



Office of the City Manager

Date: February 12, 2024
To: Honorable Mayor and Members of the City Council
Via: Maria V. Kachadoorian, City Manager *MJK*
From: Adrianna Hernandez, Special Projects & Legislative Manager
Re: State Route 125 South Bay Expressway

REFERRAL

On December 12, 2023, the City Council made a referral to the City Manager requested a report and update on the State Route 125 (SR 125) Toll Road also known as the South Bay Expressway (SBX). This memo will cover the history and development of the toll road section of the SR 125 and the City's efforts to-date toward debt elimination and removal of tolls.

BACKGROUND

Since 1959, the toll road section of the SR 125 has been a planned part of the regional freeway network and in 1984, SANDAG added Route 125 to the 20-year Regional Transportation Plan (RTP), as part of the County's future freeway system but without funding identified. According to public records, the need for SR 125 was driven by: 1) observed and expected population growth around the City of San Diego; 2) observed and expected commercial traffic growth in the southeast part of San Diego County, an area of expanding trade with Mexico at the Otay Mesa Port of Entry; and 3) observed and expected economic growth and activity in Chula Vista and Otay Mesa, which at the time were largely undeveloped.

The SR 125 was expected to achieve the following goals: 1) complete a missing link in the San Diego freeway network; 2) reduce traffic congestion in the suburbs of San Diego including the City of Chula Vista, where significant population growth was expected; 3) reduce travel time by 34 percent from Otay Mesa to San Diego and by 75 percent in the reverse direction; 4) improve regional mobility in the South Bay; and 5) give residents and businesses access to employment centers on both sides of the U.S.-Mexico border.

Due to lack of funding options, the road was pursued as a public-private partnership made possible by Assembly Bill (AB) 680. In 1989, the State Legislature approved Assembly Bill 680 which authorized Caltrans to enter into contractual agreements with private entities for the construction and operation of toll roads. This allowed the construction of the road earlier than anticipated by allowing the collection of tolls. This agreement also prohibited Caltrans from building any competing roads or improvements to the SR 125 Toll Road.

In 1991, the State of California Department of Transportation (Caltrans) and California Transportation Ventures (CTV) signed a development franchise agreement (DFA) for the project, allowing CTV to finance and construct the toll road.

The City partnered with Caltrans in 2003 and dedicated 270 acres of right-of-way to the State for the development of the SBX. This significant contribution was a cost savings to the project and critical to the public private partnership's ability to fund and build the toll road.

During the 2006 legislative session, the legislature passed Senate Bill 463, which applied solely to SR 125, and states that SR 125 shall be subject to tolls for up to 45 years. The statute further provides that SANDAG, subject to certain terms and conditions, may operate the facility and collect tolls to pay for projects within the SR 125 corridor at the end of the franchise period.

In November 2007, Caltrans entered into the SR 125 Tollway Lease with SBX LP leasing back the operational rights for a 35-year concession period through November 2042.

The SR 125 Toll Road opened in 2007 as a ten-mile stretch of SR 125 that runs from Otay Mesa Road near State Route 905 to State Route 54. The highway provides quick and convenient travel choices between eastern Chula Vista, Downtown San Diego, East County, Sorrento Valley, Interstate 8, State Route 94, Otay Mesa, and Mexico. The SBX Project connects the only commercial port of entry in San Diego to the regional freeway network. The road also connects Otay Mesa, the largest area of industrial-zoned land in San Diego County, with eastern Chula Vista and points north and east.

In 2010, CTV filed for bankruptcy and the San Diego Association of Governments (SANDAG) took advantage of a great opportunity to purchase the franchise from creditors, including the U.S. Department of Transportation, in December 2011 for \$341.5 million (35 percent of construction cost). Acquiring the toll road with the intent of removing the tolls in future years meant SANDAG could reduce the number of additional lanes planned for Interstate 805 through the South Bay. South Bay agreed to swap regional TransNet dollars approved for construction of two reversible high-occupancy vehicle lanes on I-805 (valued at \$212 million in 2010) for the acquisition of the SR 125 Toll Road. Overall, acquiring the toll road was intended to improve mobility by achieving the same level of service that is in the draft 2050 Regional Transportation Plan (RTP) 20 years earlier than planned and resulting in a net savings to the region of \$265 million. This option also would mean Caltrans would not need to maintain two reversible high-occupancy vehicles lanes.

Project Evaluation Goals for the Region

Purchasing the SR 125 toll road under *TransNet* Loan / Swap provides regional benefits

- **Improve Mobility:**
Accelerate congestion relief 20 years earlier than planned for in the RTP and continue scheduled progress on current and planned transportation projects
- **Improve LOS / Lower Costs:**
Opportunity to provide a higher level of service at a lower cost
- **Lower Tolls:**
Purchase could provide SANDAG with the opportunity to lower SR 125 toll rates
- **Location:**
SR 125 is positioned to accommodate future growth in South County
- **Flexibility:**
SANDAG would have the authority to decide how SR 125 operates, including Managed Lanes
- **Eliminate Non-Compete Clause:**
Part of Caltrans Franchise Agreement

Caltrans remains the owner of the SR 125 Toll Road and SANDAG operates, maintains, and tolls pursuant to an Amended and Restated Development Franchise Agreement (ARDFA) dated February 1, 2013 and until November 2042 when control and responsibility of the road will revert to Caltrans.

Based on recent information shared by SANDAG, below is a chart of recent historical revenues and expenses.

Recent Historical Revenues and Expenses

• Annual Net Revenues and Interest, Debt Service and DSC Ratio

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	EST FY 2024
Revenue (in thousands)							
Toll Revenue	\$ 33,122	\$ 34,236	\$ 31,434	\$ 27,802	\$ 31,561	\$ 34,872	\$ 36,615
Violations Revenues	\$ 7,295	\$ 5,648	\$ 5,064	\$ 1,302	\$ 1,460	\$ 2,283	\$ 1,000
Other Revenues	\$ 1,332	\$ 1,745	\$ 1,385	\$ 377	\$ 1,321	\$ 1,613	\$ 1,467
Interest Revenue	\$ 1,078	\$ 1,856	\$ 1,311	\$ 291	\$ 160	\$ 2,453	\$ 2,000
Total Revenues & Interest	\$ 42,827	\$ 43,485	\$ 39,194	\$ 29,772	\$ 34,502	\$ 41,221	\$ 41,082
Less: Operating Expenses	\$ (10,981)	\$ (12,318)	\$ (12,536)	\$ (11,889)	\$ (11,752)	\$ (13,649)	\$ (15,603)
Net Revenue & Interest (A)	\$ 31,846	\$ 31,167	\$ 26,658	\$ 17,883	\$ 22,750	\$ 27,572	\$ 25,479
Debt Service (B)	\$ 13,869	\$ 13,869	\$ 13,869	\$ 13,869	\$ 13,869	\$ 13,869	\$ 13,869
Debt Service Coverage Ratio (A/B)	2.30	2.25	1.92	1.29	1.64	1.99	1.84
2017 Bond DSCR Requirement	1.50	1.50	1.50	1.50	1.50	1.50	1.50

SR 125 FRANCHISE ACQUISITION FINANCING (SANDAG)

The acquisition of the SR 125 Toll Road was initially made possible by loans and funding from TransNet, the regional half-cent sales tax for transportation administered by SANDAG, and by federal loans under the Transportation Infrastructure Finance and Innovation Act (TIFIA).

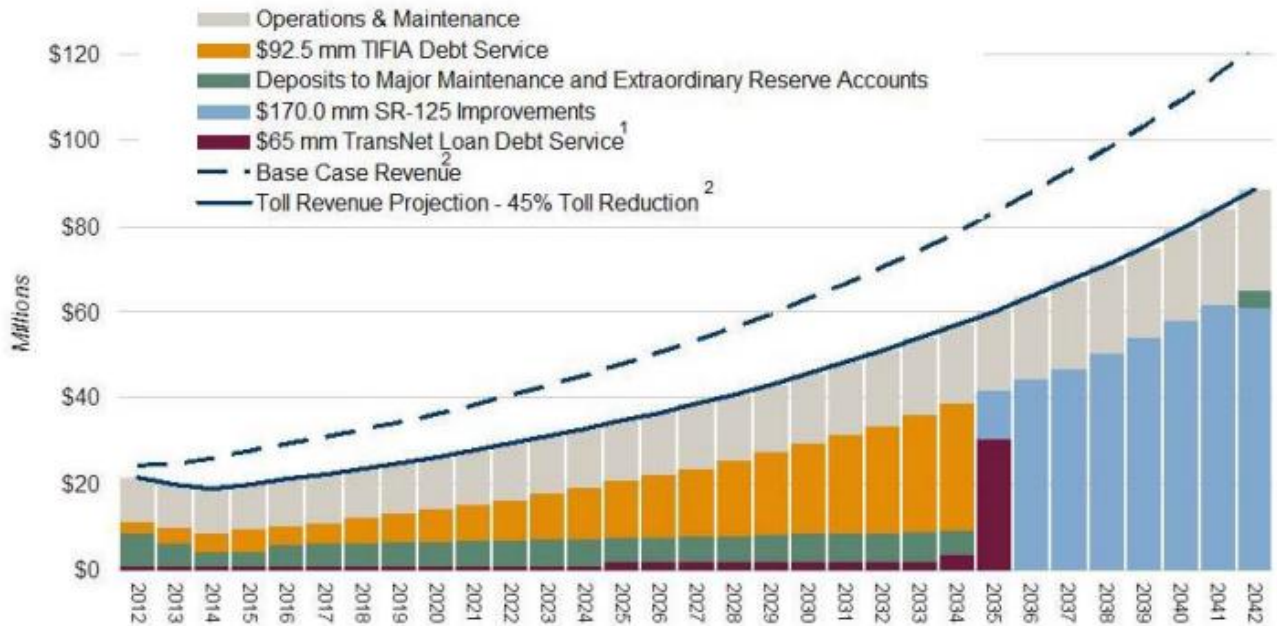
Purchase Structure	Cash	Funding Source
Cash Settlement	\$247.5 million	\$55.5 million: <i>TransNet</i> Loan (not including investment banking services fee) (Reimbursed with Toll Revenues)
		\$192 million: <i>TransNet</i> Project Swap after operations trial period (No reimbursement to <i>TransNet</i>) *
TIFIA Note	\$92.5 million	Toll Revenues
Series D	\$1.4 million	Toll Revenues
Total	\$341.5 million	

* The 2010 value of the two reversible HOV lanes project on I-805 was \$212 million. This was adjusted to \$192 million to account for the expenditure of \$20 million for environmental and design work completed.

TransNet Loan / Swap

45% reduction in tolls

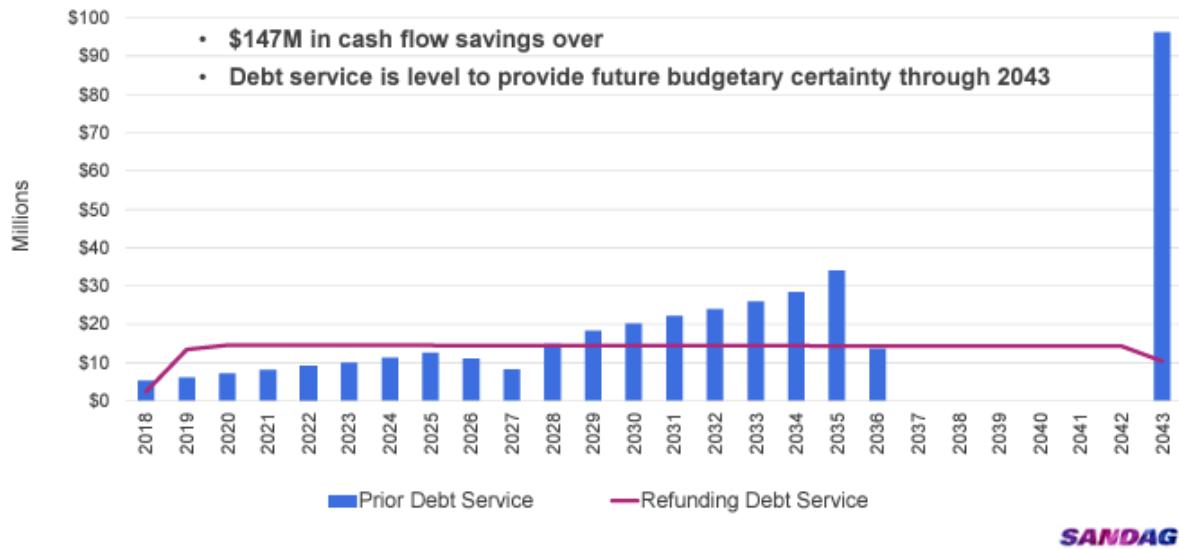
SR 125 Pro-Forma O&M and Debt Service Expenditures



1. TransNet loans \$247.5 mm to purchase SR 125 and is repaid \$65 mm; two reversible lanes in TransNet ordinance for I-805 worth \$212.0 mm, less expenditures of \$20.0 mm for environmental and design work, are swapped out for purchase of SR 125 after operations trial period.
2. Source: Stantec revenue projections.

On November 21, 2017, SANDAG issued \$194 million toll revenue bonds to refinance indebtedness incurred in connection with the acquisition of SR 125. Proceeds from the 2017 bond issuance together with other available funds were used to refund all outstanding TIFIA and TransNet notes. By securing a more conservative level debt service structure, SANDAG will save more than \$147 million over the 26-year life of the loans. Toll revenue is dedicated to repay these loans, as well as the cost of daily operations, maintenance, and capital improvements.

Prior Debt Service vs. Current Structure of Series 2017 Bonds

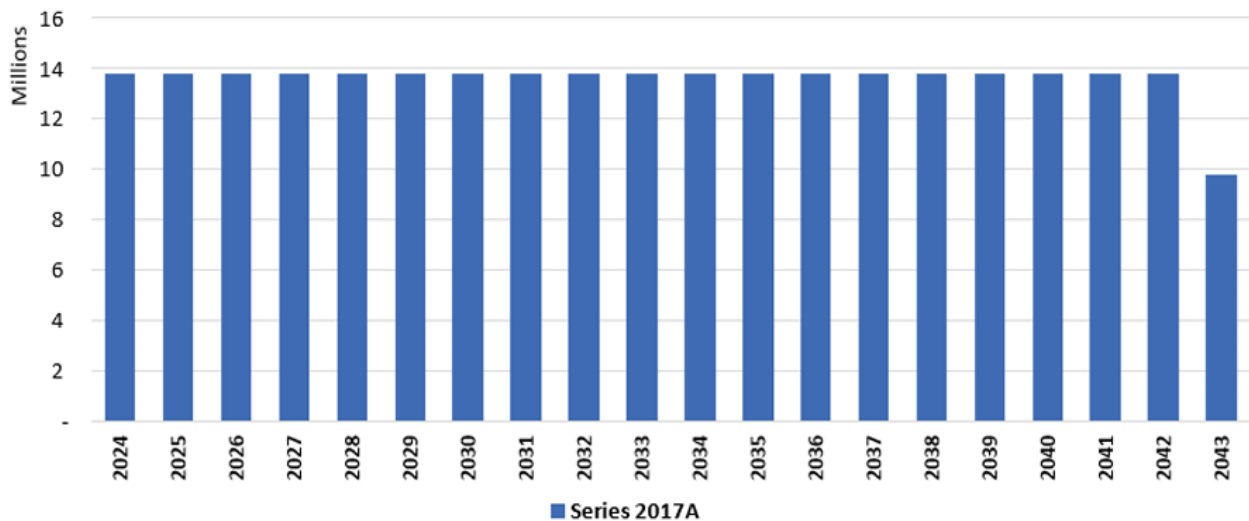


As of July 1, 2023, the debt outstanding is \$167.2 million. An annual debt service chart is provided below. The annual payment on the bonds is level at about \$13.8 million through final maturity in FY 2043.

Summary of Outstanding Debt

Series	Tax Status	Coupon Type	Original Par	Outstanding Par	Call Date	Final Maturity
2017A	Tax-Exempt	Fixed-Rate	\$194,140,000	\$167,180,000	7/1/2027	7/1/2042

Debt Service Profile



TOLL IMPACTS

CURRENT TOLL RATES (for two-axle vehicles)

<u>ORIGIN/DESTINATION</u>	<u>FAS^TRAK</u>	<u>CASH/ CREDIT CARD</u>
From Otay Mesa Road to SR-54	\$2.75	\$3.50
From Otay Mesa Road to East H Street	2.00	3.50
From Otay Mesa Road to Birch Road, Olympic Parkway, Otay Lakes/ Telegraph Canyon Road or East H Street	1.95	3.50
Any local trip between Birch Road and East H Street	0.50	2.50
Birch Road, Olympic Parkway, Otay Lakes/ Telegraph Canyon Road or East H Street to SR-54	1.70	2.50
From San Miguel Ranch Road to SR-54	1.55	2.00

Source: SANDAG.

The SR 125 Toll Road is currently the only toll road in San Diego County. The existing tolls place an undue and disproportionate burden on South Bay users and hinder the City's economic development activity in areas such as business attraction and retention. In addition, the new U.S./Mexico border crossing in Otay Mesa connects to SR 125 via SR 905. The new crossing is expected to open in 2024 and is an important connector for people and goods movement.

Based on SANDAG data, 84 percent of toll trips start or end at Chula Vista residences and businesses. With average annual toll revenues of over \$40 million, Chula Vista residents and businesses conservatively pay more than \$30 million in tolls/fines annually and since the toll road opened, have paid over \$500 million to support its construction, operation, and maintenance.

Even though SANDAG has been able to lower the tolls after refinancing of the debt in 2017 and while there is consistent usage of the toll road and positive cash flow, the full use of the facility has not been achieved. Additionally, the projected congestion relief on other highways and streets has not materialized. Today Chula Vista city streets are significantly impacted with traffic during the morning and afternoon commutes as drivers head west to take Interstates 805 and 5.

TOLL REMOVAL EFFORTS

There are three agencies connected to the operation of SR 125 Toll Road: City of Chula Vista, SANDAG, and Caltrans. Actions by each of the agencies is required to eliminate tolls on SR 125:

- 1) SANDAG and Caltrans would have to support actions to retire SR 125 toll road debt and transition to away from a toll-only state highway;
- 2) Funding would be needed for the delta between SANDAG reserves and outstanding bond balance in fiscal year 2026-27; and
- 3) Caltrans would need to assume control of the road before end of franchise lease.

Over the past couple of years, the City has been making incremental steps toward these goals in collaboration with Caltrans, SANDAG and the State Legislature.

At the March 26, 2021, SANDAG Board of Directors meeting, former Board Member and Chula Vista Mayor Mary Casillas Salas requested that the Audit Committee direct the Office of the Independent Performance Auditor (OIPA) to perform an audit on SR 125 Toll Road. Specifically, Mayor Salas's request included the period covering 2017 to 2020 to determine the following:

- A review all positions charged to the SR 125 Fund.
- Determination of personnel costs being charged to the SR 125 fund and if the charges are reasonable and appropriate.
- Determination if there is an appropriate allocation of CalPERS and OPEB pension cost allocated to the SR 125 Fund.
- A review of overhead allocations attributed to the SR 125 Fund to determine appropriate share of costs.
- Identification of expenditures of SR 125 funds for allocations to CIP projects outside of the SR 125 site and if the use was appropriate.
- Determination of proper allocation of interest earned to the SR 125 Fund.

After reviewing the request, the IPA determined that they would conduct a review to provide all the requested information. The OPIA issued its report in October 2021 (Attachment 1). This was only a review; the office did not perform an audit and therefore no opinion was expressed.

In January 2022, the Chula Vista City Council adopted a Resolution 2022-030 (Attachment 2) requesting SANDAG exercise its option to pay off SR 125 Toll Road debt in 2027 and take all other actions necessary to revert control of the SR 125 to Caltrans in 2027.

Around the same time, City staff, together with our legislative consultants at Nielsen Merksamer, began engaging with former Senator Ben Hueso regarding legislation and funding needed to retire the debt on the SR 125 Toll Road. Former Senator Hueso introduced SB 1169 which would have amended state law to remove the authority SANDAG currently has to assess tolls upon debt elimination. The bill also sought funding to assist SANDAG with gap funding which at the time was \$35 million. Although the bill did not make it out of committee, \$20 million in state funding was secured through the State Budget for SANDAG specifically to reduce the outstanding bond balance of the SR 125 Fund to support efforts to eliminate bond debt by 2027. SANDAG has confirmed they have received these funds and are being held in a restricted reserve accruing interest. In response to an inquiry by Board Member Carolina Chavez, SANDAG officials reported interest earnings totaling \$85,581 for fiscal year 2023-24 thus far.

In fiscal year 2026-27, SANDAG will have its first opportunity to call its current bonds. If the debt is eliminated early, SANDAG would save over \$73 million in borrowing costs from 2027 through 2042 and tolling would no longer be required. The franchise agreement could be terminated early and control and maintenance responsibility reverted to Caltrans. According to the most recent data provided by SANDAG, it is estimated there will be a \$19.3 million gap between the payoff amount and projected cash balances in 2027. This is after application of the \$20 million in state funding that is being held by SANDAG.

Cash Balances vs Outstanding Bond Balance

The bonds are not callable until 2027 and the last payment is in 2043

Cash Balances (in thousands)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	EST FY 2024	EST FY 2025	EST FY 2026	EST FY 2027
General	\$ 2,006	\$ 2,022	\$ 2,031	\$ 2,031	\$ 2,332	\$ 2,332	\$ 2,332	\$ 2,332	\$ 2,332	\$ 2,332
Senior Lien Expense	\$ 9,050	\$ 9,191	\$ 9,320	\$ 9,437	\$ 9,563	\$ 9,693	\$ 9,693	\$ 9,693	\$ 9,693	\$ 9,693
Debt Service Expense	\$ 13,803	\$ 13,870	\$ 13,824	\$ 13,761	\$ 13,761	\$ 13,761	\$ 13,871	\$ 13,871	\$ 13,871	\$ 13,871
O&M Expense Fund	\$ 5,817	\$ 6,751	\$ 6,181	\$ 7,721	\$ 11,625	\$ 11,578	\$ 11,694	\$ 11,811	\$ 11,929	\$ 12,048
O&M Reserves	\$ 24,173	\$ 27,008	\$ 30,004	\$ 33,571	\$ 33,660	\$ 35,812	\$ 39,811	\$ 40,888	\$ 42,932	\$ 45,079
Capital Fund	\$ 37,153	\$ 47,037	\$ 47,197	\$ 30,315	\$ 24,934	\$ 28,957	\$ 28,956	\$ 24,320	\$ 17,093	\$ 18,471
State Received Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 21,000	\$ 21,840	\$ 22,495
Total Cash Balances	\$ 92,002	\$ 105,879	\$ 108,557	\$ 96,836	\$ 95,875	\$ 102,133	\$ 126,357	\$ 123,915	\$ 119,690	\$ 123,989
Bond Balance	\$ 191,070	\$ 186,755	\$ 182,220	\$ 177,455	\$ 172,445	\$ 167,180	\$ 161,645	\$ 155,825	\$ 149,705	\$ 143,270
Cash Needed to Pay Off Bonds (bonds first call date is 2027)									\$	19,281

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At SANDAG’s May 27, 2022, Board of Directors meeting former Board Member and Chula Vista Mayor Mary Casillas Salas requested a future agenda item be scheduled to consider a proposed resolution to eliminate debt and toll-only operations on SR 125 as early as 2027. The resolution was presented to the Board of Directors on July 8, 2022, where it was adopted unanimously by the members present. The resolution affirmed the Board’s policy directives, among them:

1. Declared that elimination of debt and toll-only operations on the SR 125 is a priority;
2. Supported efforts to evaluate alternatives to toll-only operations (including managed lanes) for the SR 125;
3. Supported controlling planned operating and capital expenses in order to increase available reserve cash balances sufficient to retire the outstanding bond debt or minimize the need for additional funds to retire the remaining bond balance;
4. Supports collaborating with the City of Chula Vista and Caltrans regarding Senate Bill 1169; and
5. Directed staff to conduct a Comprehensive Multimodal Corridor Plan to analyze future options for the SR 125, develop a plan to pay off outstanding debt as early as 2027, make the SR 125 consistent with the Regional Plan, and develop strategies to revert control of the SBX to Caltrans following debt retirement.

ONGOING OPERATIONAL CHALLENGES

Operation of the SR 125 toll facilities has had its challenges throughout the years with concerns over tolling equipment, accuracy of tolling transactions, and overall effectiveness of several contractors working on the tolling operation.

Several media stories below detail some of the concerns:

www.sandiegouniontribune.com/local/story/2022-04-19/bay-toll-stations-sandag

<https://timesofsandiego.com/politics/2023/11/17/thousands-mischarged-on-the-125-south-bay-toll-road-fired-sandag-exec-alleges-in-suit/>

www.sandiegouniontribune.com/news/watchdog/story/2023-12-13/vargas-other-sandag-board-leaders-promise-action-on-flawed-state-route-125-toll-system

www.sandiegouniontribune.com/news/watchdog/story/2024-01-12/sandag-brings-in-new-contractor-to-take-over-south-bay-expressway-tolling-contract

STATUS OF SANDAG BOARD DIRECTIVES AND NEXT STEPS

The elimination of debt and toll-only operations of the SR 125 Toll Road is currently the City's top priority in the 2023-2024 Legislative Platform.

City staff had been working with SANDAG on the procurement of a contractor to develop a Comprehensive Multimodal Corridor Plan and conduct a toll analysis. This work is on pause until next year to allow for the transition of the back-office system.

City staff also will continue working with Caltrans to better understand any issues or concerns related to the early termination of the franchise agreement and reversion of operations and maintenance responsibility to the state. Caltrans has raised concerns about the unforeseen costs of maintaining the road about 15 years earlier than anticipated. These efforts may result in further requests for assistance from the state.

ATTACHMENTS

1. OIPA Report- October 2021
2. City Follow Up Letter to OIPA Report (12-13-2021)
3. City Council Resolution 2022-030
4. SANDAG Resolution 2023-022
5. SANDAG 2025 Regional Plan- Initial Concept (*SANDAG in process of modifying*)



THE OFFICE OF THE INDEPENDENT PERFORMANCE AUDITOR

October 22, 2021

Chair Zito,
SANDAG Audit Committee

Mayor Casillas Salas,
SANDAG Board of Directors Member

Subject: Independent Performance Auditor's Report on Applying Agreed Upon Procedures for SR 125

Dear Chair Zito and Mayor Casillas Salas:

As a member of the SANDAG Board of Directors, you requested that the Office of the Independent Performance Auditor (OIPA) review all monies collected and expended by the SR 125 Fund in 2017 through 2020 and determine whether they were reasonable, appropriate, and proportionately allocated. The request resulted from efforts to find additional savings that could be applied toward paying off related debt earlier than currently scheduled.

Objective

The overall objective of this Agreed-Upon Procedures (AUP) engagement is to determine whether SR 125 Fund charges and expenditures from July 1, 2017 to June 30, 2020 are appropriate, reasonable, and proportionately allocated.

This AUP engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. The OIPA makes no representation regarding the sufficiency of the procedures for the purpose of which this report has been requested or for any other purpose.

This AUP does not constitute an audit, and we do not express an opinion on the specified elements, accounts, or items. In addition, we have no obligation to perform any procedures beyond those listed in the report that were designed to address your request.

Procedures and Results

Auditors performed procedures to obtain the information for the six specific items requested in your memo. The results of these procedures, as well as any professional judgements the auditors rendered regarding the appropriateness and reasonability of allocations or charges, are presented after each procedure.

Request Item 1:

Identify all positions charged to the SR 125 Fund.

Procedure:

Auditors identified the positions charged to SR 125 from payroll files provided by SANDAG.

Results:

Table 1 below shows the number of employees working at the Toll Operations Center (TOC), as well as the number of employees working at other locations who charged time to the SR 125 Fund.

Table 1 – Employees Billed to SR 125 Fund

	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020
Employees Located at TOC ¹	72	75	73
Employees at Other Locations who Charged Time to SR 125	65	74	78

Employees working on SR 125 are located at TOC, whereas employees who work at other locations only devote a portion of their time to SR 125 matters. The figures shown in Table 1 do not include temporary employees whose costs were billed to the SR 125 Fund. Temporary employees were hired through staffing companies, and their costs are included in Table 2.

¹ Note that these figures may be overstated due to a limitation in SANDAG’s hiring and payroll system: Employees who initially worked at TOC but later transferred to other locations retain TOC as their coded work location. However, OIPA confirmed that the status does not impact the cost element of SR125.

Request Item 2:

Determine all personnel costs being charged to the SR 125 Fund and if the charges are reasonable and appropriate.

Procedure:

Auditors totaled all personnel costs charged to the SR 125 Fund from payroll files provided by SANDAG. Auditors compared personnel costs to those reported in South Bay Expressway's² audited financial statements to determine if charges are reasonable and appropriate; as a reminder, auditors did not perform an audit on documents provided by SANDAG management or staff.

Results:

Table 2 below presents labor expenses charged to the SR 125 Fund for SANDAG employees working at the TOC and at other SANDAG locations. It also identifies expenses for temporary employees who are hired through staffing agencies, as well as labor charges that are capitalized.

Table 2 – Labor Costs Charged to the SR 125 Fund

	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020
Labor Expenses for Employees at TOC	\$4,595,117	\$5,111,477	\$5,274,630
Labor Expenses for Employees at Other Locations	\$790,603	\$1,089,112	\$1,693,846
Costs for Temporary Employees	\$262,086	\$176,614	\$72,958
Capitalized Labor Charges	\$494,513	\$532,497	\$438,466

Labor expenses for SANDAG employees include salaries and fringe benefits. Fringe benefits

² Although SR125 and the South Bay Expressway differ, their financial information is similar in that the financial statements are prepared and audited separately before being combined into SANDAG's financial statements as enterprise funds.

encompass pension and other postemployment benefit costs, and they are addressed in the procedure for Request Item 3.

According to SANDAG management, temporary employees are mainly used to support the customer service and toll operations work areas. Temporary employees frequently fill positions for regular employees who have taken a leave of absence, and also fill vacant positions until permanent candidates are hired. Less frequently, temporary employees are retained to help address increases in administrative workload and clear work backlogs.

While employee salaries and related costs are usually classified as period costs according to generally accepted accounting principles, they can be classified as capital costs if they are related to the construction of an asset. In such a case, these costs are not expensed; rather, they are added to the cost of the asset, and later depreciated over the life of the asset.

Table 3 compares the figures in Table 2 to those from audited financial statements for the SR 125 Fund.

Table 3 – Variance Between Payroll and Financial Statement Figures for Labor Costs Charged to the SR 125 Fund

	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020
Payroll and Other Compensation Expenses (per Audited Financial Statements)	\$6,106,156	\$6,705,241	\$7,698,183
Totals from Payroll files	\$6,142,319	\$6,909,700	\$7,479,901
Variance amount	\$36,163	\$204,459	\$218,282
Variance percentage	0.6%	3.0%	2.9%

While there are variances between the total amounts in the payroll files and the audited

financial statements, these differences can be explained by timing differences³. Based on the auditors' review of payroll files, the comparison in Table 3, and discussions with SANDAG management, it appears that personnel costs charged to SR 125 are appropriate.

³ The start and end dates for the first and last pay period in a fiscal year generally do not coincide with the start and end dates of the fiscal year. A payroll period is two weeks long and runs from Sunday to Saturday. The start and end dates for SANDAG's fiscal year are July 1 and June 30, respectively.

Request Item 3:

Determine appropriate allocation of CalPERS and Other Post-Employment Benefit (OPEB) pension cost allocated to the SR 125 Fund.

Procedure:

Auditors totaled fringe benefit amounts (which include pension and OPEB costs) from payroll reports provided by SANDAG, reviewed fringe benefit rates, and reviewed audited financial statements and related actuarial reports.

Results:

Table 4 below presents fringe benefit costs charged to the SR 125 Fund for employees working at the TOC and at other SANDAG locations.

Table 4 – Fringe (Pension and OPEB) Costs Charged to the SR 125 Fund Per Payroll Reports

	Fringe Rate or Range	Percentage of Fringe Benefits Paid at This Rate	Fringe Amount
Fiscal Year 2018	5.36% - 28.70%	0.44%	\$9,324
	67.47% - 67.66%	22.37%	\$474,000
	73.67% - 73.68%	77.19%	\$1,635,155
			\$2,118,479
Fiscal Year 2019	1.80% - 42.39%	0.68%	\$17,924
	75.71% - 76.47%	24.56%	\$645,973
	88.68%	74.75%	\$1,965,859
			\$2,629,756
Fiscal Year 2020	1.51% - 40.95%	0.08%	\$2,295
	75.65% - 75.76%	29.87%	\$855,985
	88.29% - 88.39%	70.05%	\$2,007,737
			\$2,866,018

Although the audited financial statements for SR 125 (AKA and titled SBX) include payroll and other compensation expenses, these expenses are aggregated and do not separately show pension and OPEB payments.

Management also provided us with two actuarial reports for SANDAG. The first is GASB No. 75 Actuarial Valuation that pertains to OPEB liabilities, and the second is GASB No. 68 Actuarial Valuation that pertains to pension liabilities. GASB No. 75 report was prepared by an actuarial consulting firm, and GASB No. 68 report is issued by CalPERS. These reports are required by the respective Government Accounting Standards Board (GASB) statements.

SANDAG management also provided the OIPA’s office with supporting schedules for those reports. However, a review of these schedules was not possible due to the budget hours allotted for this AUP engagement.

Based on the auditors’ review and assuming the unaudited Indirect Cost Rate Proposal (ICRP) and Overhead rate calculations are accurate and reliable, the fringe benefit amounts appear appropriate.

Request Item 4:

Review overhead allocations to the SR 125 Fund to determine appropriate share of costs.

Procedure:

Auditors reviewed payroll reports provided by SANDAG, totaled overhead costs, and verified overhead rates charged to the SR 125 Fund.

Results:

Table 5 below presents overhead costs charged to the SR 125 Fund for employees working at the TOC and at other SANDAG locations.

Table 5 – Overhead Cost Allocations Charged to the SR 125 Fund

	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020
Overhead Expenses ⁴	\$267,890	\$434,268	\$692,552

⁴ The payroll files provided by SANDAG showed overhead charges for eleven employees located at the TOC. The OIPIA’s office reviewed these charges to understand why there were overhead charges associated with employees working at the TOC. Eight of these employees had worked at the TOC but later moved to different positions at other SANDAG locations; the remaining three were managers who had divided their time between the TOC and other locations. SANDAG’s current payroll system is not configured to recode employees who initially worked at TOC but later transfer to other locations.

Overhead rates represent an allocation of general and administrative costs. According to SANDAGs' management, they are computed as a fixed percentage of an employee's hourly pay (excluding fringe benefits). As noted below, the TOC is specifically excluded from the ICAP. However, SANDAG uses the same overhead rate as the Indirect Cost Allocation Plan (ICAP) for purpose of internal cost recovery. The overhead rates in the ICAP for fiscal years 2018, 2019, and 2020 were 76.87 percent, 78.26 percent, and 78.65 percent, respectively. The OIPA's office verified that these were the rates used in the payroll file which SANDAG provided.

Note that most indirect costs that SANDAG recovers are through reimbursements from federal grants. To recover indirect costs, SANDAG is required to prepare and submit an ICAP. The ICAP establishes indirect cost rates – which encompass employee pension and benefit costs – and provides a detailed report of SANDAG's methodology for calculating indirect costs. The ICAP is intended to ensure compliance with federal cost allocation requirements.

In the past, the ICAP has been self-prepared and reported, reviewed, and approved by the California Department of Transportation (Caltrans), but it has not been audited by Caltrans or another external party. The ICAP was identified as a high-risk area during the organization-wide risk assessment conducted by the OIPA and included in the FY 2021 annual audit plan. Although the OIPA did not have sufficient resources to audit the ICAP this fiscal year, SANDAG management informed the OIPA that the Federal Transit Administration is currently auditing the ICAP.

Based on the auditors' review of overhead charges, these charges appear appropriate.

Request Item 5:

Identify expenditures and compliance for allocations to CIP projects outside of the SR 125 site, if any.

Procedure:

Auditors reviewed budget documents, expenditure reports, and project agreements for Capital Improvement Projects (CIP) allocated to the SR 125 Fund.

Results:

SANDAG management provided auditors with a listing of five projects funded from SR 125 revenues, as well as a summary of expenditures from these projects. As a reminder these projects and associated cost were not audited by OIPA. These projects are presented in Table 6.

Table 6 – Capital Improvement Project Costs Charged to the SR 125 Fund

Project No.	Project Name	Budgeted Funding from SR 125 Revenues	Total Expended ⁵
1130102	Financial System Upgrade – Contract Management System	\$50,000	\$37,332
1142600	Joint Transportation Operations Center	1,553,000	\$64,382
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction	\$16,700,000	\$5,324,410
1280504	South Bay Bus Rapid Transit (BRT)	\$6,500,000	\$6,500,000
1390505	SR 905/125/11 Southbound Connector	\$19,200,000	\$5,893,951

⁵ As of June 30, 2020.

CIP projects are funded by a combination of federal, state, and local revenues. Federal grants and some state funding programs impose a matching requirement on grant recipients. The matching requirement obligates recipients to contribute a percentage of project costs as a condition of grant funding. Table 7 shows the percentage of funding from SR 125 revenues for each project as a percentage of total project cost.⁶

Table 7 – Percentage of Capital Improvement Project Costs Budgeted From the SR 125 Fund

Project No.	Project Name	Budgeted Funding from SR 125 Revenues	Total Project Cost	Percent from SR 125
1130102	Financial System Upgrade – Contract Management System	\$50,000	\$1,052,000	4.8 %
1142600	Joint Transportation Operations Center	\$1,553,000	\$14,518,000	10.7 %
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction	\$16,700,000	\$132,047,000	12.6 %
1280504	South Bay Bus Rapid Transit (BRT)	\$6,500,000	\$123,672,000	5.3 %
1390505	SR 905/125/11 Southbound Connector	\$19,200,000	\$68,947,000	27.8 %

For several federal funding programs, the State’s role is to simply pass federal funds to local agencies through grants or according to apportionment formulas. However, on some CIP projects, the State receives local funds from SANDAG. A Master Agreement between SANDAG and Caltrans provides a framework for collaborative agreements between the two

⁶ Note that the percentages in Table 7 do not correspond to federal match requirements, as additional local funding may also be provided by other local agencies or from other SANDAG sources.

agencies. The Master Agreement allows for the transfer of funding between the two agencies and defines the working relationship between them. Specific agreements are effected through Project Implementation Orders.

According to SANDAG management, grants that impose a matching requirement on SANDAG do not specify SANDAG’s revenue source.

OIPA auditors attempted to gather evidence that supports the percentage allocated to SR125 and was unable to obtain support. According to SANDAG management the proportion of funding allocated to the SR 125 Fund and other SANDAG revenue sources is a SANDAG management decision, made within funding eligibility requirements and based on levels of funding available.⁷

SANDAG’s compliance with federal grant funding requirements is audited annually as part of SANDAG’s Comprehensive Annual Financial Report audit. Auditors reviewed these audit reports and noted no compliance issues.

Request Item 6:

Determine proper allocation of interest earned to the SR 125 Fund.

Procedure:

Auditors reviewed budget documents and audited financial statements.

Results:

Interest income for fiscal yeas 2018, 2019, and 2020 is show in Table 8.

Table 8 – Interest Earned by SR 125 Fund

	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020
Interest Income as Reported on the South Bay Expressway’s Audited Financial Statements	\$1,077,968	\$1,856,826	\$1,310,907

SANDAG’s management asserted that the SR 125 Fund does not allocate its interest income

⁷ The decision is implicitly approved by SANDAG’s Board of Directors (Board) when the Board approves SANDAG’s Program Budget.

to other locations; that interest income generated by SR 125 bank and trustee accounts is entirely allocated to the SR 125; and that the SR 125 cash is segregated to the specific roadway alone. All interest income generated stays in the trustee and bank accounts and is utilized for future purchases solely related to the SR 125 roadway.

Restricted use: This report is intended solely for the information and use as determined by the Mayor Casillas Salas and the SANDAG Board of Directors and is not intended to be and should not be used by anyone other than the specified parties.

The OIPA would like to thank the Chief Executive Officer, Hasan Ikhata and SANDAG management and staff for their professionalism, responsiveness, and cooperation during this inquiry.

If you have additional questions, please contact me at (619) 595-5323 or mary.khoshmashrab@sandag.org.

Respectfully,



MARY E. KHOSHMAHRAB, MSBA, CPA
Independent Performance Auditor
Office of the Independent Performance
Auditor SANDAG

cc: Members of the Board of Directors (SANDAG)
 Members of the Audit Committee (SANDAG)
 Hasan Ikhata, Executive Director (SANDAG)
 Andre Douzdjian, Chief Financial Officer (SANDAG)
 OIPA Files/Website




OFFICE OF THE MAYOR
Mary Casillas Salas

MEMORANDUM

Date: December 13, 2021

TO: Hasan Ikhata, Executive Director
Mary Khoshmashrab, Independent Performance Auditor

FROM: Mary Casillas Salas, Mayor 

SUBJECT: SR 125 Review

The Office of the Independent Auditor report of October 22, 2021 has raised additional questions relative to the Toll Operations Center (Center). The report identifies that the SR 125 Enterprise fund supports 73 people working at the Center and a portion of time for an additional 78 SANDAG positions not located at the Center. The Center is a sizeable organization dedicated to the operations and maintenance of the 11 mile stretch of the SR 125 however, the Center cannot be found in SANDAG's organizational structure. We respectfully request the following additional information from SANDAG on the Center.

- An organizational chart for the Center.
- Who does the Division Director of Toll Operations report to relative to the SANDAG Organizational Chart?
- A list of all the positions with their job description that are located at the Center for fiscal year ending June 30, 2021.
- Payroll files for positions located at the Center for fiscal year ending June 30, 2021.
- A list of all the positions with their job description for all the positions that bill to the Center that are not located at the Center for fiscal year ending June 30, 2021.
- Payroll files for positions that charged to the SR 125 who are not located at the center Fiscal year ending June 30, 2021.
- An explanation on what has caused labor expenses for employees not located at the Center to more than doubled from FY 2018 to FY 2020?

- An explanation on why labor expense for employees located at the Center increased by 13 percent (\$700k) from FY 2018 to FY 2020 when the number of total FTE's only increased by one (1).
- What is the process management follows to ensure that SR 125 enterprise revenue is being applied proportionally to capital projects (i.e., the Center, BRT, Southbound connectors)? On page 11 it states that the percentage allocated to SR125 for capital project was unable to be provided because management stated that it is a management decision and not based on a percentage allocation.
- An explanation on transfers to SANDAG from the SR 125 as the amount significantly vary from fiscal year 2017 to 2020 with no explanation in the financial statements?

Our concern continues to be that the citizens of Chula Vista are contributing a disproportionate share of revenues from the SR 125 to regional capital projects and to the administration of SANDAG rather than prioritizing revenues from the Toll road to paying off the debt early.

RESOLUTION NO. 2022-030

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA REQUESTING THAT THE SAN DIEGO ASSOCIATION OF GOVERNMENTS' EXERCISE ITS OPTION TO PAY OFF SR-125 TOLL ROAD DEBT IN 2027 AND TAKE ALL OTHER ACTIONS NECESSARY TO REVERT CONTROL OF THE SR-125 TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION IN 2027 FOR ITS OPERATION AS A FREEWAY

WHEREAS, opened in 2007, South Bay Expressway (SBX) Toll Road is a ten-mile stretch of State Route 125 (SR 125) that runs from Otay Mesa Road near State Route 905 to SR 54; and

WHEREAS, the San Diego Association of Governments (SANDAG) purchased the SR-125 franchise from Creditors, including the U.S. Department of Transportation, following bankruptcy in December 2011; and

WHEREAS, the SBX owned by Caltrans and leased by SANDAG, operates as a toll road pursuant to the Amended and Restated Development Franchise Agreement (ARDFA) with the State of California, which is the agreement governing the day-to-day operations; and

WHEREAS, currently, under the ARDFA, control of SBX will revert to Caltrans in November of 2042; and

WHEREAS, South Bay residents gave up expansion of the I-805 when SANDAG purchased the SBX, making it the only toll road in the County of San Diego; and

WHEREAS, in Fiscal Year 2027, SANDAG will have an opportunity to call its debt bonds; and

WHEREAS, existing tolls place an undue and disproportionate burden on South Bay users and hinder the City's economic development activity in areas such as business attraction and retention; and

WHEREAS, the SBX connects the only commercial port of entry in San Diego and Otay Mesa, the largest area of industrial-zoned land in San Diego County, to the regional freeway network, therefore making the elimination of tolls a benefit to the region, state, and nation; and

WHEREAS, the SANDAG Board has the authority to make the retirement of the debt a budgetary priority and goal because any other system, other than elimination of tolls, would place undue burden to the South Bay and would further exacerbate the inequities in our community.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Chula Vista requests that the San Diego Association of Governments' exercise its option to pay off SR-125 Toll Road debt in 2027 and take all other actions necessary to revert control of the SR-125 to the California Department of Transportation in 2027 for its operation as a freeway.

Resolution No. 2022-030

Page No. 2

Presented by

Approved as to form by

DocuSigned by:
Mary Casillas Salas
062BFD7C0386456...

Mary Casillas Salas
Mayor

DocuSigned by:
Glen R. Googins
CF40650850444BF...

Glen R. Googins
City Attorney

PASSED, APPROVED, and ADOPTED by the City Council of the City of Chula Vista, California, this 25th day of January 2022 by the following vote:

AYES: Councilmembers: Cardenas, Galvez, McCann, Padilla and Casillas Salas

NAYS: Councilmembers: None

ABSENT: Councilmembers: None

DocuSigned by:
Mary Casillas Salas
062BFD7C0386456...

Mary Casillas Salas, Mayor

ATTEST:

DocuSigned by:
Kerry K. Bigelow
3074D104EAF342E...

Kerry K. Bigelow, MMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO)
CITY OF CHULA VISTA)

I, Kerry K. Bigelow, City Clerk of Chula Vista, California, do hereby certify that the foregoing Resolution No. 2022-030 was duly passed, approved, and adopted by the City Council at a regular meeting of the Chula Vista City Council held on the 25th day of January 2022.

Executed this 25th day of January 2022.

DocuSigned by:
Kerry K. Bigelow
3074D104EAF342E...

Kerry K. Bigelow, MMC, City Clerk

Resolution of the San Diego Association of Governments (SANDAG) Declaring Support of Eliminating the Debt and Toll-only Operations on the SR-125 by 2027

WHEREAS, the South Bay Expressway (SBX) Toll Road, opened in 2007, is a ten-mile stretch of State Route 125 (SR-125) that runs from Otay Mesa Road near State Route 905 to SR 54; and

WHEREAS, the San Diego Association of Governments (SANDAG) purchased the SR-125 franchise from creditors, including the U.S. Department of Transportation, following bankruptcy in December 2011; and

WHEREAS, the SBX, owned by Caltrans and leased by SANDAG, operates as a toll road pursuant to the Amended and Restated Development Franchise Agreement (ARDFA) with the State of California until 2042, which is the agreement governing the day-to-day operations; and

WHEREAS, purchasing the toll road with the intent of removing the tolls in future years meant SANDAG could reduce the number of additional lanes planned for Interstate 805 through the South Bay and instead divert that savings to the purchase of the toll road; and

WHEREAS, the City of Chula Vista (City) partnered with the State of California and Caltrans in 2003 and dedicated 270 acres of right-of-way to the State for the development of SR-125; and

WHEREAS, per ARDFA Section 11.4, SANDAG has the obligation to arrange for retirement of the debt and will have an opportunity to call its debt bonds and eliminate toll-only operations as early as 2027; and

WHEREAS, it is important that toll-only facilities not place an undue and disproportionate burden on South Bay users or hinder the City's economic development activity in areas such as business attraction and retention; and

WHEREAS, the new U.S./Mexico border crossing in Otay Mesa facilitates more than \$530 billion in bilateral trade on an annual basis; and

WHEREAS, the new U.S. border crossing will connect to State Route 11 immediately south of the SBX and is anticipated to reduce wait times throughout the San Diego regional U.S./Mexico border crossing network, supporting further economic integration and activity in the border region; and

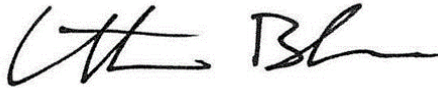
WHEREAS, a reliable north-south freeway corridor with toll free options will contribute to the bilateral trade with Mexico while providing social justice, environmental and financial benefits to the region, state and country; and

WHEREAS, the SANDAG Board of Directors has the authority to make the retirement of the debt a budgetary priority and goal.

NOW, THEREFORE, BE IT RESOLVED, that the SANDAG Board of Directors:

1. Prioritizes principles of the Regional Plan and California State Transportation Agency's Climate Action Plan for Transportation Infrastructure on the SR-125
2. Declares that elimination of debt and toll-only operations on the SR-125 is a priority;
3. Supports efforts to evaluate alternatives to toll-only operations (including managed lanes) for the SR-125;
4. Supports controlling planned operating and capital expenses in order to increase available reserve cash balances sufficient to retire the outstanding bond debt or minimize the need for additional funds to retire the remaining bond balance;
5. Supports collaborating with the City of Chula Vista and Caltrans on these efforts; and
6. Hereby directs staff to conduct a Comprehensive Multimodal Corridor Plan to analyze future options for the SR-125, develop a plan to pay off outstanding debt as early as 2027, make the SR-125 consistent with the Regional Plan, and develop strategies to revert control of the SBX to Caltrans following debt retirement.

PASSED AND ADOPTED this 8th of July 2022.



Chair

Attest:



Secretary

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

Advisory Members: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

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 different types of transportation connect easily (ex. public transit, bike lanes, or shuttles) to housing and commercial areas.



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 University Town Center (UTC) and Sorrento Mesa.



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.

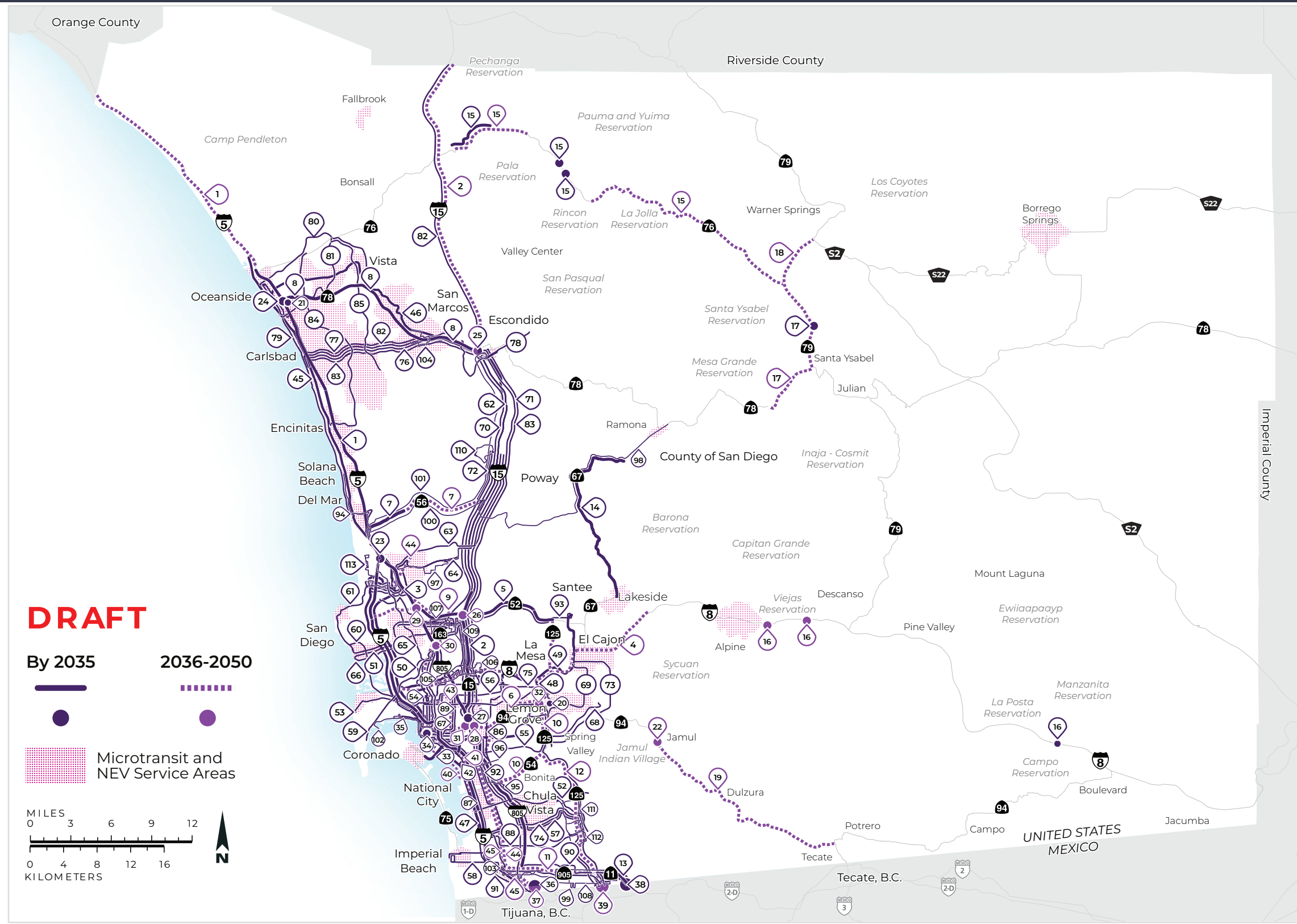


Shoulder Widening
Project that widens pavement on the side of a freeway for safety in case of emergencies.



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.

Initial Concept for the Draft 2025 Regional Plan: San Diego Region



- 1 I-5 Managed Lanes
- 2 I-15 Managed Lanes
- 3 I-805 Managed Lanes
- 4 I-8 Managed Lanes
- 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 54 Managed Lanes
- 11 SR 905 Managed Lanes
- 12 SR 125 Managed Lanes
- 13 SR 11 Roadway Connection to Otay Mesa East POE
- 14 SR 67 Improvements
- 15 SR 76 Safety & Operational Improvements
- 16 I-8 Interchange Improvements
- 17 SR 79 Intersection Improvements
- 18 SR 79 Shoulder Widening
- 19 SR 94 Shoulder Widening/Straightening
- 20 SR 125/SR 94 Interchange/Arterial Improvements
- 21 I-5/SR 78 Interchange/Arterial Improvements
- 22 SR 94 Intersection Improvements
- 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-805/SR 163 ML Connector
- 31 I-15/SR 94 ML Connector
- 32 SR 125/SR 94 ML Connector
- 33 SR 75 Coronado Bridge Reversible Managed Lane
- 34 Downtown Bus Layover
- 35 Airport Transit Connection
- 36 San Ysidro Mobility Hub
- 37 U.S.-Mexico Border Transit Connection
- 38 Otay Mesa East POE
- 39 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility
- 40 Harbor Dr Multimodal Corridor Improvements

- 41 I-5 Working Waterfront Access
- 42 Vesta Bridge: Phase 1
- 43 Balboa Park Perimeter Streetcar
- 44 Purple Line
- 45 LOSSAN Improvements
- 46 SPRINTER Improvements
- 47 Blue Line Improvements
- 48 Orange Line Improvements
- 49 Green Line Improvements
- 50 Rapid 120: Kearny Mesa to Downtown
- 51 Rapid 207: Pacific Beach to Kearny Mesa
- 52 Rapid 209: H St Trolley Station to Millennia
- 53 Rapid 210: La Mesa to Ocean Beach
- 54 Rapid 211: SDSU to Downtown via Adams Ave
- 55 Rapid 212: Spring Valley to Downtown
- 56 Rapid 215: SDSU to Downtown
- 57 Rapid 225: South Bay Rapid
- 58 Rapid 227: Otay Mesa East POE to Imperial Beach
- 59 Rapid 228: Point Loma to Kearny Mesa
- 60 Rapid 229: Downtown to Pacific Beach
- 61 Rapid 230: Balboa Station to UTC
- 62 Rapid 235: Escondido to Downtown
- 63 Rapid 237: UC San Diego to Rancho Bernardo
- 64 Rapid 238: UC San Diego to Rancho Bernardo
- 65 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
- 66 Rapid 243: Pacific Beach to Kearny Mesa
- 67 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 to Escondido
- 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
- 74 Rapid 293: Imperial Beach to Otay Ranch
- 75 Rapid 295: South Bay to Clairemont
- 76 Rapid 440: Carlsbad to Escondido Transit Center
- 77 Rapid 450: Oceanside to Escondido
- 78 Rapid 471: Downtown Escondido to East Escondido
- 79 Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
- 80 Rapid 474: Oceanside to Vista
- 81 Rapid 477: Carlsbad Village to SR 76
- 82 Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poinsettia Station
- 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 Local Route 89: Solana Beach to UTC
- 95 Local Route 195: 8th St Trolley to Plaza Bonita
- 96 Local Route 196: 8th St Trolley to Plaza Blvd
- 97 Local Route 984: Mira Mesa to Sorrento Valley
- 98 Express Route 77: Ramona to Poway
- 99 Express Route 121: Cross-Border Xpress to Iris Transit Center
- 100 Express Route 246: Rancho Bernardo to UC San Diego
- 101 Express Route 247: Escondido to UC San Diego
- 102 Express Route 993: Shelter Island to Convention Center
- 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 Circulator Route 668: Kearny Mesa Loop
- 110 Circulator Route 675: Rancho Bernardo Business Park Loop
- 111 Circulator Route 715: Otay Ranch Loop
- 112 Circulator Route 716: Lower Otay Ranch Loop
- 113 Circulator Route 985: UC San Diego Shuttle

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

Additional Map Information

Unmapped Projects

- 2025 Bike Network
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network

Unmapped Policies

- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- Parking & Curb Management
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero

Acroynms

- ML** = Managed Lane
- NEV** = Neighborhood Electric Vehicle
- POE** = Port of Entry
- OME** = Otay Mesa East

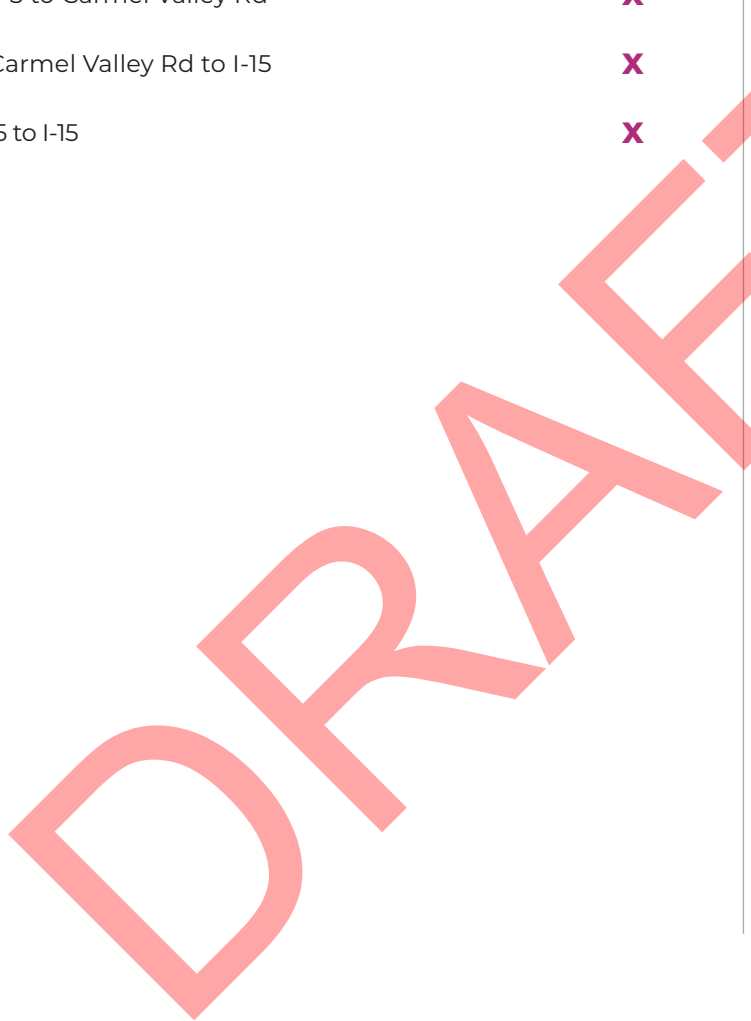
San Diego Region residents told us they needed safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.

Recurring Feedback and Impact on the Concept

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 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 useage 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

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	X
2 I-5 Managed Lanes: SR 78 to County Line	X	X
3 I-15 Managed Lanes: SR 78 to County Line	X	
4a SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
4b SR 56 Managed Lanes: Carmel Valley Rd to I-15		X
5 SR 78 Managed Lanes: I-5 to I-15		X



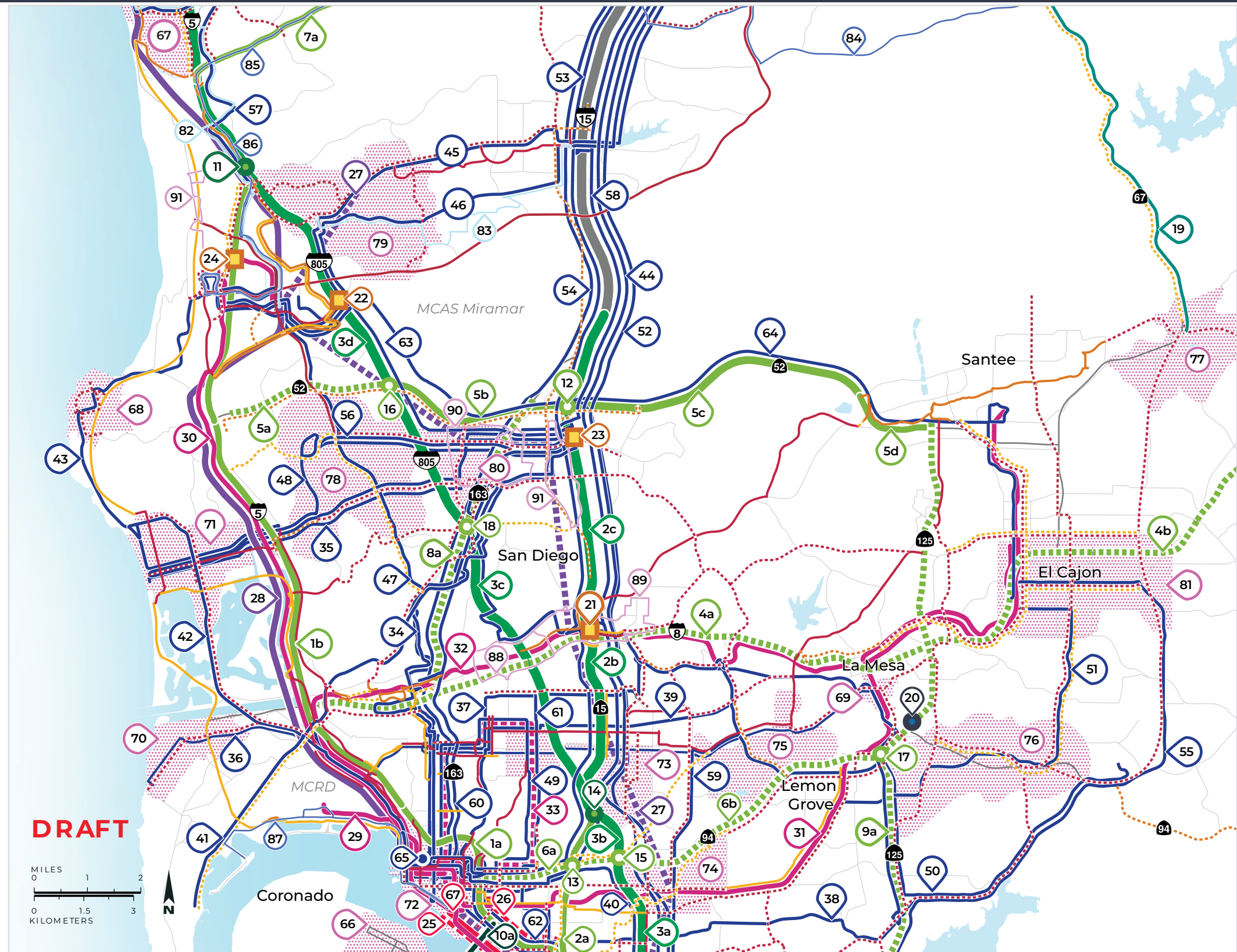
- Unlisted Projects**
2025 Bike Network
- Unmapped Projects**
Transit Frequency Enhancements
Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network
- Unmapped Policies**
Climate (includes Zero-Emission Vehicle Infrastructure)
Digital Equity
Fix it First
Habitat Conservation
Health
Housing & Land Use
Parking & Curb Management
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 on the Concept

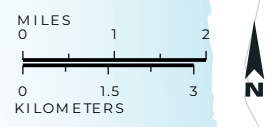
In North County, people said they needed:	What we're considering (and much more):
<ul style="list-style-type: none"> Better traffic flow on highways: especially the SR 78, SR 76 and I-15 Safer/easier connector between I-5 and SR 78 	<ul style="list-style-type: none"> Managed lanes on the SR 78 and managed 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 Otay to Escondido and another connecting Carlsbad and San Marcos 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>Twelve shuttle or microtransit service areas 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.

Initial Concept for the Draft 2025 Regional Plan: Central & East County



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By 2035	2036-2050	By 2035	2036-2050	By 2035	2036-2050
Regional Rail	Regional Rail	Managed Lanes Connector	Managed Lanes Connector	On-Street Bikeway	On-Street Bikeway
Light Rail	Light Rail	Direct Access Ramp (DAR)	Direct Access Ramp (DAR)	Off-Street Bikeway	Off-Street Bikeway
Next Gen Rapid	Next Gen Rapid	Interchange/Arterial Operational Improvements	Interchange/Arterial Operational Improvements	On-Street & Off-Street Bikeway	On-Street & Off-Street Bikeway
Express Bus	Express Bus	Rural Corridor Improvements	Rural Corridor Improvements	Goods Movement	Goods Movement
Local Bus	Local Bus	Downtown Bus Layover	Downtown Bus Layover	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)
Circulator	Circulator				
4 Managed Lanes	4 Managed Lanes				
2 Managed Lanes	2 Managed Lanes				
1 Reversible Managed Lane	1 Reversible Managed Lane				

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

Projects Outside Map Extent
Alpine Microtransit

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

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 905 Pacific Highway	X	
1b	I-5 Managed Lanes: Pacific Highway to I-805	X	
2a	I-15 Managed Lanes: I-5 to I-805		X
2b	I-15 Managed Lanes: I-805 to I-8	X	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	I-8 Managed Lanes: I-5 to SR 67	X	
4b	I-8 Managed Lanes: SR 67 to Greenfield Dr		X
5a	SR 52 Managed Lanes: I-5 to I-805		X
5b	SR 52 Managed Lanes: I-805 to I-15	X	
5c	SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
5d	SR 52 Managed Lanes: Mast Blvd to SR 125		X
6a	SR 94 Managed Lanes: I-5 to I-15	X	X
6b	SR 94 Managed Lanes: I-15 to SR-125	X	
7a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
8a	SR 163 Managed Lanes: I-8 to SR-52	X	
9a	SR 125 Managed Lanes: SR 54 to SR 52	X	
10a	SR 75 Coronado Bridge Reversible Managed Lane	X	

- Unlisted Projects**
 - 2025 Bike Network
- Unmapped Projects**
 - Transit Frequency Enhancements
 - Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
 - Existing Network
- Unmapped Policies**
 - Climate (includes Zero-Emission Vehicle Infrastructure)
 - Digital Equity
 - Fix it First
 - Habitat Conservation
 - Health
 - Housing & Land Use
 - Parking & Curb Management
 - Pricing Strategies
 - Transportation Demand Management
 - Transportation Technology & Operational Improvements
 - Vision Zero
- Acronyms**
 - DAR** = Direct Access Ramp
 - ML** = Managed Lane
 - NEV** = Neighborhood Electric Vehicle

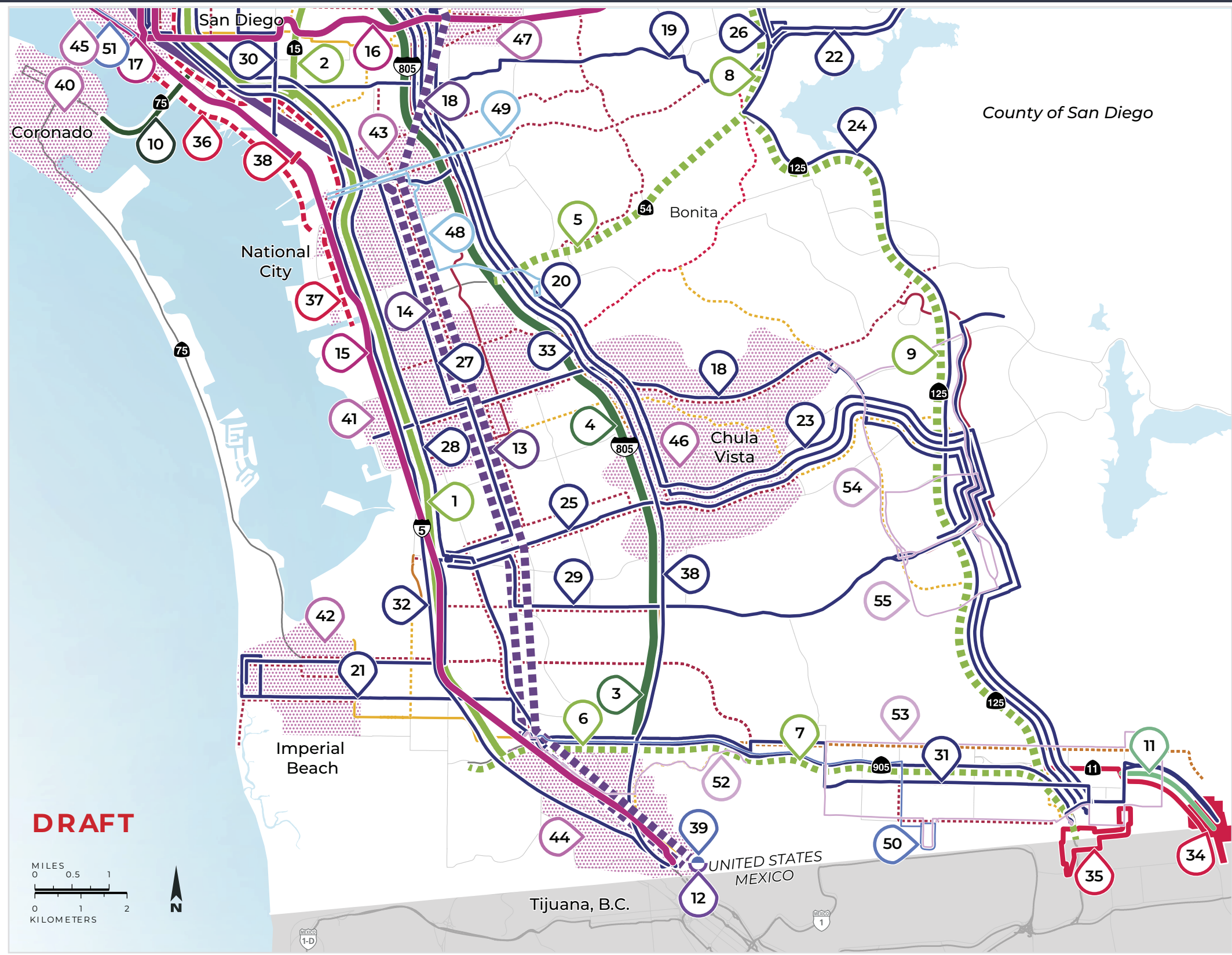
Central & East County residents told us they needed improved traffic flow on SR 52, I-8, and SR 67, the completed SR 94/SR 125 connector, faster connections to job centers, beaches, the airport, more frequent transit connections with expanded night and weekend hours, and safer walking and biking routes.

Recurring Feedback and Impact on the Concept

In San Diego, people said they needed:	What we're considering (and much more):
<p>Better public transit including:</p> <ul style="list-style-type: none"> Expanded routes and more frequent service, including later evening and more weekend hours Faster connections east to west including beach access, and east of the I-15 More connections to job centers, beaches, and major landmarks Faster transit to the airport Faster trips through high-traffic areas More bus lanes on major streets Transit station amenities like shade and lighting 	<ul style="list-style-type: none"> More Rapid buses and trolley improvements More frequent service and expanded night and weekend hours Routes maximize access to jobs and high-traffic destinations
<p>Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking</p>	<p>Twelve microtransit and/or shuttle service areas; parking district funds will partially fund shuttle service in those areas</p>
<p>Better traffic flow on and between highways including:</p> <ul style="list-style-type: none"> Smoother connections to the SR 52 I-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 lanes Converting existing lanes and adding managed lanes on I-8 Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 56, 163, and part of the 125
<p>More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including:</p> <ul style="list-style-type: none"> Between Point Loma and the Marina along the coast Around SDSU Routes that go over a freeway such as I-5 Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old Town Better connections from the I-15 bikeway over I-8 	<p>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.</p>
<p>More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers).</p>	<p>Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.</p>

In East County, people said they needed:	What we're considering (and much more):
<p>To improve highways by:</p> <ul style="list-style-type: none"> Finishing the SR 94 and SR 125 connector project Helping traffic flow on State Routes 52 and 67 	<ul style="list-style-type: none"> Improving the SR 94/125 connector Managed lanes and a truck climbing lane on SR 52 and connecting managed lanes between I-15 and SR 52 Widening the shoulder for emergency purposes on SR 67
<p>Public transportation improvements:</p> <ul style="list-style-type: none"> More Rapid transit and transit options for Cuyamaca College and La Presa Transit 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 Presa Next Gen Rapid bus routes may include infrastructure and technology to speed up trips Green and Orange Line trolley improvements More transit frequency and evening hours
<p>Microtransit and shuttles:</p> <ul style="list-style-type: none"> Connecting suburban East County to transit stops Service from unincorporated communities to San Diego 	<p>Shuttles and microtransit in Lemon Grove, El Cajon, La Mesa and in unincorporated communities in the County.</p>
<ul style="list-style-type: none"> Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roads More bike routes east to west 	<p>Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.</p>

Initial Concept for the Draft 2025 Regional Plan: South County



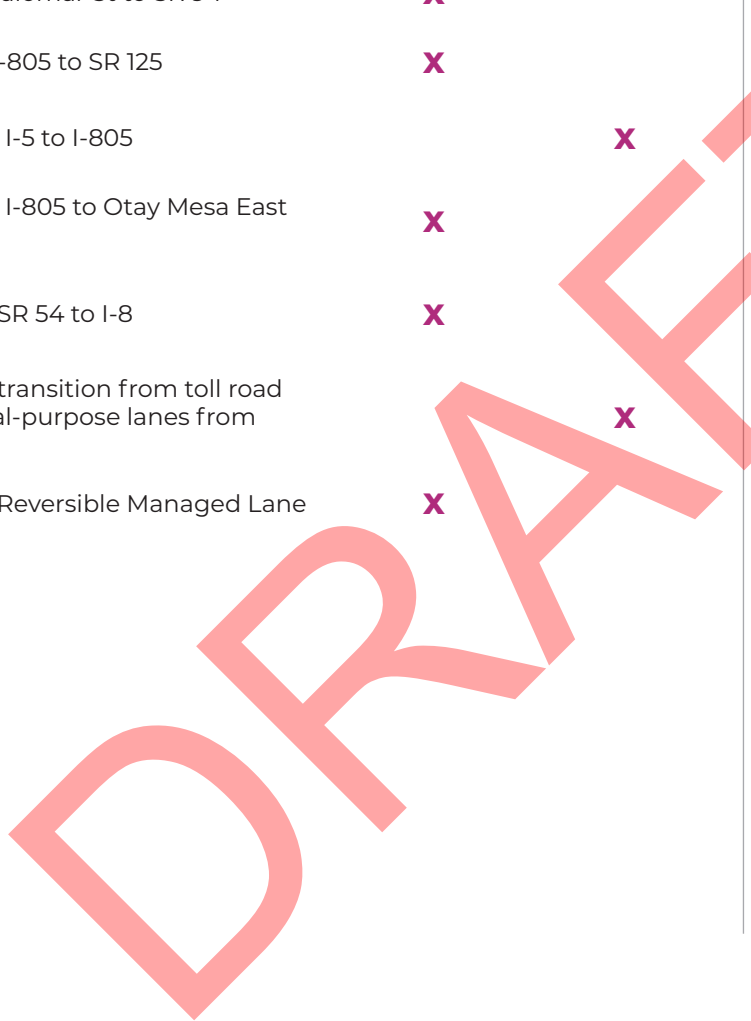
- 1 I-5 Managed Lanes: SR 905 to Pacific Hwy
- 2 I-15 Managed Lanes: I-5 to I-805
- 3 I-805 Managed Lanes: SR 905 to Palomar St
- 4 I-805 Managed Lanes: Palomar St to SR 94
- 5 SR 54 Managed Lanes: I-805 to SR 125
- 6 SR 905 Managed Lanes: I-5 to Border
- 7 SR 905 Managed Lanes: I-805 to Otay Mesa East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

By 2035	2036-2050	By 2035	2036-2050	By 2035	2036-2050
Regional Rail	Regional Rail	1 Reversible Managed Lane	1 Reversible Managed Lane	On-Street Bikeway	On-Street Bikeway
Light Rail	Light Rail	Freeway Connection to OME POE	Freeway Connection to OME POE	Off-Street Bikeway	Off-Street Bikeway
Next Gen Rapid	Next Gen Rapid	Managed Lanes Connector	Managed Lanes Connector	On-Street & Off-Street Bikeway	On-Street & Off-Street Bikeway
Express Bus	Express Bus	Goods Movement	Goods Movement	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)	Flexible Fleets (Neighborhood Electric Vehicle (NEV) or Microtransit)
Local Bus	Local Bus	U.S.-Mexico Border Transit Connection	U.S.-Mexico Border Transit Connection	Mobility Hubs	Mobility Hubs
Circulator	Circulator				
4 Managed Lanes	4 Managed Lanes				
2 Managed Lanes	2 Managed Lanes				

* See reverse for detailed Managed Lanes Key

Additional Map Information

Managed Lanes Key	Conversion of Existing Lane(s)	Additional Managed Lane(s)
1 I-5 Managed Lanes: SR 905 to Pacific Highway	X	
2 I-15 Managed Lanes: I-5 to I-805		X
3 I-805 Managed Lanes: SR 905 to Palomar St		X
4 I-805 Managed Lanes: Palomar St to SR 94	X	
5 SR 54 Managed Lanes: I-805 to SR 125	X	
6 SR 905 Managed Lanes: I-5 to I-805		X
7 SR 905 Managed Lanes: I-805 to Otay Mesa East Port of Entry	X	
8 SR 125 Managed Lanes: SR 54 to I-8	X	
9 SR 125 Managed Lanes: transition from toll road to managed and general-purpose lanes from SR 905 to SR 54		X
10 SR 75 Coronado Bridge Reversible Managed Lane	X	



- Unlisted Projects**
2025 Bike Network
- Unmapped Projects**
Transit Frequency Enhancements
Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
Existing Network
- Unmapped Policies**
Climate (includes Zero-Emission Vehicle Infrastructure)
Digital Equity
Fix it First
Habitat Conservation
Health
Housing & Land Use
Parking & Curb Management
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 on the Concept

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 Sorrento Valley via City Heights and Kearny Mesa
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 in Southeast San Diego, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, and San Ysidro.
More transit access to the Cross Border Express (CBX).	Express bus from Iris Ave trolley station to CBX and a bus route between Otay Mesa and CBX.
Faster transit access to San Diego International Airport from South County.	Adding an airport transit connection based on potential concepts currently being studied.
More protected bike lanes, pedestrian walkways, and signals overall, and specifically: <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 2037, changing the SR 125 toll road to a regular highway with a mix of free and managed lanes (use of lanes may vary depending on demand).

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.