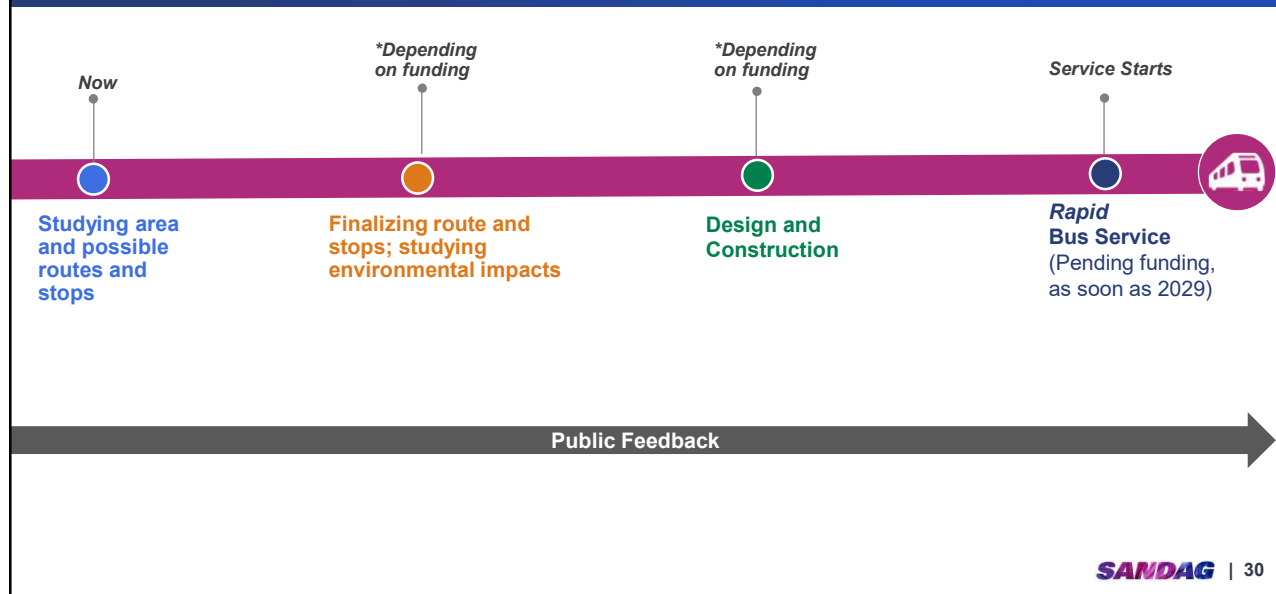
Connects Temecula in Riverside County to CSU San Marcos and Palomar College

Part of the I-15/SR 78 Managed Lane Connector Project



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When might this be a reality?



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SANDAG

31

March 28, 2025

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.

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.

Action: Information

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.

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)



Draft Proposed 2025 Regional Plan Transportation Network

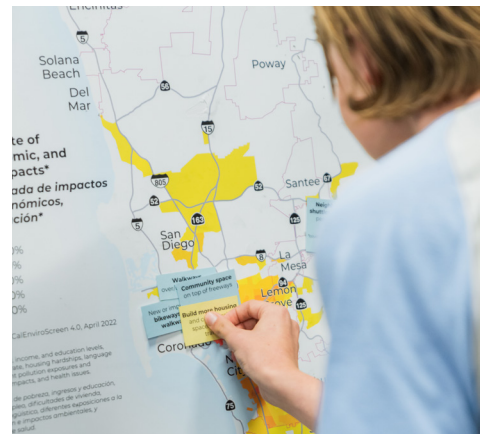
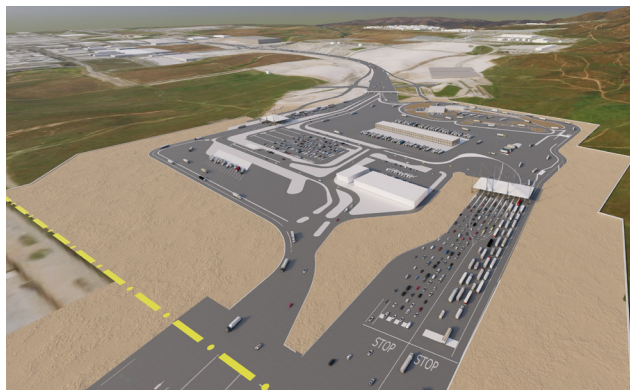
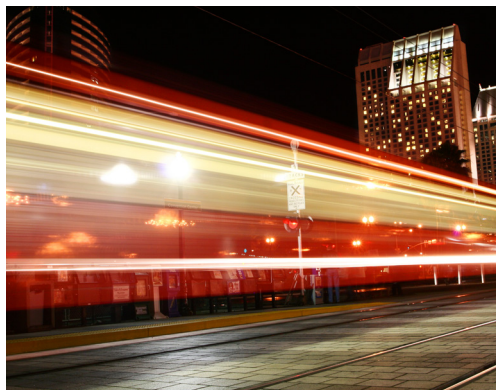
JANUARY 2025

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[SANDAG.org/LanguageAssistance](https://www.sandag.org/LanguageAssistance) | (619) 699-1900



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, while 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.

2025 Regional Plan Project Type Glossary



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 carpoolers, 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.

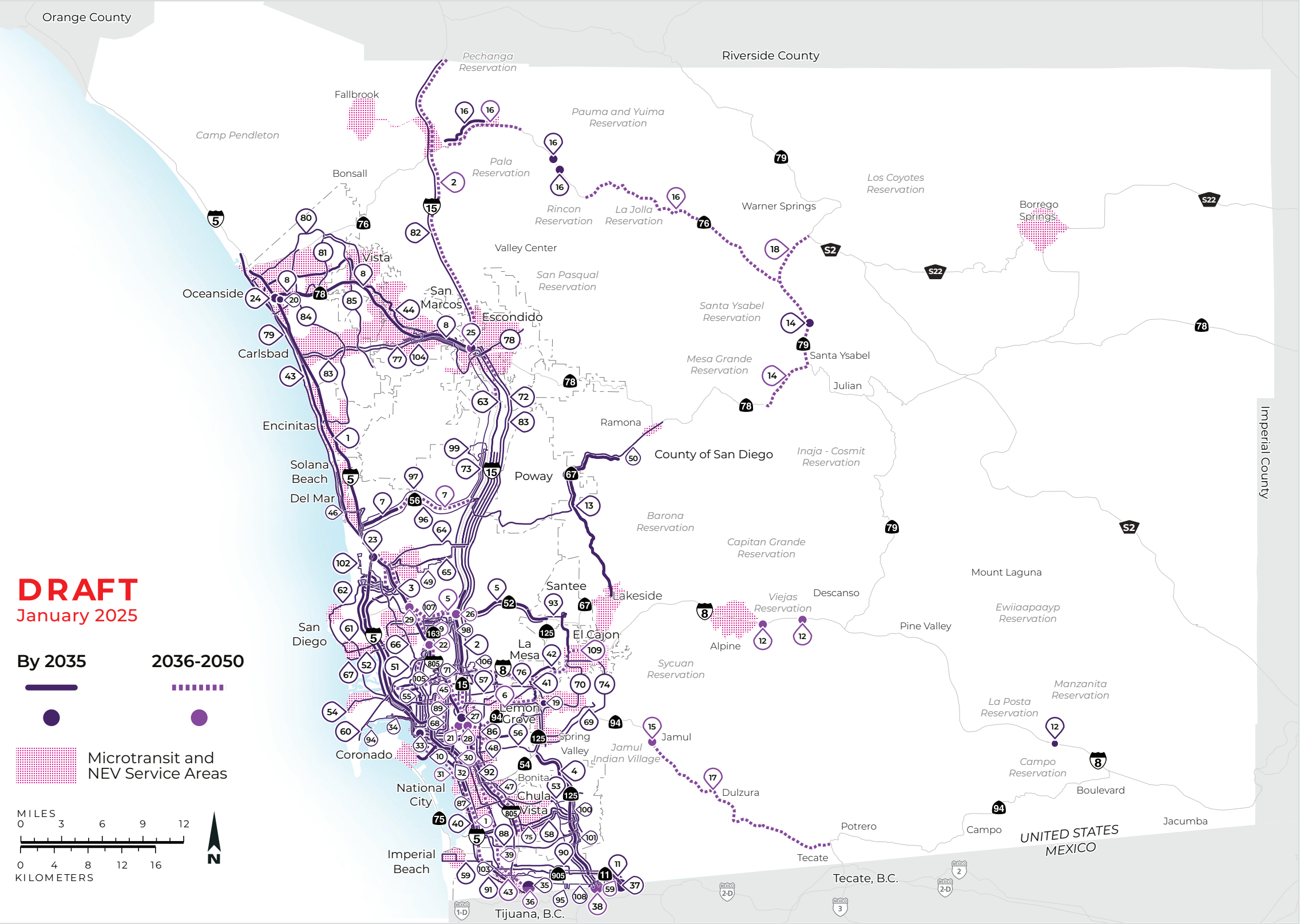


Shoulder Widening
Project that widens pavement on the side of a freeway for safety in case of emergencies.



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 Proposed 2025 Regional Plan Transportation Network: San Diego Region



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January 2025

By 2035 **2036-2050**

Microtransit and
NEV Service Areas

MILES
0 3 6 9 12
KILOMETERS
0 4 8 12 16
N

- 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

- 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
- Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
- 68 Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College
- 69 Rapid 259: El Cajon Transit Center to Lemon Grove Depot
- 70 Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15
- 71 Rapid 280: Downtown San Diego to Escondido
- 72 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
- 73 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

See reverse for Additional Map Information | * Includes addition of truck climbing lane

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

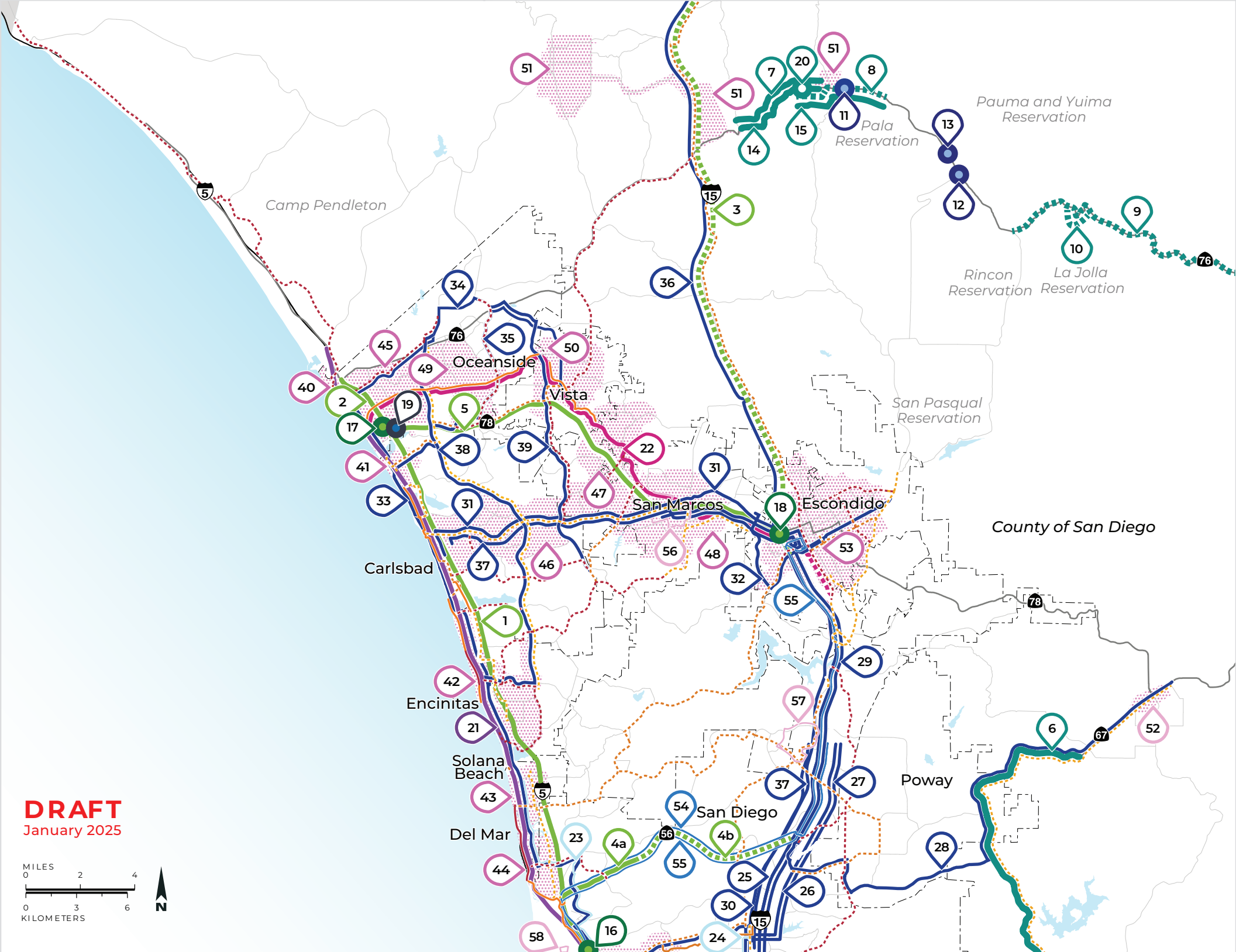


San Diego Region residents told us they needed safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.

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.	<ul style="list-style-type: none">► 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.	<ul style="list-style-type: none">► 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

Draft Proposed 2025 Regional Plan Transportation Network: North County



- [illegible]

Projects Outside Map Extent

Borrego Springs Microtransit

By 2035

2036-2050

By 2035

2036-2050

By 2035

2036-2050

Regional Rail

Light Rail

Next Gen Rapid

Express Bus

Local Bus

Circulator

4 Managed Lanes

2 Managed Lanes

Managed Lanes Connector

Interference/Arterial

Operational Improvements

Intersection Improvements

Flexible Fleets
(Neighborhood Electric Vehicle (NEV)
or Microtransit)

On-Street Bikeway

Off-Street Bikeway

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: 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

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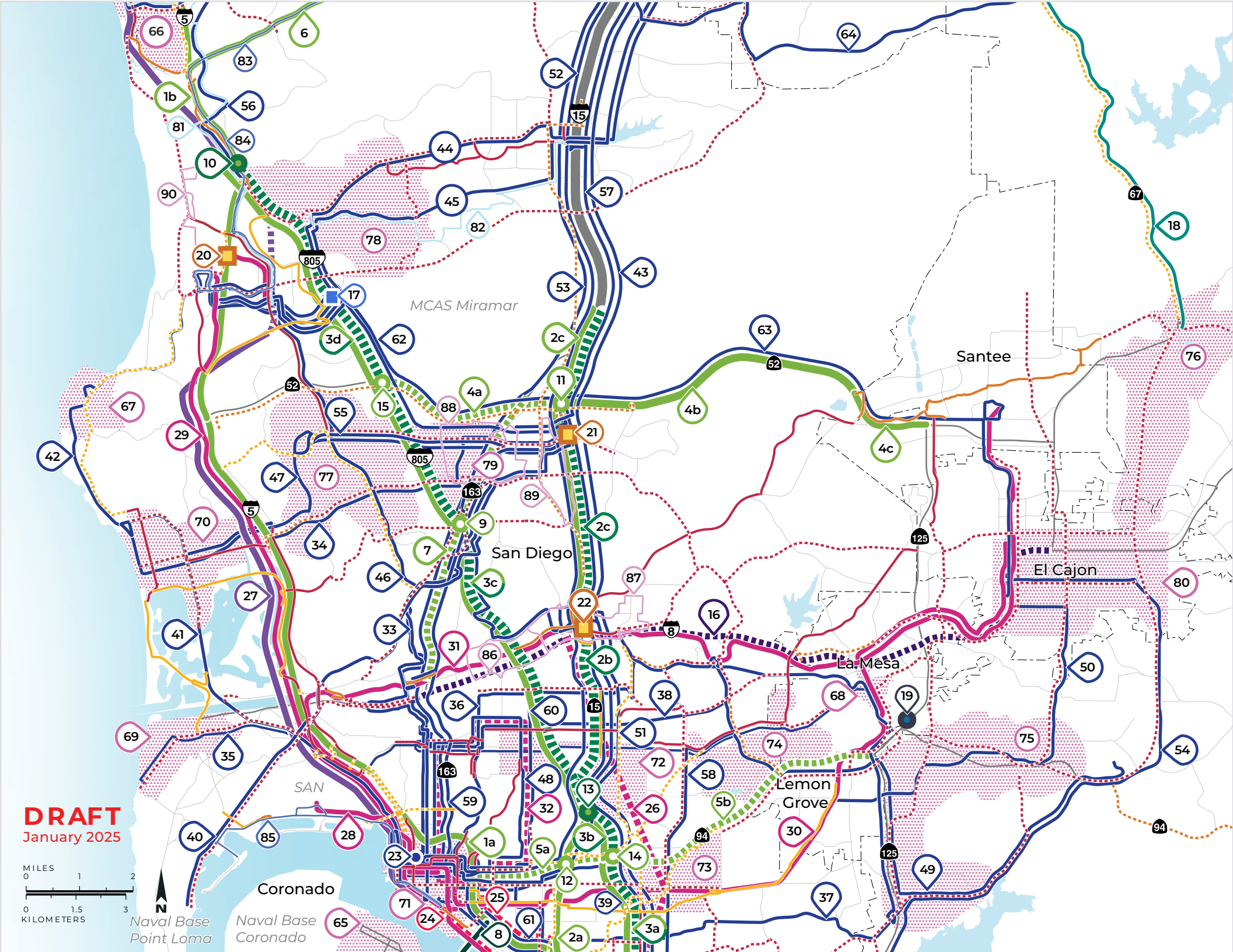
- Unlisted Projects
- Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network
- Unmapped Policies
- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation 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 North County, people said they needed:	What we’re considering (and much more):
<ul style="list-style-type: none">▶ Better traffic flow on highways: especially the SR 78, SR 76 and I-15▶ Safer/easier connector between I-5 and SR 78	<ul style="list-style-type: none">▶ 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
<p>Better public transit service:</p> <ul style="list-style-type: none">▶ 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	<ul style="list-style-type: none">▶ 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
<p>Better transit, shuttle and microtransit options to make it easier to access COASTER and SPRINTER stations and community destinations.</p>	<p>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.</p>
<ul style="list-style-type: none">▶ Safer walking and biking routes, either improving existing routes or expanding the network▶ Protected bike lanes on major roads to connect to the coast	<ul style="list-style-type: none">▶ 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.

Draft Proposed 2025 Regional Plan Transportation Network: Central & East County



By 2035


























2036-2050

By 2035

2036-2050

By 2035

2036-2050

- | | | | | | |
|--|---------------------------|---|---|--|---|
|  | Regional Rail |  |  | Managed Lanes Connector |  |
|  | Light Rail |  |  | Direct Access Ramp (DAR) |  |
|  | Next Gen Rapid |  |  | Interchange/Arterial
Operational Improvements |  |
|  | Express Bus | |  | Rural Corridor Improvements |  |
|  | Local Bus | |  | Other Freeway Improvements |  |
|  | Circulator | |  | Downtown Bus Layover | |
|  | 4 Managed Lanes |  | | | |
|  | 2 Managed Lanes |  | | | |
|  | 1 Reversible Managed Lane | | | | |

-
- On-Street Bikeway
- Off-Street Bikeway
- On-Street & Off-Street Bikeway
- Goods Movement
- Flexible Fleets
(Neighborhood Electric Vehicle (NEV)
or Microtransit)

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

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

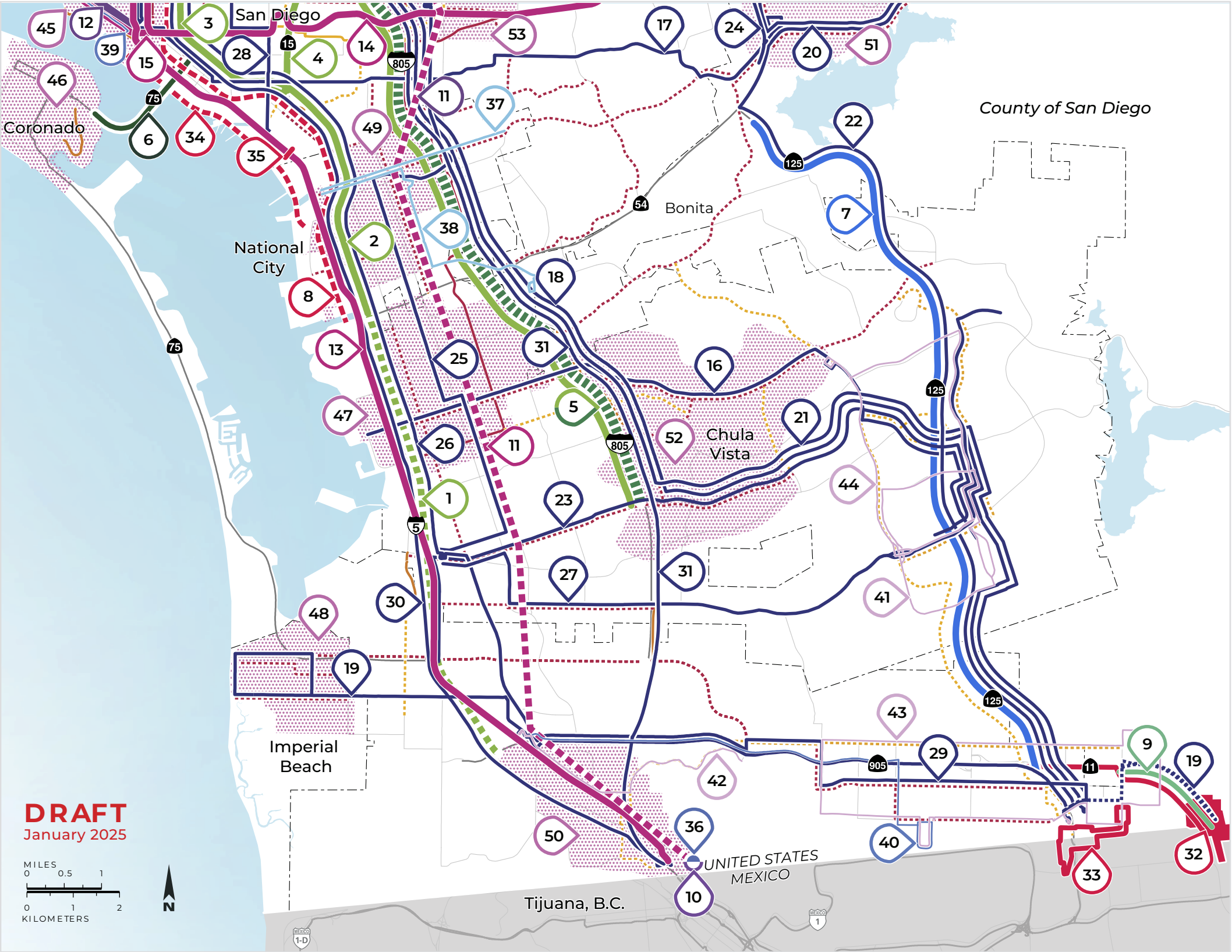
Recurring Feedback and Impact

In San Diego, people said they needed:	What we’re considering (and much more):
Better public transit including: <ul style="list-style-type: none">Expanded routes and more frequent service, including later evening and more weekend hoursFaster connections east to west including beach access, and east of the I-15More connections to job centers, beaches, and major landmarksFaster transit to the airportFaster trips through high-traffic areasMore bus lanes on major streetsTransit station amenities like shade and lighting	<ul style="list-style-type: none">More Rapid buses and trolley improvementsMore frequent service and expanded night and weekend hoursRoutes 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: <ul style="list-style-type: none">Smoother connections to the SR 52I-5 and I-8	<ul style="list-style-type: none">Managed lanes and truck climbing lane on SR 52, and connecting the I-15 and SR 52 managed lanesOperational improvements on I-8Finishing 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: <ul style="list-style-type: none">Between Point Loma and the Marina along the coastAround SDSURoutes that go over a freeway such as I-5Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old TownBetter 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: <ul style="list-style-type: none">Finishing the SR 94 and SR 125 connector projectHelping traffic flow on State Routes 52 and 67	<ul style="list-style-type: none">Improving the SR 94/125 connectorManaged lanes and a truck climbing lane on SR 52 and connecting managed lanes between I-15 and SR 52Widening the shoulder for emergency purposes on SR 67
Public transportation improvements: <ul style="list-style-type: none">More Rapid transit and transit options for Cuyamaca College and La PresaTransit that comes more often and for extended hours in the evening	<ul style="list-style-type: none">More Rapid buses including routes 256: SDSU to Rancho SD/Cuyamaca College; and 292, El Cajon to Otay Mesa via La PresaNext Gen Rapid bus routes may include infrastructure and technology to speed up tripsGreen and Orange Line trolley improvementsMore transit frequency and evening hours
Microtransit and shuttles: <ul style="list-style-type: none">Connecting suburban East County to transit stopsService from unincorporated communities to San Diego	Shuttles and microtransit (flexible fleets) in El Cajon, La Mesa, and in several unincorporated communities in the County.
<ul style="list-style-type: none">Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roadsMore bike routes east to west	Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.

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.

Draft Proposed 2025 Regional Plan Transportation Network: South County



- 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

By 2035

Regional Rail

Light Rail

Next Gen Rapid

Express Bus

Local Bus

Circulator

4 Managed Lanes

2 Managed Lanes

2036-2050

By 2035

1 Reversible Managed Lane

Freeway Connection to OME POE

Toll Removal

Goods Movement

U.S.-Mexico Border Transit Connection

Mobility Hub

2036-2050

By 2035

On-Street Bikeway

Off-Street Bikeway

On-Street & Off-Street Bikeway

Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)

2036-2050

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	

DRAFT

- 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):
<ul style="list-style-type: none">▶ 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	<ul style="list-style-type: none">▶ 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.
<p>More protected bike lanes, pedestrian walkways, and signals overall, and specifically:</p> <ul style="list-style-type: none">▶ Connections to parks, transit stations, malls, and other commercial areas▶ Connections from communities near Sweetwater reservoir to central Chula Vista	<ul style="list-style-type: none">▶ 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

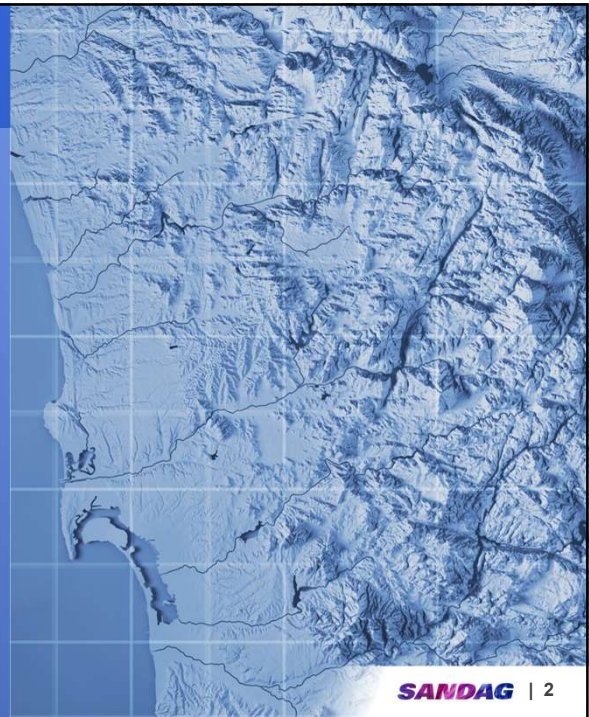


2025 Regional Plan Update: Tribal Coordination

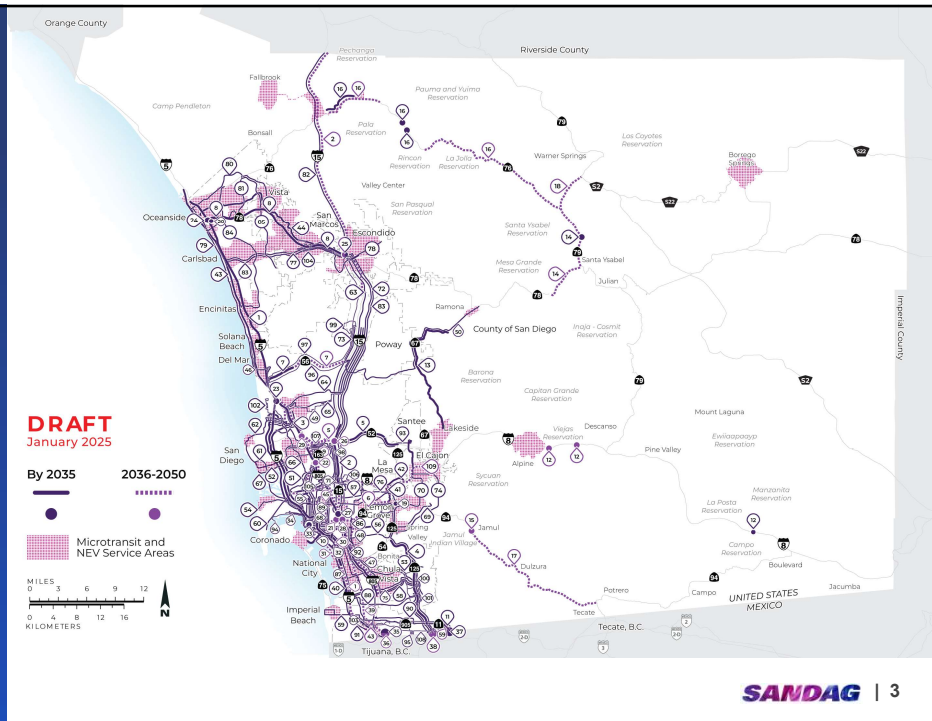
Borders Committee | Item 4
Cecily Taylor and Mimi Morisaki, SANDAG
Friday, March 28, 2025

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**



Proposed Draft 2025 Regional Plan Transportation Network



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

What We've Heard from Tribes...



Safety



Electrification



Flexible Fleets



Advancing ITTS projects

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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

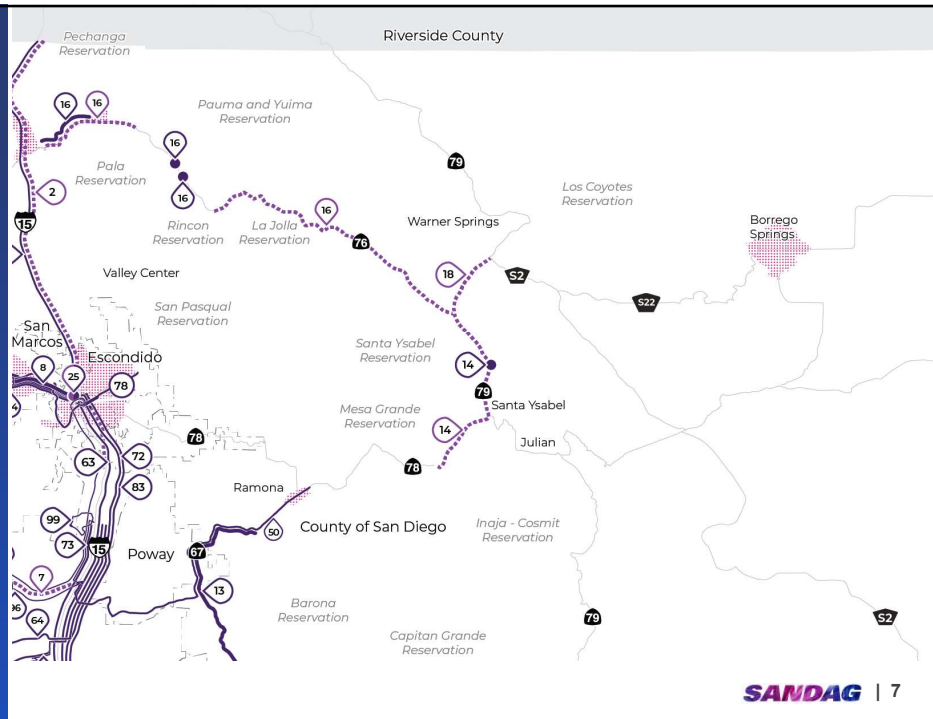
Rural Projects: North

DRAFT

By 2035

2036-2050

Microtransit and
NEV Service Areas



Proposed Draft 2025 Regional Plan Transportation Network

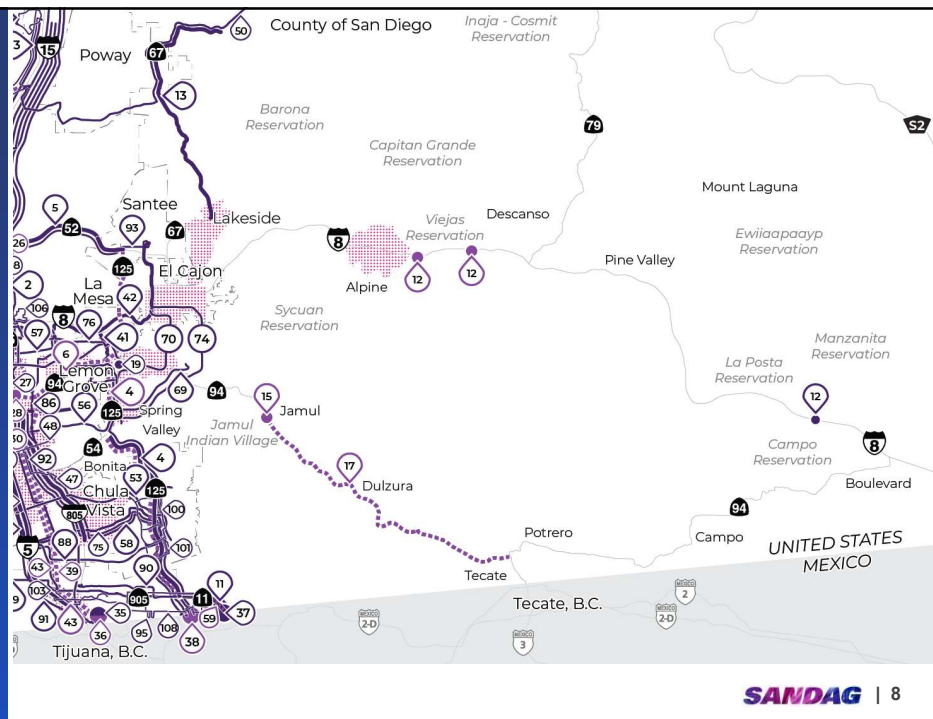
Rural Projects: South

DRAFT

By 2035

2036-2050

Microtransit and
NEV Service Areas



Next Steps



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SANDAG

10

Coastal Rail Priority Project and Study Update

March 2025



Background

1 Coastal Rail Stabilization Priority Project *immediate needs*

- Address imminent threats to maintain rail operations
- Four reinforcement areas identified as top priority
- Project includes armoring and sand replenishment
- \$305 million in state and federal funds secured
- Construction to begin as early as 2026

2 Coastal Rail Resiliency Study *short- to mid-term solutions*

- Develop options to protect 7 miles of coastal rail infrastructure in place for up to 30 years
- Assess climate impacts on coastal rail line
- Identify potential solutions
- Engage key stakeholders and agencies
- Study expected early 2026

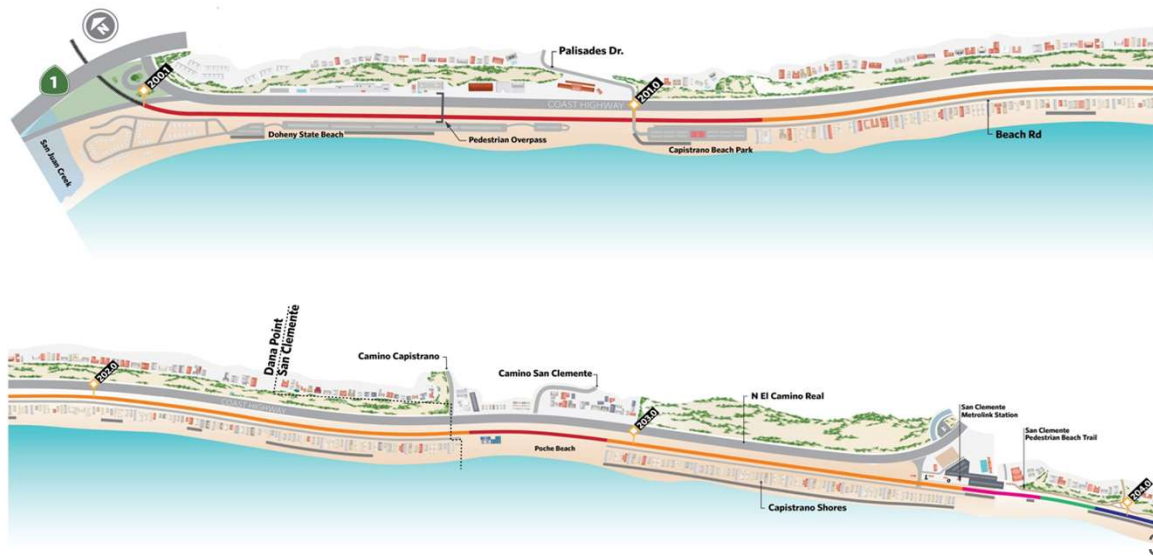
3 Coastal Rail Long-Term Solutions Study

- State-led study
- Develop options for long-term solutions including potential rail line relocation
- Create an action plan for key elements
- Partner with LOSSAN, state, and federal agencies
- Engage key stakeholders

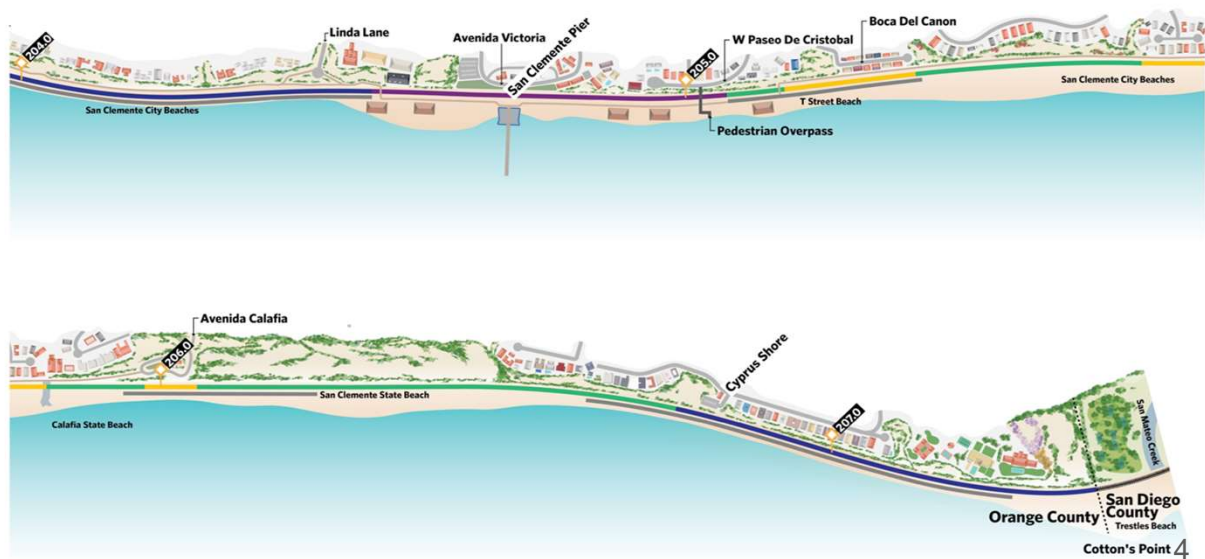
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LOSSAN: Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency

Project Area



Project Area



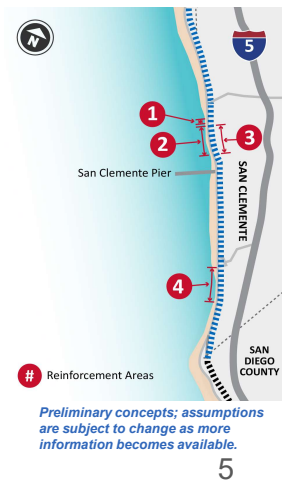
Coastal Rail Stabilization Priority Project

- Four reinforcement areas were identified in January 2024
- Potential solutions evaluated at a conceptual level considering different materials, performance, costs, methods, and schedule

Area	Location (MP)	Challenge	Potential Solutions*
1	203.80 – 203.90	Ongoing deterioration of existing riprap protection	Armoring and sand nourishment
2	204.00 – 204.40	Erosion - no beach at high tide and direct wave attack damaging existing riprap protection	Armoring and sand nourishment
3	204.00 – 204.50	Steep bluffs with high potential for failure that could impact rail infrastructure	Catchment structure
4	206.00 - 206.67	Near San Clemente State Beach - erosion exposing areas of limited to no riprap protection	Armoring and sand nourishment

*Range of solutions to be evaluated with Alternative Analysis.

MP – Mile Post



Priority Areas 1, 2, & 4 – Concepts Considered

Top concepts to be further evaluated:

- Repair riprap with sand nourishment
- Engineered revetment with sand nourishment
- Seawall with sand nourishment
- Sand nourishment only



Areas 1, 2, and 4: Sand Sources and Delivery Methods

- Three delivery methods
 - Trucking, rail, and off-shore dredging
- Major considerations:
 - Quantity available annually per site
 - Quality of sand suitable for beach use
 - Travel distance/route
 - Number of trips
 - Estimated to require over 100 train trips to transport volume of sand needed and would need to be every 7-10 days
 - Truck delivery is estimated to require anywhere from 10,000 to 44,000+ trips depending on truck size and volume.
 - Transportation and Material Cost
- Accessibility to delivery site
 - Additional infrastructure and right-of-way required (source and delivery sites)
 - Sand cannot be side dumped onto beach
- Available staging areas and Construction work windows



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Areas 1, 2, and 4: Inland and Offshore Sand Sources

Estimated total sand needed: 540,000 CY

Potential Inland Sand Sources

Source	Sand Available (CY)	Miles (roundtrip)
Prado Dam	125,000	114
Lapeyre Industrial Sands	200,000+	26
Lower Santa Ana River	55,000	67
Cabazon/I-10	200,000+	190
Durbin Sand & Gravel	100,000+	121
West Coast Sand & Gravel (San Diego)	100,000+	140
San Bernardino Sand & Gravel	200,000+	148
Dana Point Harbor	Not Available	

CY – cubic yards

Potential Offshore Sand Sources

Surfside Sunset

- Currently being utilized by City of San Clemente and US Army Corps of Engineers

Oceanside

- Sand quality not suitable

Other

- City is conducting study (2025) for additional offshore sources

Note - Sand Nourishment projects will require environmental clearance, regulatory permitting, and consultation for both borrow and placement sites.

8

Priority Area 3 Preferred Concept: Soldier Pile Wall



Photo: HDR

High-Level Considerations:

- Established method at Mariposa, Casa Romantica, many other locations in the area
- Minimal footprint
- May sustain damage in landslide impact scenario
- Heavy steel and timber/concrete lagging add cost
- Deep foundation elements need to avoid utilities
- Opportunity to integrate aesthetic treatments
- Permitting: Advantages as 'temporary, removable' and within ROW. Would be consistent to aesthetic of the Mariposa Barrier Wall

9

Standard vs. Emergency Process

STANDARD PROCESS



- Complete alternatives selection, design development, and environmental clearance process.
- Secure the necessary permits to begin construction.

EMERGENCY PROCESS



- Begin construction upon emergency notification to permitting agencies.
- Applies only when an existing issue has rendered the rail line non-operational, requiring immediate action to restore service.

CEQA – California Environmental Quality Act

10

Next Steps for Priority Project Areas

- Complete Project Approval/Environmental Document phase of priority reinforcement areas
- Continue to explore expedited permitting in coordination with state and federal regulatory agencies and project streamlining opportunities
- Continue to explore opportunistic sand to partner on existing sand nourishment efforts

11

Coastal Rail Resiliency Study (CRRS)

Coastal Rail Resiliency Study *short- to mid-term solutions*

- Develop options to protect 7 miles of coastal rail infrastructure in place for up to 30 years
 - Assess climate impacts on coastal rail line
 - Identify potential solutions
 - Engage key stakeholders and agencies
 - Study expected early 2026
- Study began in late 2023 to assess existing and future risks, challenges, and potential solutions to protect the rail line.
 - Study area includes 7 miles of the coastal rail line in Orange County between the City of Dana Point and the Orange/San Diego county line.

12

Short- to Mid-Term Solution Concepts*

Potential solutions evaluated at a conceptual level considering different materials, performance, costs, methods, and schedule.

Bluffside

1. Catchment walls (block slide debris)
2. Stabilization grading (buttress slide toe)
3. Tieback / soil nail / pin-pile walls (mitigate larger slides)
4. Ground improvement (bluff stabilization)
5. Surface matting & deep-rooted vegetation planting (reduce sediment erosion)
6. Drainage improvement via grading / detention basins / undertrack outlets
7. Deflection walls in tributaries (reduce flood and sedimentation flow rates)
8. Up-gradient cut-off drains (reduce source of water)
9. Hydraulaugers (lower hydraulic pressure and slide potential)

Beachside

1. Riprap placement
2. Engineered rock revetment
3. Vertical seawall
4. Hybrid structural solution
5. Beach nourishment with shoreline protection structure (1-4 above)
6. Beach nourishment with sand retention measures & shoreline protection structure (1-4 above)
7. Watershed modifications to increase beach sand supply (implemented by others)
8. No railroad action - monitor regional beach nourishment activities and participate as appropriate

Rail

1. Elevate tracks
2. Alternative materials for critical railroad infrastructure to reduce lifecycle costs
3. Ground improvement (track-bed stabilization)

13

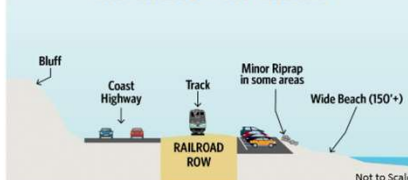
*No order of preference

CRRS Short- to Mid-Term Solutions



**Typical Section 1
(Existing Condition):**

MP 200.20 – 201.20
MP 202.60 – MP 202.95



Typical Sections 1 and 2

Beachside

- ✓ Watershed modifications to increase beach sand supply (implemented by others)
- ✓ No direct railroad action – collaborate with regional beach sand project

Rail

- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs



**Typical Section 2
(Existing Condition):**

MP 201.20 – 202.60
MP 202.95 – MP 203.62



CRRS Short- to Mid-Term Solutions



**Typical Section 3
(Existing Condition):**

MP 203.62 – 203.72



Typical Section 3

Beachside

- ✓ Riprap placement
- ✓ Engineered rock revetment
- ✓ Vertical seawall
- ✓ Hybrid structural solution
- ✓ Beach nourishment with shoreline protection structure
- ✓ Beach nourishment with sand retention measures & shoreline protection structure
- ✓ No direct railroad action – collaborate with regional beach sand project

Rail

- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs

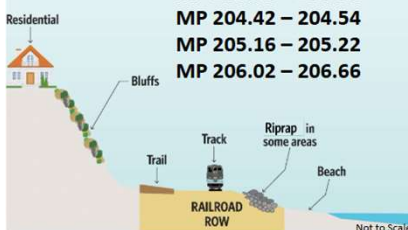
15

CRRS Short- to Mid-Term Solutions



**Typical Section 4
(Existing Condition):**

**MP 203.72 – 203.92
MP 204.42 – 204.54
MP 205.16 – 205.22
MP 206.02 – 206.66**



Typical Sections 4 and 5

Beachside

- ✓ Riprap placement
- ✓ Engineered rock revetment
- ✓ Vertical seawall
- ✓ Hybrid structural solution
- ✓ Beach nourishment with shoreline protection structure
- ✓ Beach nourishment with sand retention measures & shoreline protection structure
- ✓ No direct railroad action – collaborate with regional beach sand project (Section 4 only)

Bluffside

- ✓ Catchment walls (block slide debris)
- ✓ Stabilization grading (buttress slide toe)
- ✓ Tieback / soil nail / pin-pile walls (mitigate larger slides)
- ✓ Ground improvement (bluff stabilization)
- ✓ Up-gradient cut-off drains (reduce source of water) (Section 5 only)
- ✓ Hydraugers (lower hydraulic pressure and slide potential)

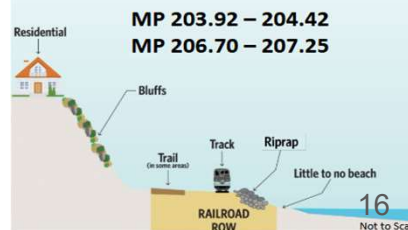
Rail

- ✓ Elevate tracks
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs
- ✓ Ground improvement (track-bed stabilization)



**Typical Section 5
(Existing Condition):**

**MP 203.92 – 204.42
MP 206.70 – 207.25**



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CRRS Short- to Mid-Term Solutions



**Typical Section 6
(Existing Condition):**



Typical Section 6

Beachside

- ✓ No direct railroad action - collaborate with regional beach sand project

Bluffside

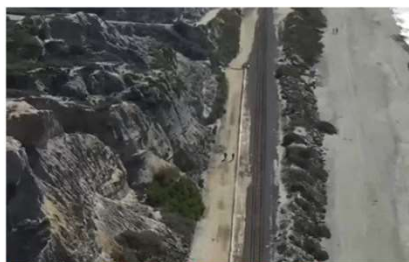
- ✓ Catchment walls (block slide debris)

Rail

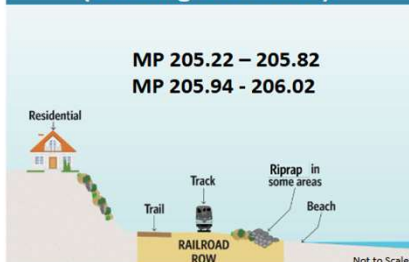
- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs

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CRRS Short- to Mid-Term Solutions



**Typical Section 7
(Existing Condition):**



Typical Section 7

Beachside

- ✓ Engineered rock revetment
- ✓ Beach nourishment with shoreline protection structure
- ✓ Watershed modifications to increase beach sand supply (implemented by others)
- ✓ No direct railroad action – collaborate with regional beach sand project

Rail

- ✓ Alternative materials for critical railroad infrastructure to reduce lifecycle costs

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Key Risks and Challenges

RISK: Potential additional bluff failures and coastal erosion during the project development process could lead to emergency measures, immediate rail service closure, and require rescoping of planned improvements underway.

Challenges:

- Development and selection of preferred project alternatives, taking into consideration multiple key stakeholders and permitting resource agencies input.
- Obtaining environmental approvals and permits required for selected alternatives
- Identification and permitting of a sand source with sufficient volume of sand available
- Obtaining a timely sand transport and viable delivery method
- Securing construction work windows to minimize impacts to active railroad operations
- Coordination, approvals, and permitting required for additional revetment

Next Steps for CRRS

- Solicit public input on draft alternative concepts
- Convene in-person and virtual meetings to gather input from the public (anticipated spring 2025)
- Refine concepts
- Return to Board with updates (summer 2025 timeframe)
- Prepare draft and final Feasibility Study Report (mid-2025 to mid-2026)
- Conduct preliminary engineering
- Perform environmental technical studies and surveys
- Identify project streamlining opportunities
- Work with regulatory agencies to expedite permitting processes
- Seek funding opportunities

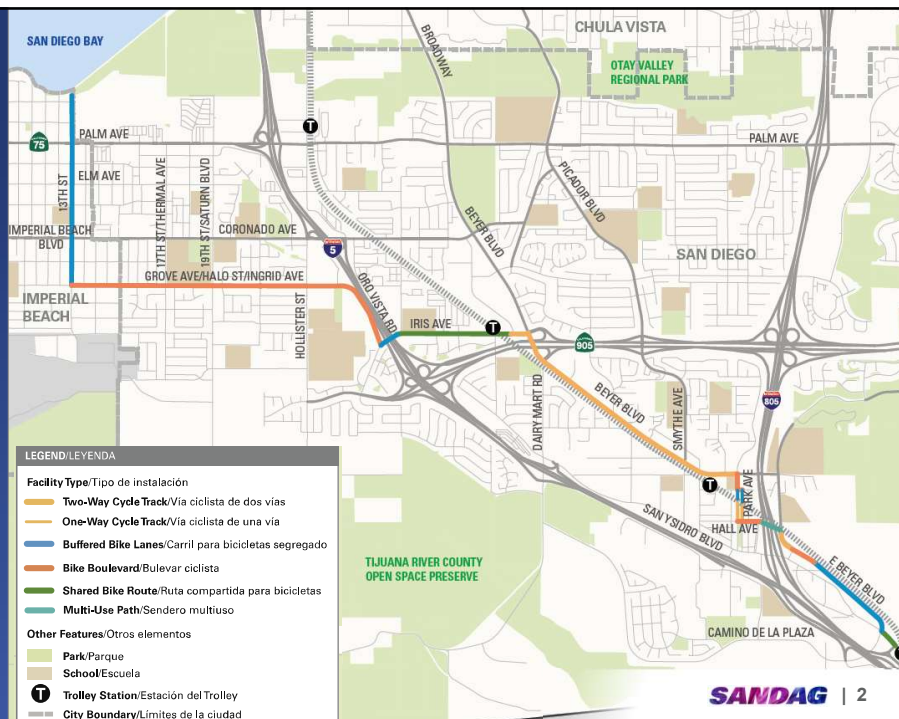


Border to Bayshore Bikeway

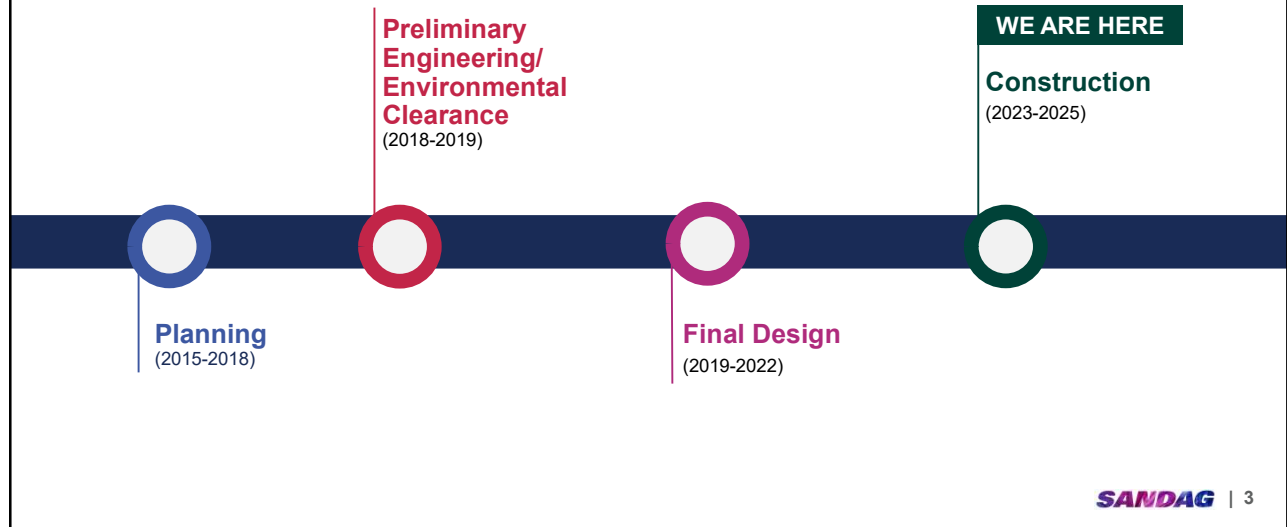
Borders Committee | Item 6
Madai Parra, SANDAG Project Manager
Friday, March 28, 2025

Border to Bayshore Bikeway

- 6.7-mile urban bikeway
- Connects San Ysidro Port of Entry to the Bayshore Bikeway
- Provides access to many destinations in between cities of San Diego and Imperial Beach
- \$10.2M ATP Grant



Project Schedule



Community Input



Groundbreaking Ceremony May 2023



What to Expect During Construction



← Traffic Control



← Noise



← Parking Restrictions

Construction Activity



Placing asphalt concrete for slot paving on Beyer Blvd south of Dairy Mart Rd.



Subgrade preparation Saw-cutting existing pavement on Beyer Blvd at on Beyer Blvd at Iris Ave.

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Construction Activity



Placing AC for slot paving at Beyer Blvd and Iris Ave.



Placing asphalt concrete pavement for new bike lane on E. Beyer Blvd. near Hill St.

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Construction Activity



Planting of vegetation in median island planter on Beyer Blvd.



Installing traffic signal conduit at 13th St and Imperial Beach Blvd.

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Construction Activity



Placing concrete for new sidewalk at NE corner of 17th St and Grove Ave.



Removing existing sidewalk at SW corner of 15th St and Grove Ave.

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Construction Activity



Placing boulders for landscape planter on E. Hall Ave.



Placing asphalt concrete pavement at SW corner of 13th St and Grove Ave.

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Construction Activity: NE corner of 15th Street and Grove Avenue



Subgrade preparation



Curb Extension

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Construction Activity: NW corner of 13th Street and Imperial Beach Blvd



Setting rebar for trench drain system



Placing concrete for trench drain system

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Stay Updated on the Border to Bayshore Bikeway

Sign up for construction email updates at [SANDAG.org/subscribe](https://www.sandag.org/subscribe)



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