



Joint Session of the Mobility; San Diego Regional Military; Shoreline Preservation; Social Equity; Social Services Transportation Advisory Council; and Sustainable Communities Working Groups Agenda

**Thursday, February 13, 2025
10 a.m.**

**San Diego Central Library
Shiley Special Events Suite, 9th Floor
330 Park Boulevard, San Diego, CA 92101**

Welcome to SANDAG. The Working Groups Joint Session meeting scheduled for Thursday, February 13, 2025, will be held **in person only** at the San Diego Central Library.

Public Comments: Members of the public may speak to the Working Groups on any item at the time the Working Groups are 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 Joint Session Working Groups 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. 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.

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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.

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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.

Social Equity Working Group

Thursday, February 13, 2025

Comments and Communication

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Working Groups on any issue within the jurisdiction of the Working Groups 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. Working Group members and SANDAG staff also may present brief updates and announcements under this agenda item.

Reports

2. SANDAG 201

Robyn Wapner, SANDAG

Information

Staff will present an update on the agency's activities.

[Presentation.pdf](#)

+3. 2025 Regional Plan Update

Antoinette Meier, SANDAG

Discussion

Staff will present an update on the Draft 2025 Regional Plan Transportation Network. Working Group members will be invited to participate in a Q&A session with staff following the presentation.

[2025 Regional Plan Update.pdf](#)

[Att. 1 - Draft Proposed 2025 Regional Plan Network Maps.pdf](#)

[Att. 2 - TransNet Ordinance Project List.pdf](#)

[Att. 3 - Draft 2025 RP Performance Measure Highlights.pdf](#)

[Att. 4 - Revenue Summary.pdf](#)

[Presentation.pdf](#)

Adjournment

4. Adjournment

The next scheduled meetings for the Working Groups are:

- SEWG, Thursday, February 27, 2025, at 9:30 a.m.
- Mobility WG, Thursday, March 13, 2025, at 9:30 a.m.
- Military WG, Monday, May 19, 2025, at 9 a.m.
- SPWG, Thursday, March 6, 2025, at 11:30 a.m.
- SSTAC, Tuesday, March 18, 2025, at 10 a.m.
- SCWG, Thursday, March 20, 2025, at 1:30 p.m.

+ next to an agenda item indicates an attachment



SANDAG 201

Joint Working Group | Item 2
Robyn Wapner, Director of Public Affairs
February 13, 2025

1

San Diego Region

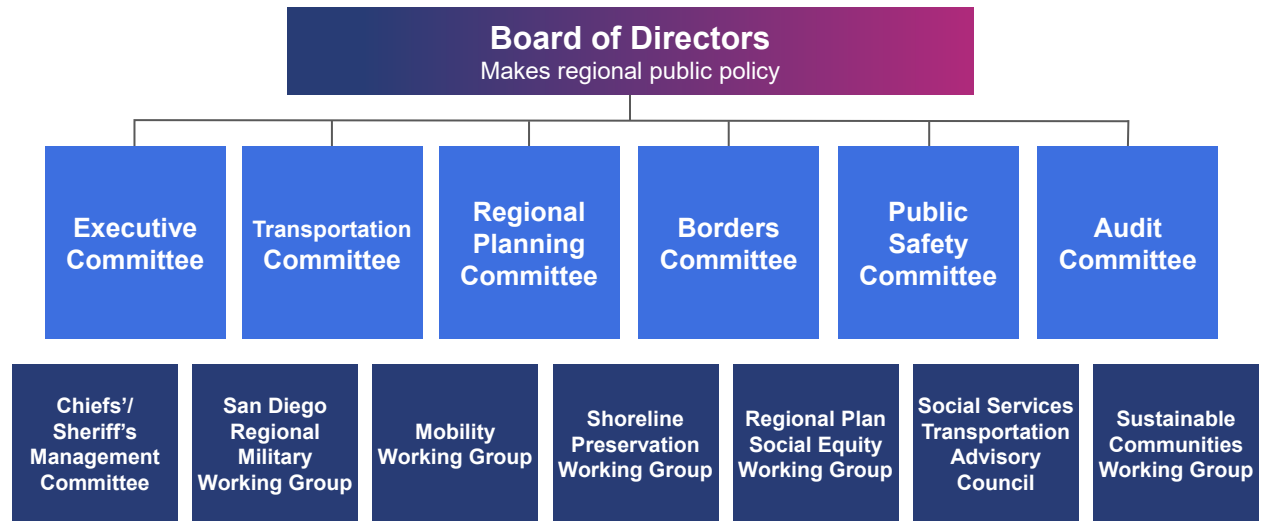
over 3.3 million people
18 cities and the
county of San Diego
17 tribal governments
U.S.–Mexico border
major military
installations



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2

SANDAG Governance



SANDAG | 3

3

Our Role in the Region

FEDERAL

Metropolitan Planning Organization

- Regional Plan

STATE

Regional Transportation Planning Agency

- Regional Plan

Council of Governments

- Regional Housing Needs Assessment (RHNA)

Consolidated Agency

- Plan and build transportation projects

TRANSNET

Regional Transportation Commission

- TransNet program, oversight, and funding

SANDAG
TransNet Program

LOCAL

Automated Regional Justice Information System (ARJIS)

- Cross-jurisdictional criminal justice data



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4

What We Do



PLAN



BUILD



PRESERVE

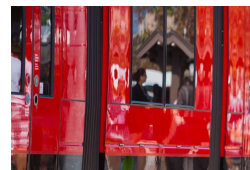
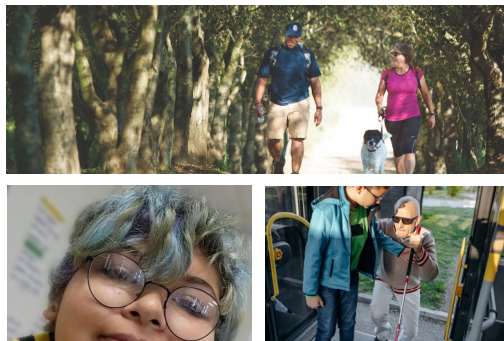


PROVIDE

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5

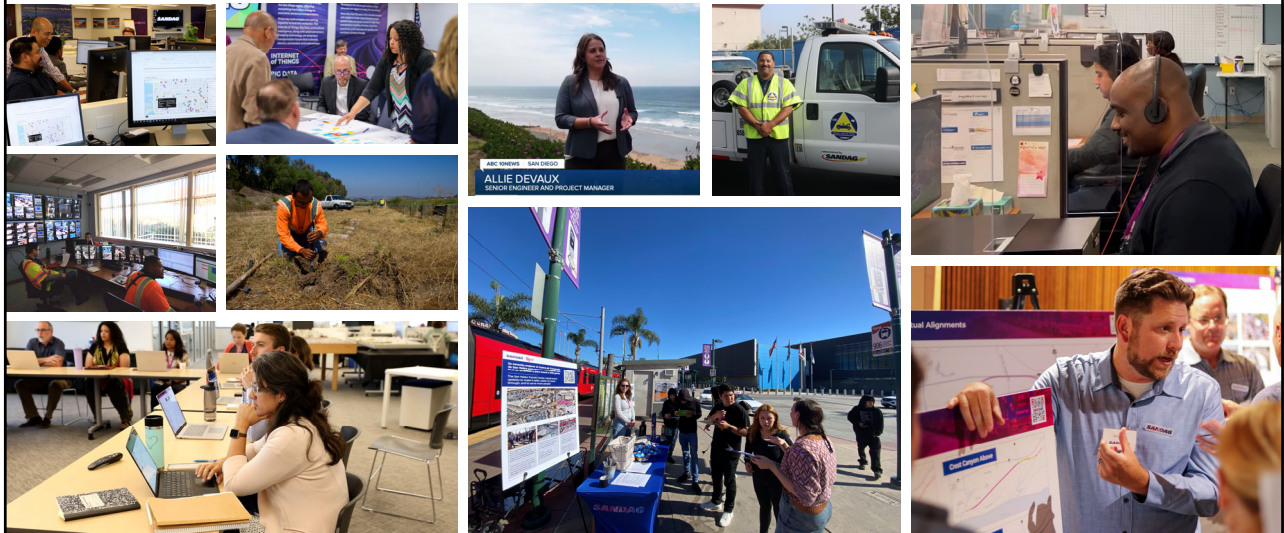
We Work for the People of the San Diego Region



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6

Serving the San Diego Region



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7

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**“The future always comes too fast
and in the wrong order.”**

8

8

Regional Plan

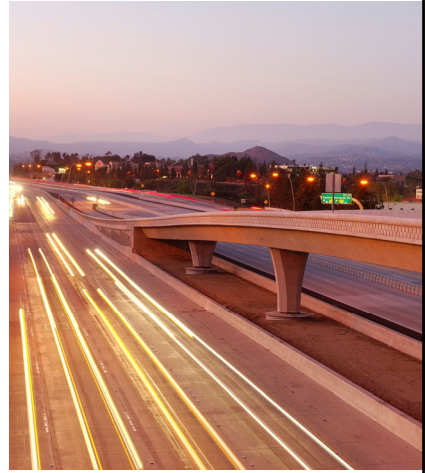
Transportation



Policies & Programs



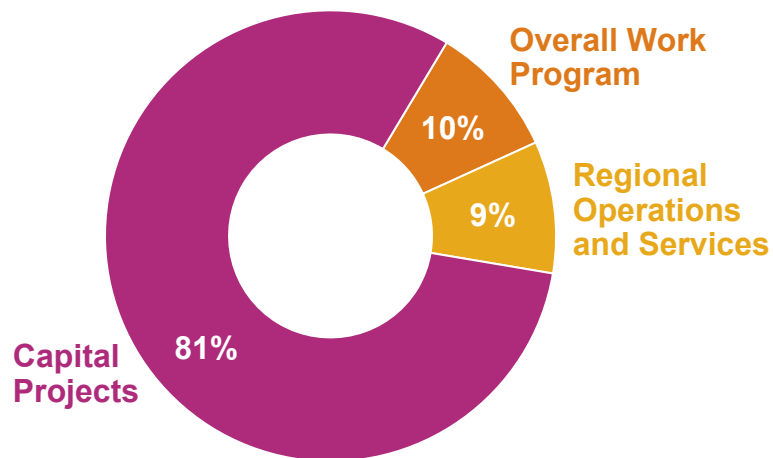
Financial Plan



SANDAG | 9

9

Annual Budget



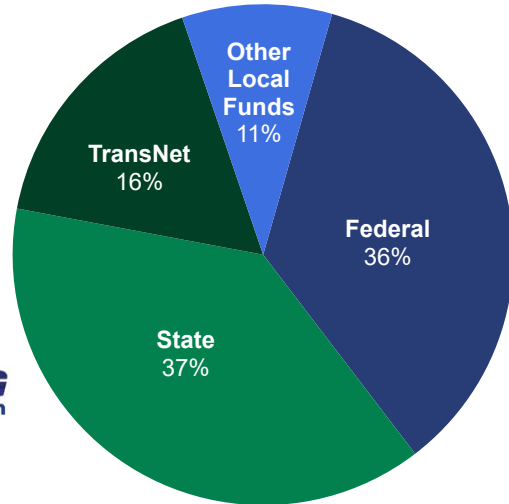
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10

Funding Mandates

- Metropolitan Planning Organization
- Regional Transportation Planning Agency
- Council of Governments
- Consolidated Agency
- Regional Transportation Commission

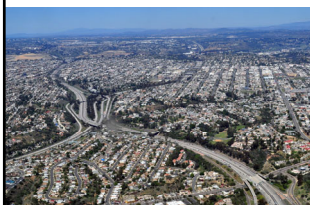
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TransNet Program



SANDAG | 11

11

TransNet Flow of Funds



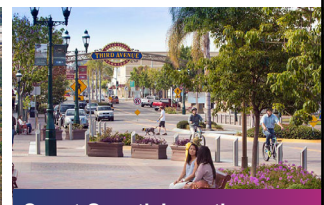
Major Corridor Capital Projects



Local Streets and Roads



Major Corridor EMP Projects



Smart Growth Incentive Program



New Major Corridor Transit Operations



Transit Services



Local Project EMP

SANDAG | 12

12

Regional Transportation Improvement Program (RTIP)



13

Planning and Budgeting Efforts

Regional Plan

- Conceptual long-term vision (30 years)
- Updated every 4 years

Regional
Plan

Regional
Plan

Regional
Plan

Regional
Plan

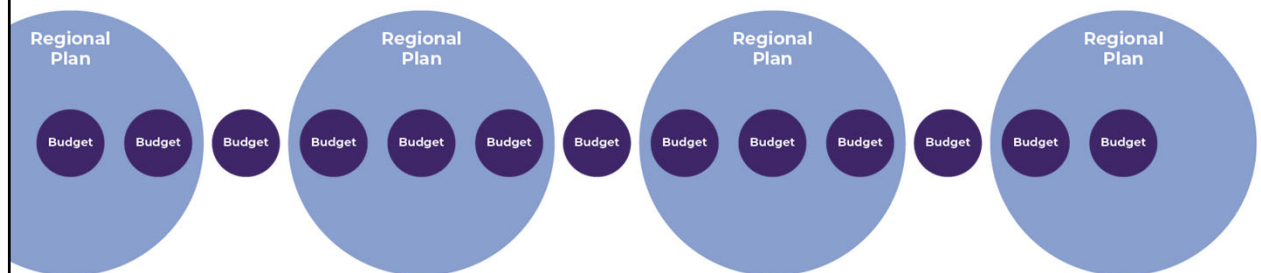
SANDAG | 14

14

Planning and Budgeting Efforts

Budget

- Financial plan for projects with identified funding (planning projects: 1 year, capital projects: 10 years)
- Updated annually (fiscal year spans July 1 to June 30)



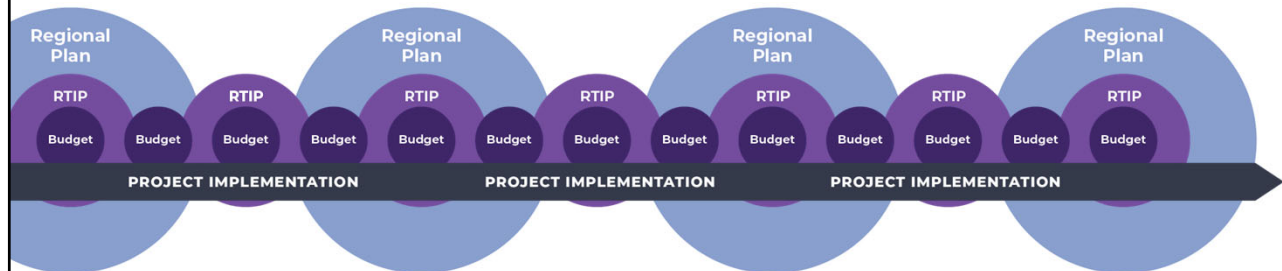
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15

Planning and Budgeting Efforts

Regional Transportation Improvement Program (RTIP)

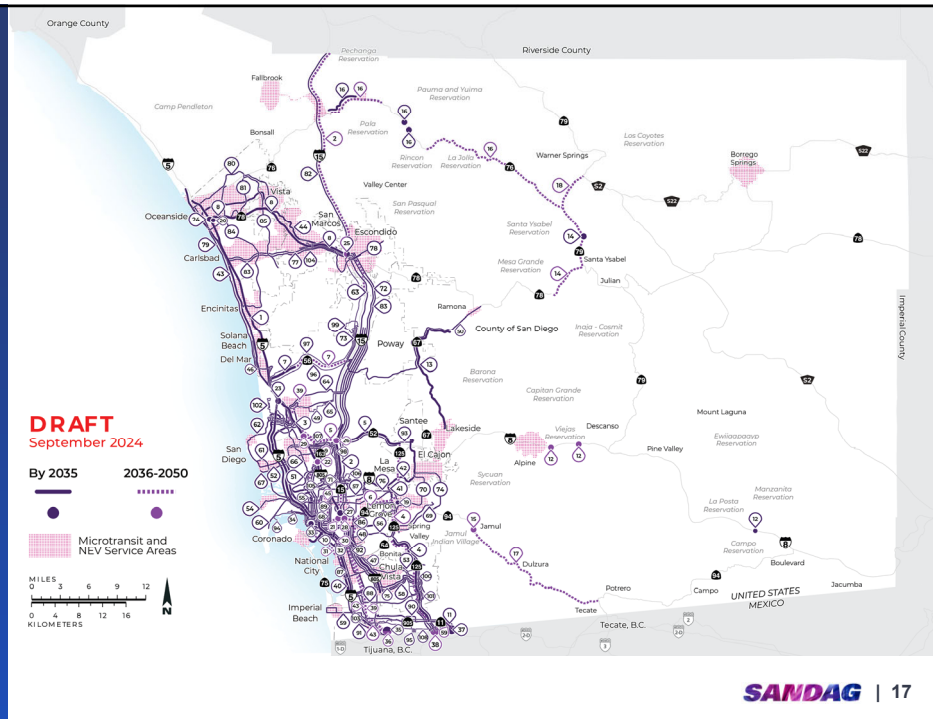
- Near-term investment plan (5 years)
- Projects and programs that were identified through Regional Plan and Budget process with committed funding
- Updated every 2 years



SANDAG | 16

16

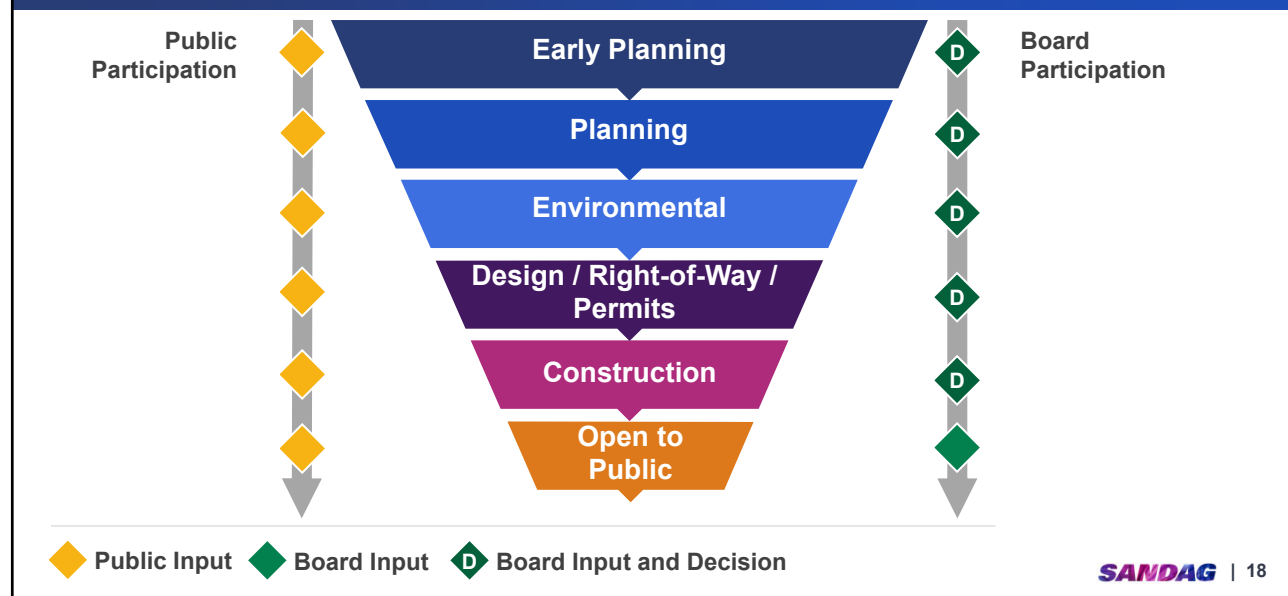
Projects Across the Region



17

Project Process

Plan, Design, Build, Operate



18

Connecting the San Diego Region



19

Plan

LOSSAN



Transit Improvements



SR 67 Improvements



San Ysidro
Mobility Hub



Reconnecting
Communities



2025 Regional Plan



I-15/SR 78 and I-5/SR 78
Managed Lanes/ Direct
Connectors



Airport Transit Connection



SANDAG | 20

20

Build

Border to Bayshore Bikeway



Batiquitos Lagoon Double Track



Otay Mesa East Port of Entry



Imperial Avenue Bikeway



Del Mar Bluffs Stabilization



Pershing Bikeway



I-5 NCC



SANDAG | 21

21

Preserve

Quarry Creek Preserve Cleanup



Regional Beach Sand Nourishment



San Dieguito Lagoon Wetland Restoration



Endangered Avian Nesting Site Stewardship



SANDAG | 22

22

Provide

Youth Opportunity Pass



Data



ARJIS/Criminal Justice



Local Streets and Roads Improvements



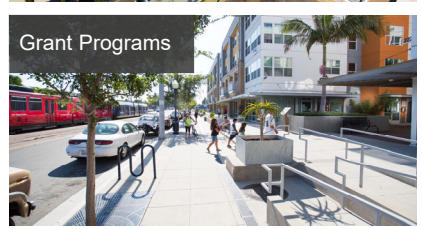
Employer Program



Toll Operations



Grant Programs



SANDAG | 23

23

Working Together



SANDAG | 24

24

Working Together



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25

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26

26



Joint Session of the Mobility; San Diego Regional Military; Shoreline Preservation; Social Equity; Social Services Transportation Advisory Council; and Sustainable Communities Working Groups

Item: **3**

February 13, 2025

2025 Regional Plan Update

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.

Through a series of meetings over the last two years, staff worked closely with the Board of Directors, member agencies, and regional stakeholders to develop an initial concept for transportation, a Sustainable Communities Strategy land use pattern, and supporting programs and policies. The initial concept was shared with SANDAG working groups and the Board last year for feedback. Since then, staff have completed the required modeling and analysis, consulted with regulatory agencies, updated the transportation network based on feedback received and modeling results, initiated the required Environmental Impact Report (EIR), and updated the cost and revenue assumptions. Staff will present an update on these efforts and share the next steps in the development of the Draft 2025 Regional Plan.

Key Considerations

The Activity Based Model 3 (ABM 3) is the current regional model based on post pandemic travel data. It is the primary tool used to evaluate how the proposed projects, programs, policies, and land use in the Regional Plan will meet federal and state requirements and achieve regional goals. Over the last several months, staff have completed the required model runs and confirmed that the Proposed Draft Transportation Network for the 2025 Regional Plan (Attachment 1) will achieve state requirements for reducing vehicle miles traveled and greenhouse gas (GHG) emissions as well as Federal Air Quality Conformity requirements. A comparison of the proposed network to the TransNet Ordinance Project List has been updated and provided as Attachment 2.

The ABM 3 is also used to conduct the social equity analysis and model performance measures to determine if the proposed investments achieve the goals of the plan which are convenient, equitable, healthy, and safe. Performance Measures cover a wide range of metrics related to transportation, the environment, public health, and quality of life. Staff will present a sample of performance measures, listed in Attachment 3, that demonstrate how the proposed investments in the plan achieve these goals by improving travel times across all modes, increasing access to resources and opportunities, reducing GHG emissions, and providing safer infrastructure that results in an increase in physical activity. The complete

Action: Discussion

Staff will present an update on the Draft 2025 Regional Plan Transportation Network. Working Group members will be invited to participate in a Q&A session with staff following the presentation.

Fiscal Impact:

Development of the 2025 Regional Plan is funded through Overall Work Program Element Nos. 3103000 and 3100407.

Schedule/Scope Impact:

The 2025 Regional Plan is expected to be brought to the Board of Directors for approval in late 2025.

list of performance measures and social equity analysis will be released with the Draft 2025 Regional Plan this spring.

Federal law requires that the Regional Plan include a financial strategy that is “fiscally constrained” which means the amount, timing, and eligible uses between the funding sources align with the projects and programs included in the Regional Plan. The Financial Plan is not a funding commitment. It is a scenario that reflects reasonably expected revenues from existing and anticipated federal, state, and local fund sources. The Regional Plan’s financial strategy must cover both the proposed projects and programs, as well as operations and maintenance costs for existing and planned investments. The estimated cost of implementation of the Draft 2025 Regional Plan is \$125 to \$133 billion over the life of the plan.

Attachment 4 provides the summary of revenue sources assumed in the Regional Plan’s financial strategy.

Next Steps

Information on the Draft Regional Plan network, performance measures, costs and revenues also will be shared at the Joint Policy Advisory Committee (PAC) meeting on February 21, 2025, and with the Board in early spring. The Draft 2025 Regional Plan will be released for public comment in spring 2025 and its EIR in summer 2025. With the release of the Draft 2025 Regional Plan, SANDAG will conduct public outreach in partnership with Community Based Organizations and partner agencies to share information on the Draft 2025 Regional Plan. 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

Attachments: 1. Draft Proposed 2025 Regional Plan Network Maps (Updated January 2025)
 2. TransNet Ordinance Project List – Proposed Draft 2025 Regional Plan Network
 Comparison Summary (January 2025)
 3. Draft 2025 Regional Plan: Performance Measures Highlights
 4. Revenue Summary (Revised January 2025)



Draft Proposed 2025 Regional Plan Transportation Network

JANUARY 2025

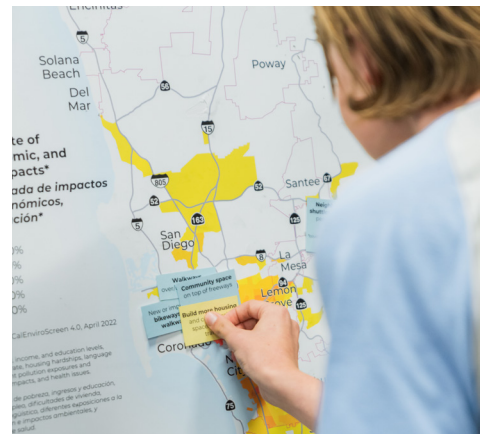
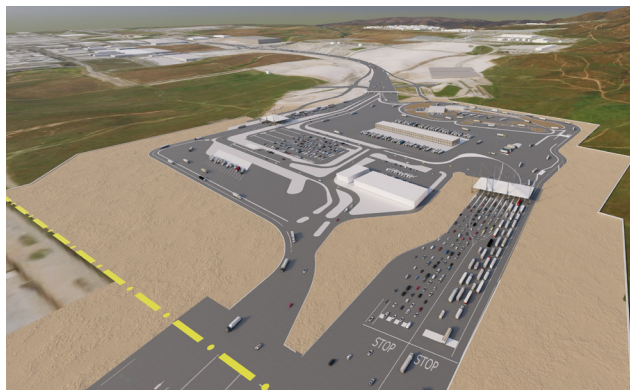
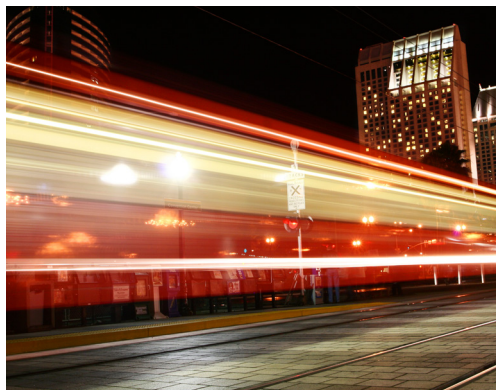
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ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາສາວະນີ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога

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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, 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.

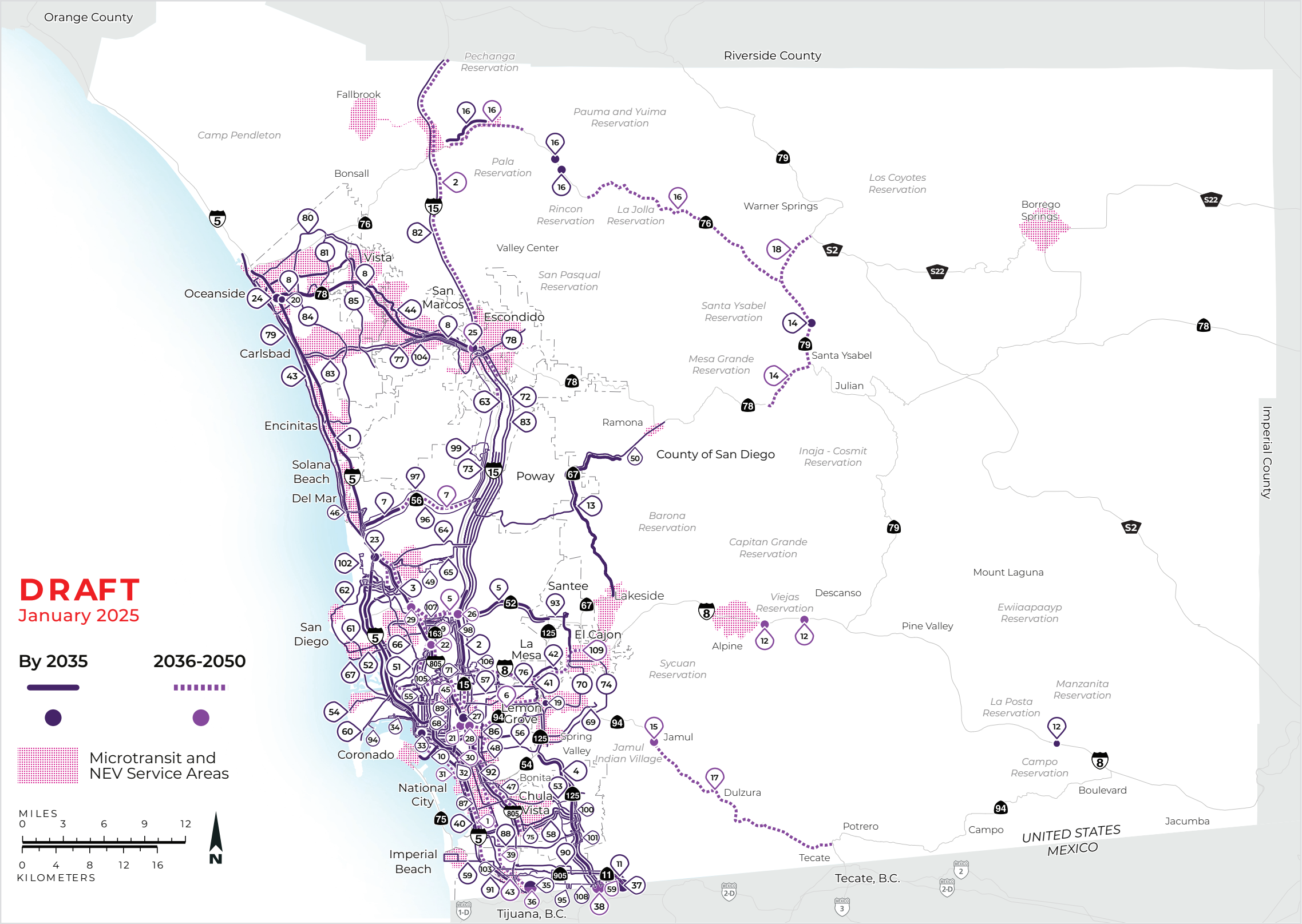


Shoulder Widening
Project that widens pavement on the side of a freeway for safety in case of emergencies.



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

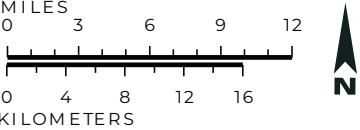
Draft Proposed 2025 Regional Plan Transportation Network: San Diego Region



DRAFT
January 2025

By 2035 **2036-2050**

Microtransit and
NEV Service Areas



- | | | | | | | |
|------------------------|---|--|---|--|---|---|
| 1 I-5 Managed Lanes | 10 SR 75 Coronado Bridge Reversible Managed Lane | 17 SR 94 Shoulder Widening/ Straightening | 24 I-5/SR 78 ML Connector | 32 Vesta Bridge: Phase 1 | 40 Blue Line Improvements | 75 Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St |
| 2 I-15 Managed Lanes | 11 SR 11 Roadway Connection to Otay Mesa East POE | 18 SR 79 Shoulder Widening | 25 I-15/SR 78 ML Connector | 33 Downtown Bus Layover | 41 Orange Line Improvements | 76 Rapid 295: South Bay to Clairemont |
| 3 I-805 Managed Lanes | 12 I-8 Interchange Improvements | 19 SR 125/SR 94 Interchange/ Arterial Improvements | 26 I-15/SR 52 ML Connectors | 34 Airport Transit Connection | 42 Green Line Improvements | 77 Rapid 440: Carlsbad to Escondido Transit Center |
| 4 SR 125 toll removal | 13 SR 67 Improvements | 20 I-5/SR 78 Interchange/ Arterial Improvements | 27 I-15/I-805 ML Connector | 35 San Ysidro Mobility Hub | 43 LOSSAN Improvements | 78 Rapid 491: Downtown Escondido to East Escondido |
| 5 SR 52 Managed Lanes* | 14 SR 79 Intersection Improvements | 21 I-15/SR 94 ML Connector | 28 SR 94/I-805 ML Connector | 36 U.S.-Mexico Border Transit Connection | 44 SPRINTER Improvements | 79 Rapid 493: Oceanside to Solana Beach to UTC/UC San Diego |
| 6 SR 94 Managed Lanes | 15 SR 94 Intersection Improvements | 22 I-805/SR 163 ML Connector | 29 I-805/SR 52 ML Connector | 37 Otay Mesa East POE | 45 Balboa Park Perimeter Streetcar | 80 Rapid 494: Oceanside to Vista |
| 7 SR 56 Managed Lanes | 16 SR 76 Safety & Operational Improvements | 23 I-5/I-805 ML Connector | 30 I-5 Working Waterfront Access | 38 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility | 46 Local Route 89: Solana Beach to UTC | 81 Rapid 497: Carlsbad Village to SR 76 |
| 8 SR 78 Managed Lanes | | | 31 Harbor Dr Multimodal Corridor Improvements | 39 Purple Line | 47 Local Route 195: 8th St Trolley to Plaza Bonita | 82 Rapid 483: Riverside (Temecula) to San Marcos |
| 9 SR 163 Managed Lanes | | | | | 48 Local Route 196: 8th St Trolley to Plaza Blvd | 83 Rapid 484: Carlsbad to Kearny Mesa |
| | | | | | 49 Local Route 984: Mira Mesa to Sorrento Valley | 84 Rapid 485: Oceanside to Encinitas |
| | | | | | 50 Rapid 277: Ramona to Sabre Springs Transit Station | 85 Rapid 486: Oceanside to Carlsbad/ San Marcos |
| | | | | | 51 Rapid 120: Kearny Mesa to Downtown | 86 Rapid 625: SDSU to Palomar Station |
| | | | | | 52 Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Avenue | 87 Rapid 630: Iris Trolley/Palomar to Kearny Mesa |
| | | | | | 53 Rapid 209: H St Trolley Station to Millennia | 88 Rapid 635: Eastlake to Palomar Trolley |
| | | | | | 54 Rapid 210: La Mesa to Ocean Beach | 89 Rapid 637: North Park to 32nd St Trolley Station |
| | | | | | 55 Rapid 211: SDSU to Downtown via Adams Ave | 90 Rapid 638: Iris Trolley to Otay Mesa |
| | | | | | 56 Rapid 212: Spring Valley to Downtown | 91 Rapid 640: San Ysidro to Santa Fe Depot |
| | | | | | 57 Rapid 215: SDSU to Downtown | 92 Rapid 688: San Ysidro to UTC |
| | | | | | 58 Rapid 225: South Bay Rapid | 93 Rapid 880: El Cajon to UC San Diego |
| | | | | | 59 Rapid 227: Otay Mesa East POE to Imperial Beach | 94 Express Route 993: Shelter Island to Convention Center |
| | | | | | 60 Rapid 228: Point Loma to Kearny Mesa | 95 Express Route 121: Cross-Border Xpress to Iris Transit Center |
| | | | | | 61 Rapid 229: Downtown to Pacific Beach | 96 Express Route 246: Rancho Bernardo to UC San Diego |
| | | | | | 62 Rapid 230: Balboa Station to UTC | 97 Express Route 247: Escondido to UC San Diego |
| | | | | | 63 Rapid 235: Escondido to Downtown | 98 Circulator Route 668: Kearny Mesa Loop |
| | | | | | 64 Rapid 237: UC San Diego to Rancho Bernardo | 99 Circulator Route 675: Rancho Bernardo Business Park Loop |
| | | | | | 65 Rapid 238: UC San Diego to Rancho Bernardo | 100 Circulator Route 715: Otay Ranch Loop |
| | | | | | 66 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego | 101 Circulator Route 716: Lower Otay Ranch Loop |
| | | | | | 67 Rapid 243: Pacific Beach to Kearny Mesa | 102 Circulator Route 985: UC San Diego Shuttle |
| | | | | | 68 Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest | 103 Circulator Route 193: Iris Transit Center to San Ysidro High School |
| | | | | | 69 Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College | 104 Circulator Route 449: Palomar College area |
| | | | | | 70 Rapid 259: El Cajon Transit Center to Lemon Grove Depot | 105 Circulator Route 647: Mission Valley Loop |
| | | | | | 71 Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15 | 106 Circulator Route 648: Mission Valley Loop |
| | | | | | 72 Rapid 280: Downtown San Diego to Escondido | 107 Circulator Route 649: Kearny Mesa Loop |
| | | | | | 73 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station | 108 Circulator Route 661: Otay Mesa Loop |
| | | | | | 74 Rapid 292: El Cajon to Otay Mesa | 109 I-8 Freeway Improvements |

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

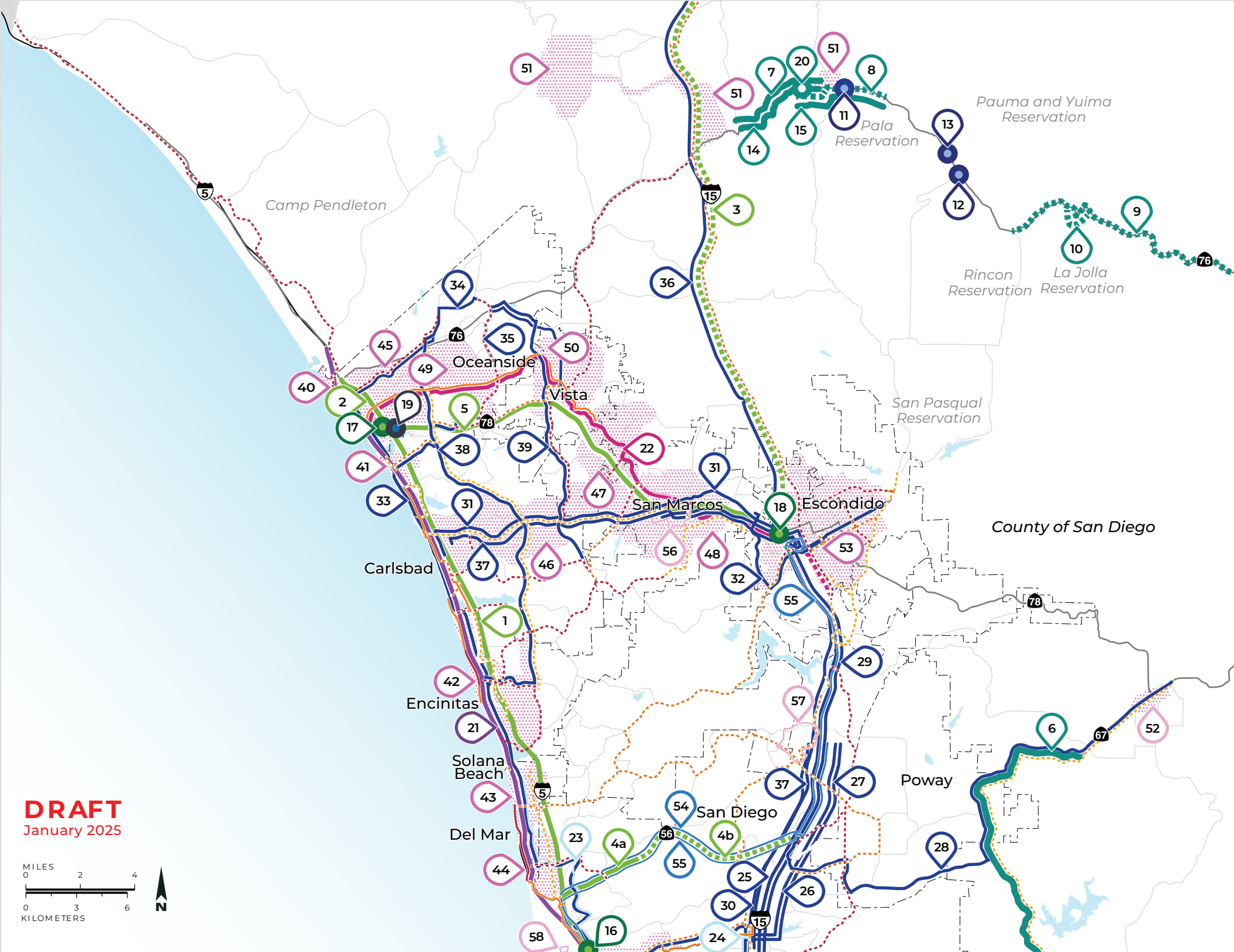


San Diego Region residents told us they needed safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.

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



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

Borrego Springs Microtransit

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

DRAFT

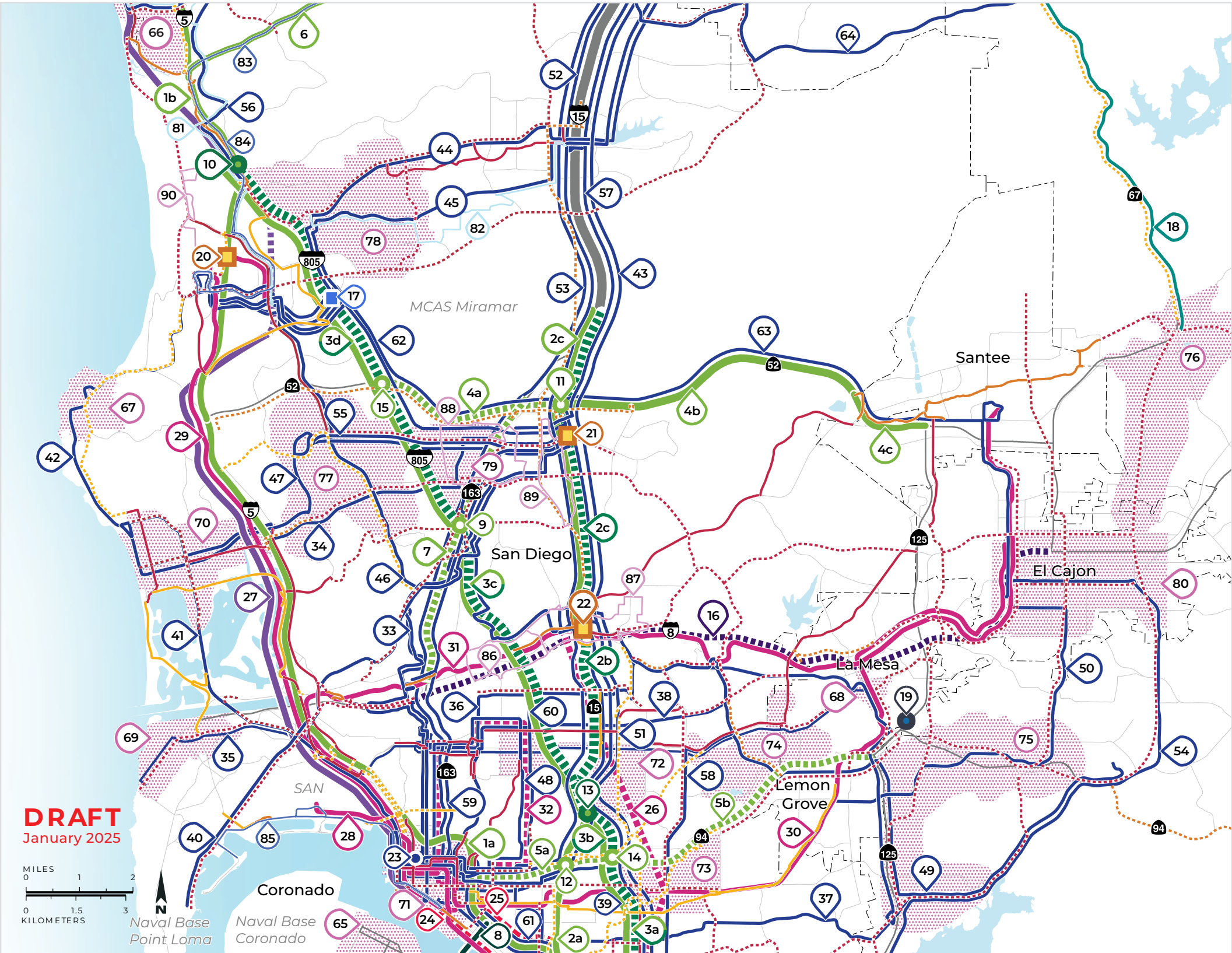
- Unlisted Projects
- Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities
- Existing Network
- Unmapped Policies
- Climate
- Digital Infrastructure
- Fix it First
- Habitat
- Health
- Housing & Land Use
- Pricing Strategies
- Transportation Demand Management
- Transportation 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 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, SPINTER, 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 SPINTER 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 SPINTER 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 SPINTER 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 | | | | |
|  | Local Bus | | | | |
|  | Circulator | | | | |
|  | 4 Managed Lanes |  | | | |
|  | 2 Managed Lanes |  | | | |
|  | 1 Reversible Managed Lane | |  | Downtown Bus Layover | |
| | | |  | Rural Corridor Improvements |  |
| | | |  | Other Freeway Improvements |  |

-
- 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: Mapleview 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

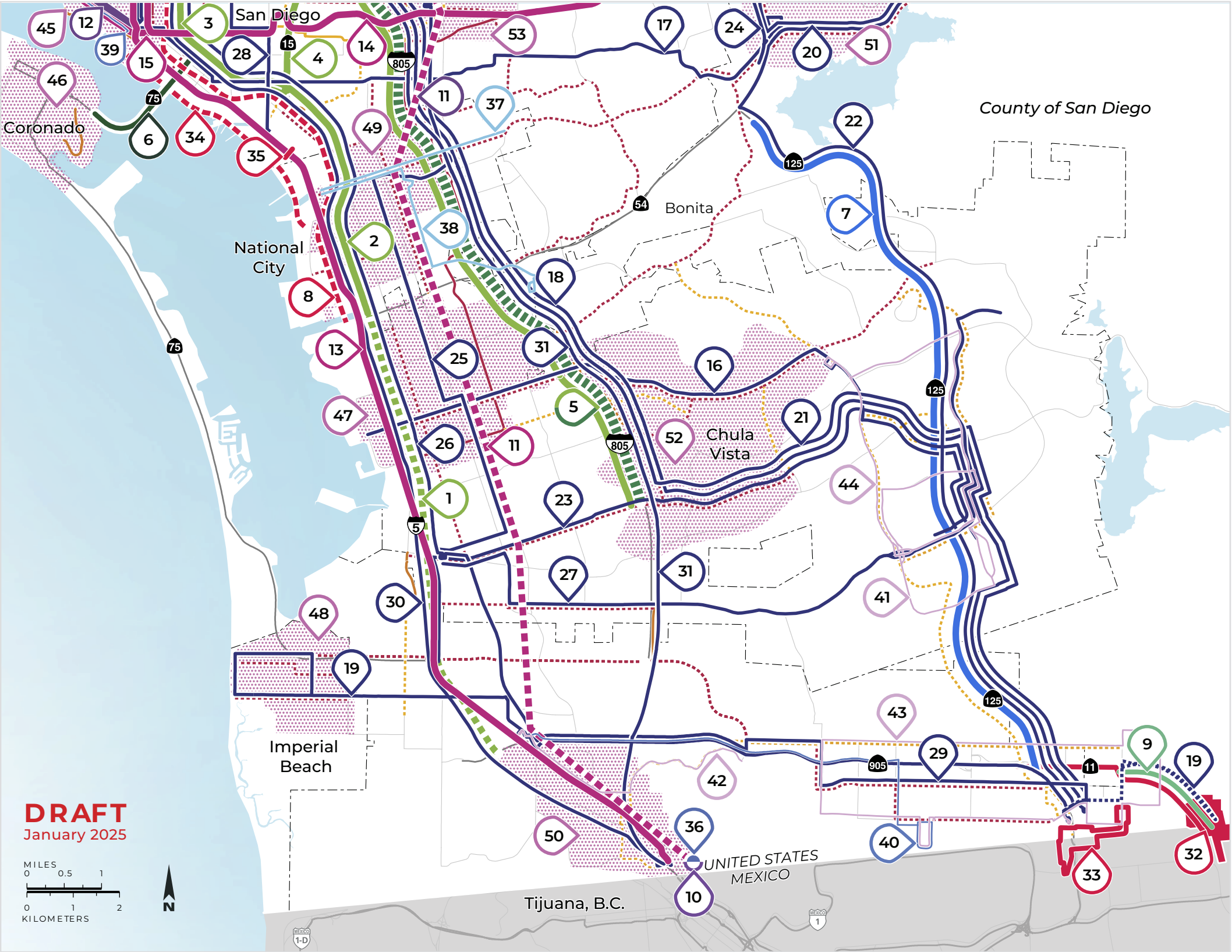
Recurring Feedback and Impact

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

TransNet Ordinance Project List
Proposed Draft 2025 Regional Plan Network Comparison Summary

Attachment 2
January 2025

Ordinance Number	Corridor	Project	Status	Proposed Draft 2025 Regional Plan Fiscally Constrained Network	Proposed Draft 2025 Regional Plan Network
1	I-15	I-15: SR 163 to SR 56 - 8F to 8F+4ML	Completed		
2	I-15	I-15: Centre City Pkwy to SR 78 - 8F to 8F+4ML	Completed		
3	I-15	I-15: SR 94 to SR 163 - 6F/8F to 8F+2HOV	In Progress	Proposed Changes	SR 94 to I-805 - 6F to 6F+2ML by 2035 I-805 to I-8 - 8F+2 Transit Lanes to 6F+2 Transit Lanes +2ML by 2050 I-8 to SR 163 - 8F to 8F+2ML by 2035, 8F and to 6F+4ML by 2050
4	I-15	HOV Connector: I-15 / SR 78	In Progress	Proposed Changes	Managed Lane connector by 2035
5	I-15	HOV Connector: I-15 / SR 94	In Progress	Proposed Changes	Managed Lane connector by 2035
6	I-15	SR 94: I-5 to I-15 - 8F to 8F+2HOV	In Progress	Proposed Changes	8F to 6F+2ML by 2050
7	I-15	BRT Route 610: Escondido Transit Center to Downtown San Diego via I-15 / SR 94 (Now Route 235)	In Progress	Same as Ordinance	In service, additional improvements by 2035
8	I-15	BRT Route 470: Escondido Transit Center to Sorrento Mesa via I-15 / Mira Mesa Blvd (Now Route 237)	Completed		
9	I-805	I-805: SR 905 to SR 54 - 8F to 8F+2HOV, reversible	In Progress	Proposed Changes	SR 905 to Palomar St - keep as 8F Palomar St to SR 54 - 8F+2HOV to 8F+2ML by 2035, and to 6F+4ML by 2050
10	I-805	I-805: SR 54 to I-8 - 8F to 8F+4ML	In Progress	Proposed Changes	SR 54 to SR 94 - 8F+2HOV to 8F+2ML by 2035, and to 6F+4ML by 2050 SR 94 to I-8 - 8F to 8F+2ML by 2035, and to 6F+4ML by 2050
11	I-805	I-805: Mission Valley Viaduct - 8F to 8F+4ML	Future Project	Proposed Changes	8F to 8F+2ML by 2035, and to 6F+4ML by 2050
12	I-805	I-805: I-8 to I-5 - 8F to 8F+4ML	In Progress	Proposed Changes	I-8 to SR 52 - 8F to 8F+2ML by 2035, and to 6F+4ML by 2050 SR 52 to I-5 - 8F+2HOV to 8F+2ML by 2035, and to 6F+4ML by 2050
13	I-805	I-805 / SR 54 Interchange Improvements and I-805/SR 94/ SR 15 Transit Connection	In Progress	Proposed Changes	I-805 (H St to SR 94) - 8F+2HOV to 8F+2ML by 2035, and to 6F+4ML by 2050 I-805 (SR 94 to SR 15) - 8F to 8F+2ML by 2035, and to 6F+4ML by 2050 I-15 / I-805 Managed Lane Connector by 2035 SR 94 / I-805 Managed Lane Connector by 2050
14	I-805	BRT Route 628: Otay Mesa to Downtown San Diego via I-805 / I-15 / SR 94 (Now known as South Bay Rapid)	Completed		

F = General Purpose Freeway Lane

HOV = High-Occupancy Vehicle Lane

ML = Managed Lane

TransNet Ordinance Project List

Proposed Draft 2025 Regional Plan Network Comparison Summary

January 2025

Ordinance Number	Corridor	Project	Status	Proposed Draft 2025 Regional Plan Fiscally Constrained Network	Proposed Draft 2025 Regional Plan Network
15	I-805	SR 94: I-805 to I-15 - 8F to 8F+2HOV	In Progress	Proposed Changes	8F to 6F+2ML+operational improvements by 2050
16	I-805	BRT Route 680: San Ysidro to Sorrento Mesa via I-805 / I-15 / SR 52	Future Project	Same as Ordinance	Rapid 688: San Ysidro to UTC by 2035 Rapid 237: UTC to Sorrento Valley (and further) by 2035
17	I-805	SR 52: I-15 to I-805 - 6F to 6F+2HOV	Future Project	Proposed Changes	6F to 4F+2ML by 2050
18	I-805	HOV Connector: I-805 / SR 52 Interchange	Future Project	Proposed Changes	Managed Lane connector by 2050
19	I-5 South	I-5: SR 905 to SR 54 - 8F to 8F+2HOV	Future Project	Proposed Changes	8F to 6F+2ML by 2050
20	I-5 South	I-5: SR 54 to I-8 - 8F to 8F+2HOV	In Progress	Proposed Changes	SR 54 to SR 15 - 8F/10F to 8F+2ML by 2035 SR 15 to I-8 - 8F to 6F+2ML by 2035
21	I-5 South	I-5: I-8 to I-805 - 8F to 8F+2HOV	In Progress	Proposed Changes	8F to 6F+2ML by 2035
22	I-5 South	Route 500 (Blue Line Trolley) Improvements	In Progress	Same as Ordinance	Ongoing improvements by 2035 and by 2050
23	I-5 South	Route 570 (Mid Coast)	Completed		
24	I-5 South	Route 634 (SuperLoop) (Now known as Routes 201, 202, and 204)	Completed		
25	I-5 North	I-5 / I-805 Merge - 16F to 16F+4ML	In Progress	Proposed Changes	Merge 6F+2ML on I-5 with 8F+2ML on I-805, resulting in 14F+2ML between the I-5/I-805 merge and SR 56 by 2035
26	I-5 North	I-5: SR 56 to Leucadia Blvd - 8F to 8F+4ML	In Progress	Proposed Changes	8F+2HOV to 8F+2ML by 2035
27	I-5 North	I-5: Leucadia Blvd to Vandegrift Blvd - 8F to 8F+4ML	In Progress	Proposed Changes	Leucadia Blvd to SR 78 - 8F+2HOV to 8F+2ML by 2035 SR 78 to SR 76 - 8F to 8F+2ML by 2035 SR 76 to Vandegrift Blvd - keep as 8F
28	I-5 North	HOV Connector: I-5 / I-805 Interchange	Future Project	Proposed Changes	Managed Lane connector by 2035
29	I-5 North	FWY Connector: I-5 / SR 56 Interchange	Future Project	Same as Ordinance	Fiscally Unconstrained
30	I-5 North	FWY Connector: I-5 / SR 78 Interchange	In Progress	Same as Ordinance	Build by 2035
31	I-5 North	Route 398 (COASTER) / BRT Route 472 Improvements	In Progress	Same as Ordinance	Ongoing improvements by 2035 and by 2050
32	SR 52	SR 52: I-15 to SR 125 - 4F to 6F+2ML (reversible)	In Progress	Proposed Changes	I-15 to Mast Blvd - 6F to 4F+2ML+1 reversible transit lane + operational improvements (including a truck climbing lane) by 2035 Mast Blvd to SR 125 - 4F to 4F+2ML by 2035

F = General Purpose Freeway Lane

HOV = High-Occupancy Vehicle Lane

ML = Managed Lane



TransNet Ordinance Project List
Proposed Draft 2025 Regional Plan Network Comparison Summary

January 2025

Ordinance Number	Corridor	Project	Status	Proposed Draft 2025 Regional Plan Fiscally Constrained Network	Proposed Draft 2025 Regional Plan Network
33	SR 52	SR 52: SR 125 to SR 67 - construct four general purpose freeway lanes	Completed		
34	SR 94/ SR 125	FWY Connector: SR 94 / SR 125 Interchange	In Progress	Same as Ordinance	Build by 2035
35	SR 94/ SR 125	SR 94: SR 125 to Steele Canyon Rd - Widen: SR 125 to Avocado Blvd (4F to 6F) Avocado Blvd to Steele Canyon (4-lane conventional highway)	Future Project	Proposed Changes	Fiscally Unconstrained SR 125 to Avocado Blvd - 4F to 4F+operational improvements Avocado Blvd to Steele Canyon - keep as 4-lane conventional highway
36	SR 94/ SR 125	SR 94/SR 125: I-805 to I-8 - 8F to 8F+2HOV	Future Project	Proposed Changes	SR 94: I-805 to SR 125 - 8F to 6F+2ML by 2050 Fiscally Unconstrained: SR 125 from SR 94 to I-8 - 6F to 6F+2ML
37	SR 94/ SR 125	Route 520 (Orange Line Trolley) Improvements	In Progress	Same as Ordinance	Multimodal operational improvements with shoulder widening for enhanced emergency access by 2035
38	SR 54/ SR 125	SR 54 / SR 125: I-805 to SR 94 - 4F/6F to 6F+2HOV	Future Project	Proposed Changes	Fiscally Unconstrained SR 54: I-805 to SR 125 - 6F to 4F+2ML SR 125: SR 54 to SR 94 - 6F to 6F+2ML
39	SR 67	SR 67: Maplevue St to Dye Rd - Widen to four-lane conventional highway	In Progress	Proposed Changes	Widen the shoulder to add evacuation lanes by 2035
40	I-8	I-8: Second St to Los Coches Rd - 4F to 6F	Future Project	Proposed Changes	Fiscally Unconstrained 4F to 4F+2ML
41	SR 78	SR 78: I-5 to I-15 - 6F to 6F+2HOV	In Progress	Proposed Changes	6F to 6F+2ML by 2035
42	SR 78	Route 399 (SPRINTER) / BRT Route 471 Improvements	In Progress	Same as Ordinance	Ongoing improvements by 2035 and by 2050
43	SR 76	SR 76: Melrose Dr to I-15 - Widen to four-lane conventional highway	Completed		
44	SR 56	SR 56: I-5 to I-15 - 4F to 6F	In Progress	Proposed Changes	I-5 to Carmel Valley Rd - 4F/6F+2HOV to 4F/6F+2ML by 2050 Carmel Valley Rd to I-15 - 4F to 4F+2ML by 2050
45	Mid-City	BRT Showcase Route 611: SDSU to Downtown San Diego via El Cajon Blvd & Park Blvd (Now known as Mid-City Rapid Route 215)	Completed		
46	Coronado Tunnel	SR 75 / SR 282 (Coronado Tunnel): Glorietta Blvd to Alameda Blvd	Future Project	Not Included	
47	Border Access	Border Access Improvements	In Progress	Same as Ordinance	Ongoing improvements by 2035 and by 2050
48	SR 125	SR 125: SR 905 to SR 54 - toll road purchase	Completed		
49	Bikeway	Bikeway	In Progress	Same as Ordinance	

F = General Purpose Freeway Lane

HOV = High-Occupancy Vehicle Lane

ML = Managed Lane

Draft 2025 Regional Plan: Performance Measures Highlights

2025 Regional Plan Goals and Performance Measures Highlights

Goal Area	Performance Measure
Convenient and reliable movement of people and goods	Access to Basic Needs (Retail, Parks, Medical Facilities) Access to Opportunities (Employment Centers, Higher Education) Access to Transit
Equitable access to essential needs and opportunities	Access to Basic Needs (Retail, Parks, Medical Facilities) Access to Opportunities (Employment Centers, Higher Education)
Healthy communities and environment for everyone	Access to Basic Needs (Retail, Parks, Medical Facilities) GHG Emission Measures Transportation Related Physical Activity
Safe transportation network for all users	Access to Bike Facilities

Access to Basic Needs (Retail, Parks, Medical Facilities) by Transit

Performance Measure	2022 Base Year	2035 Build	2050 Build
Access to Basic Needs (Retail)			
Total region - 15 minutes	71.0%	73.3%	74.1%
Low-income - 15 minutes	81.7%	82.1%	82.2%
Minority - 15 minutes	75.4%	76.7%	77.1%
Senior - 15 minutes	68.8%	71.2%	73.2%

Performance Measure	2022 Base Year	2035 Build	2050 Build
Access to Basic Needs (Parks)			
Total region - 15 minutes	62.4%	65.8%	66.8%
Low-income - 15 minutes	73.7%	75.8%	75.8%
Minority - 15 minutes	67.9%	70.1%	70.6%
Senior - 15 minutes	59.9%	63.4%	65.9%
Access to Basic Needs (Medical Facilities)			
Total region - 30 minutes	78.3%	82.1%	82.7%
Low-income - 30 minutes	86.8%	87.8%	87.9%
Minority - 30 minutes	82.3%	84.9%	85.2%
Senior - 30 minutes	76.1%	80.6%	82.2%

Access to Opportunities (Employment Centers, Higher Education) by Transit

Performance Measure	2022 Base Year	2035 Build	2050 Build
Access to Opportunities (All Employment Centers)			
Total region			
30 minutes	79.4%	83.1%	83.7%
45 minutes	79.5%	83.3%	84.0%
Low-income			
30 minutes	86.8%	88.1%	88.5%
45 minutes	86.9%	88.2%	88.6%
Minority			
30 minutes	83.3%	85.9%	86.3%
45 minutes	83.4%	86.0%	86.5%
Senior			
30 minutes	77.3%	81.6%	83.2%

Performance Measure	2022 Base Year	2035 Build	2050 Build
45 minutes	77.6%	82.0%	83.5%
Access to Opportunities (Higher Education)			
Total region			
30 minutes	68.2%	75.2%	76.1%
45 minutes	75.2%	80.4%	81.2%
Low-income			
30 minutes	78.6%	81.9%	82.6%
45 minutes	83.4%	85.6%	86.2%
Minority			
30 minutes	73.9%	79.4%	80.0%
45 minutes	80.2%	83.9%	84.5%
Senior			
30 minutes	65.6%	73.3%	75.3%
45 minutes	72.5%	78.8%	80.6%

GHG Emission Measures

Performance Measure	2022 Base Year	2035 Build	2050 Build
Change in on-road CO ₂ emissions from 2005 level (tons/day)	-5,135	-4,609	-4,592
Change in on-road CO ₂ emissions from 2005 level (pounds/day)	-4.6	-5.0	-5.0

Access to Transit: Within 0.5 Miles of Rail or Next Gen Rapid Transit Stops

Performance Measure	2022 Base Year	2035 Build	2050 Build
Total region	11.4%	33.8%	35.0%
Low-income	17.0%	42.7%	43.3%
Minority	12.7%	35.5%	36.5%
Senior	9.0%	31.2%	33.3%

Access to Bike Facilities: Within 0.25 Miles of Class I and II, Cycletrack or Bike Boulevard

Performance Measure	2022 Base Year	2035 Build	2050 Build
Total region	71.3%	76.7%	86.5%
Low-income	70.4%	77.8%	87.2%
Minority	72.3%	78.6%	88.0%
Senior	70.2%	75.5%	86.8%

Transportation Related Physical Activity

Transportation Related Physical Activity	2022 Base Year	2035 Build	2050 Build
Total Region			
Total time engaged in transportation related physical activity per capita	12.21	13.61	15.56
% of population engaged in 20 minutes or more of transportation related physical activity	16.5%	18.3%	20.0%

Revenue Summary

Local Funding	
Revenue Source	Description and Major Assumptions
TransNet	A half-cent sales tax that provides funding for transportation purposes in the San Diego region. It was approved by voters in 2004 and the 2025 Regional Plan calculations assume it will be renewed by voters beyond 2048 to cover 2049-2050.
Transportation Development Act (TDA)	A statewide one-quarter-percent sales tax for transportation purposes. This funding is based on the growth of sales taxes.
Developer Impact Fees	A fee collected from the private sector for each new housing unit constructed in their city or in unincorporated parts of the County. This is required by the Regional Transportation Congestion Improvement Program (RTCIP) and part of the TransNet Ordinance.
City/County Local Gas Taxes	Funding from the state gas tax used for transportation-related purposes. Funds are forecasted to come from: (1) The Highway Users Tax which is for local streets and road purposes in cities and the County; and (2) the Road Maintenance and Repair Act Local Streets and Roads Program.
General Fund/ Miscellaneous Local Road Funds	Funding dedicated for local streets and road maintenance and improvements. These include fines and forfeitures, interest earnings, and other miscellaneous revenue sources. These are predicted to stay consistent based on information provided in the State Controller's annual reports.
Value Capture/Joint Use Agreement	Funding estimated to be gathered through joint building development opportunities on publicly owned land at transit stations. This development is feasible at many existing and future transit stations. Estimated revenues are calculated based on SANDAG's Regional Value Capture Study.
FasTrak® Revenues	Estimated future funding from tolling based on the planned expansion of the Managed Lanes network through 2050. Forecasted funds are based on the Managed Lanes Feasibility Tool, a modeling tool used to forecast Managed Lane performance and revenues; this has been used by agencies around the country to inform Managed Lane projects.
Passenger Fares	Funding from the fares that riders of local public transit pay. These are based on data provided by our two transit operators: North County Transit District (NCTD) and Metropolitan Transit System (MTS). From 2023 forward, passenger fare revenues are based on how many people are projected to ride each route and how much the average ticket costs for each type of rider.
Motorist Aid Services – Call Box Program	Funding SANDAG receives as the regional agency responsible for assisting travelers experiencing vehicle problems while on the highway. This provides funding for various services such as responding to inquiries from the call boxes located at various intervals along freeways and rural highways.

Future Local Revenues	A future one-half cent local sales tax pending voter approval in the 2032 election, and another one-half cent measure pending voter approval in the 2036 election.
Future MTS Local Revenues	State law authorizes MTS and NCTD to propose a sales tax within their respective service areas. Funding generated from this would be for public transit purposes. MTS is currently exploring placing a proposed tax on an upcoming election ballot. The 2025 Regional Plan assumes a one-half cent tax starting in 2030.
Last Mile Delivery Fee	Revenues from a fee placed on deliveries modeled after those in other states including Colorado and Minnesota. The fee is assumed to be in place by 2028 and will aim to encourage vendors and customers to bundle orders and reduce delivery trips.
Parking Fees	Funding from parking meters that would be available to fund projects, such as micro-transit and shuttle service near parking district areas.
Toll Revenue Bonds	Public loans to fund the construction of projects in the Managed Lanes Network.
Advertising/Naming Rights/Sponsorship	Potential revenue from selling the right to name transportation assets to the private sector. These can be used to supplement operating and maintenance expenses or transportation projects. For example, MTS negotiated a naming rights deal with UC San Diego for the Mid Coast Light Rail Extension.
Air Pollution Control District Fees	Funding from vehicle registration fees to fund regional projects and studies that reduce air pollution in San Diego County.
Rideshare Company Service Fees	Revenues from service fees charged to ridesharing companies per trip. Studies find that companies such as Uber and Lyft contribute to traffic, pollution, and vehicle miles traveled. Other regions have worked to address this by applying rideshare service fees to mitigate their impacts, encourage carpooling, and generate revenue for transportation.
Local Funding Subtotal (58%)	Estimated \$75 - \$79 Billion
State Funding	
Revenue Source	Description and Major Assumptions
State Transportation Improvement Program	Funds distributed to each state for developing a statewide program of transportation projects. These are set aside for planning related to state highway improvements, intercity rail, and regional highway and transit improvements. Our county can expect to receive at least minimum portions of these, including both Regional and Interregional shares of revenue.
State Transit Assistance Program	Funds from diesel sales taxes that can be used for transit agencies' operating costs and capital projects distributed by the State Controller.

State Highway Account for Operations/Maintenance	Revenues for state highway operations and maintenance, including projects to reduce collisions and programs to rehabilitate highways. These expenditures are required by state law to be given priority over new construction and are funded before new construction projects.
Cap and Trade	Funding from the state's portion of the Cap-and-Trade Auction Revenues (fees that the industry pays to offset their pollution impact when they pollute over the legal limit) for work that reduces greenhouse gas emissions. Some of these funds are guaranteed, others are competitive.
State INFRA	Grants for freight and highway projects of national or regional significance that aim to move goods and people more safely, efficiently, and reliably in and across rural and urban areas. (This grant program has replaced FASTLANE and other federal discretionary programs)
State Managed Federal Programs	Revenues from the Highway Bridge Program, Hazard Elimination Program, and Highway Safety Improvement Program. Additional discretionary funds will also be leveraged through the Highway Infrastructure Program.
Motorist Aid Services – Freeway Service Patrol (FSP) Program	Funding to provide assistance freeway-users whose vehicles break down or in case of other accidents; these aim to reduce traffic and secondary accidents and address safety issues by removing potentially dangerous debris on state highways.
Road Maintenance and Rehabilitation Account (RMRA)	Funded by new diesel and gas taxes, a transportation improvement fee, and an electric vehicle fee; distributed to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on local streets and roads. *RMRA also provides SHOPP and Local Streets and Roads funding: those funds are included in their specific revenue estimates above, respectively.
Anticipated/Undetermined State Revenues	One-time transportation funding that could be available in cases of economic turmoil or challenging financial times. Since 2006, there have been several funding opportunities of this kind. Assumed revenues from this are based on the average annual regional income from these sources and assumes that these will continue to occur after 2028.
Department of Motor Vehicles Registration Sticker Elimination	Future funding, which can be anticipated if the state of California follows the example of other states who are reducing administrative costs by shifting registration tracking to digital only without distributing registration stickers. Our County would likely receive additional funding for transportation projects because of this.
State Housing Revenue for Transportation Infrastructure	Funding for redeveloping, developing, acquiring, rehabilitating, and preserving workforce and affordable housing, transit-oriented development, and projects promoting strong neighborhoods.
State Funding Subtotal (20%)	Estimated \$25 - \$27 Billion

Federal Funding	
Revenue Source	Description and Major Assumptions
Federal Transit Administration Discretionary	Revenues awarded for the Mid-Coast Trolley Extension project and for future major transit projects identified in the 2021 Regional Plan. Based on historical success securing funding for past projects such as the Mission Valley East Trolley, SPRINTER, and Mid-City Rapid; we anticipate receiving at least one large grant and three smaller grants every decade (beginning in 2030).
Federal Transit Administration Formula Programs	Annual funding allotted to our region based on population, population density, and transit revenue miles of service, among other factors. Projected increases of this funding were calculated using the annual program increases established by the IIJA, which are consistent with historical experience.
Low - No Emission Bus and Bus Facilities Programs	Grant funding we assume will continue to be made available for buying or leasing zero and low-emission transit buses as well as acquiring, constructing, and leasing of facilities and equipment to support these vehicles.
Congestion Mitigation and Air Quality/ Regional Surface Transportation Block Grant Program	Flexible funds which can be used for a wide range of projects and programs that help reduce traffic and air pollution. Total funds anticipated are based on estimates provided by Caltrans.
US Department of Transportation Discretionary Funding	Funding for highway and bridge projects of regional and national significance. Estimates are based on the historical track record for the region. We have successfully secured these funds for previous projects such as highways SR 905 and SR 11.
Federal Rail Administration Funds	Funds for intercity and/or intercity passenger rail. This includes funding for constructing rail projects on the national passenger rail network (which includes the LOSSAN corridor); grants for projects that improve safety, efficiency and reliability of existing intercity passenger and freight rail; and grants for eliminating dangerous railroad crossings.
Capital Investment Grants	Funding for rail and bus transit routes. Our region has partially funded numerous recent projects in this way, including MTS's Mission Valley and Mid-Coast Trolley extensions, the Rapid 215 bus route, and NCTD's SPRINTER Line.
Corridors and Borders Infrastructure/State Set-aside of STBG	Funding set aside for border projects. As a major border region, we anticipate continuing to be highly competitive for these funds and are assuming an 80 percent share.
Federal Funding Subtotal (22%)	Estimated \$27 - \$29 Billion
Total of all Funding	Estimated \$127 - \$135 Billion



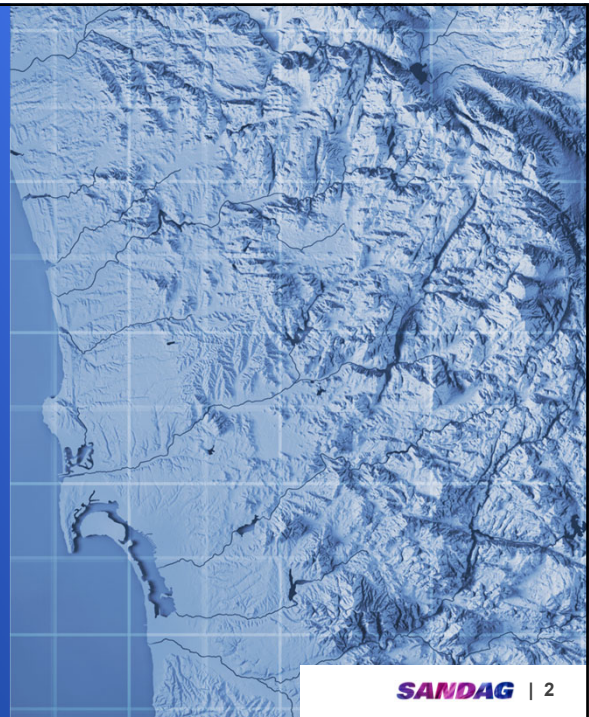
2025 Regional Plan Update

Joint Working Group | Item 3
Antoinette Meier, Senior Director of Regional Planning
February 13, 2025

1

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**

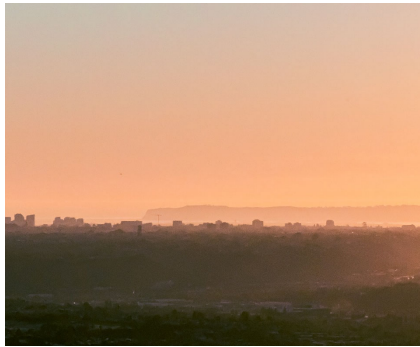


2

Major Requirements



Equity



Air Quality



Greenhouse Gas
Emissions/Vehicle Miles
Traveled

SANDAG | 3

3

Developing the Initial Concept of the 2025 Plan



- 7 Board of Directors Workshops
- 8 Community Workshops
- 5 Joint Workshops with PACs/WGs
- 45 pop-up events by CBO partners in social equity-focus communities
- More than 2,000 comments online
- More than 8,000 unique visits to website
- Online engagement regionwide

SANDAG | 4

4

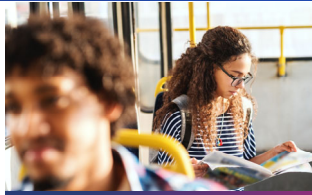
Feedback



Improve our Highways



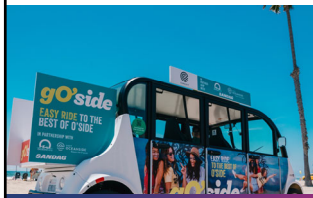
Transit isn't convenient
needs to be faster and
more frequent



School connections



Improve rural transportation
services



Microtransit needed to reach
neighborhood destinations



Expand transit more places



Problems connecting
between different types of
transportation

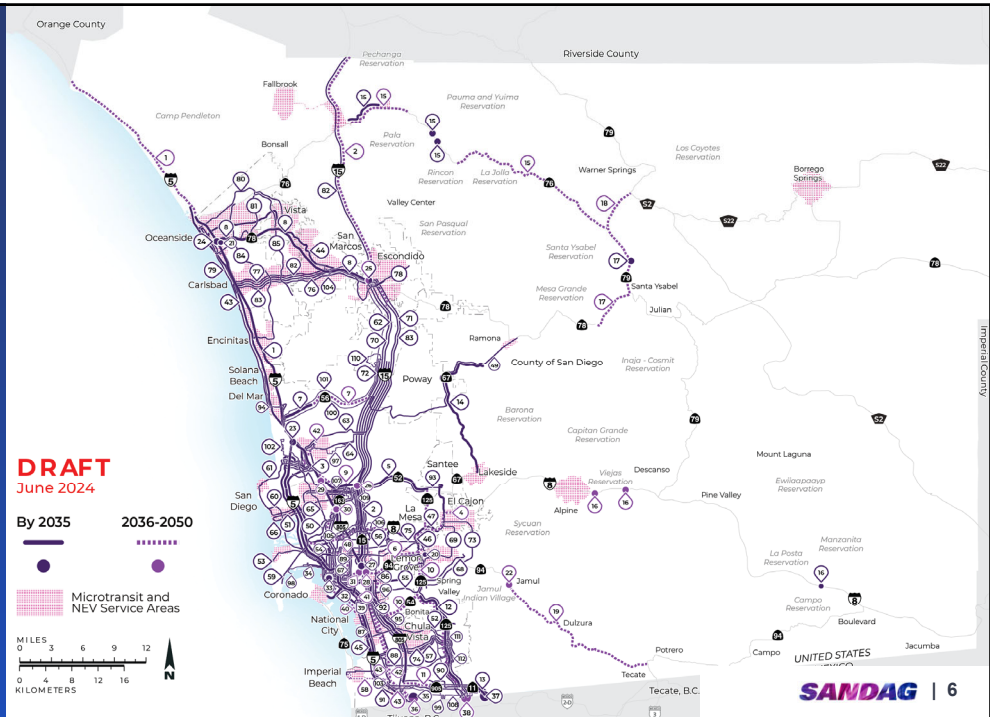


Biking and walking
safety issues

SANDAG | 5

5

Initial Concept: Transportation Network



SANDAG | 6

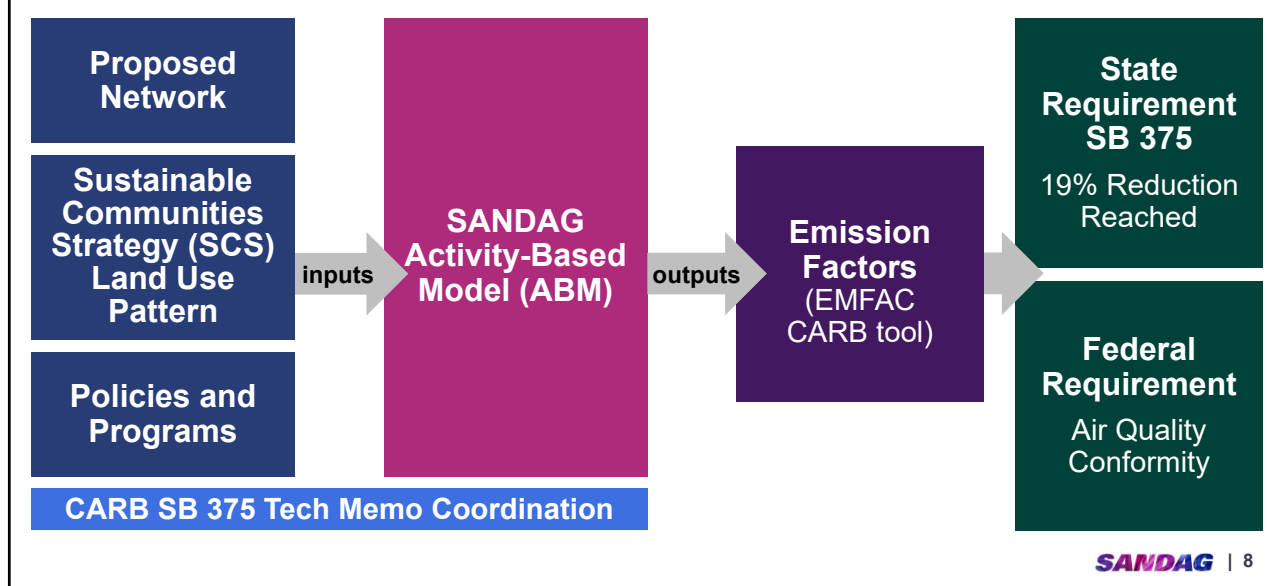
6

Proposed Policies and Programs



7

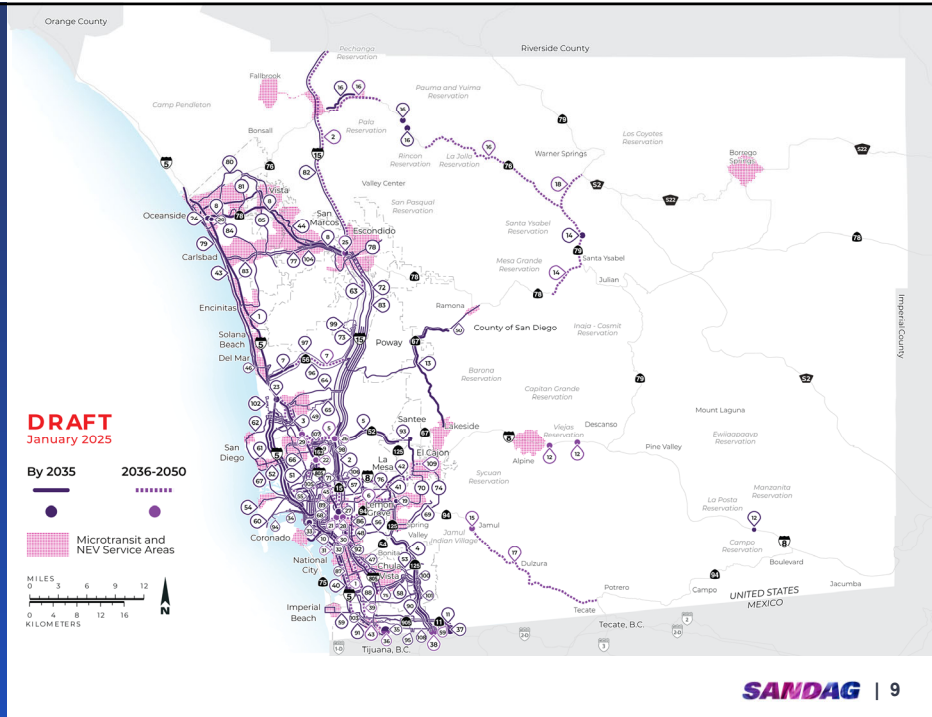
Calculating If Our Concept Will Meet the Requirements



8

Proposed Draft 2025 Regional Plan Transportation Network

- Expanded Flexible Fleet service areas
- Managed lane refinements
- Transit route and service refinements



9

Performance Measures

Convenient



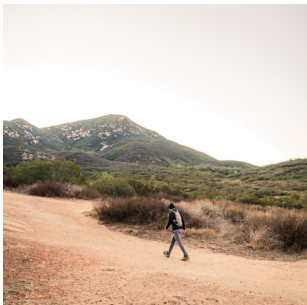
Decreased travel time for all modes including commercial vehicles

Equitable



Increased access to basic needs and opportunities

Healthy



Increase in transportation related physical activity

Safe



More safe active transportation infrastructure

SANDAG | 10

10

Estimated Cost of Implementation

\$125-133 Billion (2024\$)

- **Highway Capital**
 - Interchanges, Ramps, and Operational Improvements
 - Goods Movement
 - Managed Lanes and Connectors
 - Technology
- **Highway Operations and Maintenance**
- **Transit Capital**
 - Transit amenities
 - Transit vehicles
- **Transit and Flexible Fleet Operations**
 - Transit operations
 - Microtransit and shuttle services
 - Transit Fare Subsidies (including youth opportunity pass)
- **Active Transportation**
- **Local Streets and Roads**
- **Debt Service**
- **Policies and Programs**
 - Transportation Demand Management
 - Environmental Mitigation and Habitat
 - Zero Emission Vehicles
 - Vision Zero
 - Grant Programs (Smart Growth, Housing, and Active Transportation)

SANDAG | 11

11

Next Steps



SANDAG | 12

12

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13