July 7, 2021

TransNet Major Corridors and Draft 2021 Regional Plan

Overview

Funding for our transportation system comes from a variety of sources at the federal, state, and local levels. *TransNet* is a local funding source and a countywide half-cent sales tax dedicated to transportation improvements and environmental conservation in the San Diego region. Originally approved by voters in 1987, a 40-year extension of *TransNet* was approved by a majority of voters in 2004 and the ordinance language included a list of specific priority projects.

During the last 30 years, *TransNet* revenues have been leveraged to secure billions of dollars in federal and state matching funds to help complete hundreds of projects around the region—highway, bus, and rail projects as well as bike and pedestrian projects, local street repairs, habitat conservation efforts, and grant programs (*TransNet* story map located at transnettrip.sandag.org/Snapshot.aspx).

Additionally, there are projects that remain on the *TransNet* extension list of projects that are being reimagined in the draft 2021 Regional Plan as part of a regionwide system. This report explains what *TransNet* projects have been completed, what projects remain, and the approach to provide multimodal solutions in these remaining corridors as part of an integrated systems approach.

Action: **Discussion**

An overview of *TransNet* projects completed, projects remaining, and the approach to provide multimodal solutions in these remaining corridors as part of an integrated systems approach included in the draft 2021 Regional Plan will be presented. The *TransNet* Independent Taxpayer Oversight Committee is asked to discuss this information consistent with its role and responsibilities.

Fiscal Impact:

Funding for development of the 2021 Regional Plan is included in Overall Work Program Element Nos. 3102000 and 3102005 in the FY 2021 Program Budget.

Schedule/Scope Impact:

The draft 2021 Regional Plan is available for a 55+ day public comment period. The draft Environmental Impact Report will be released this summer. The Board is anticipated to adopt the 2021 Regional Plan and certify the Environmental Impact Report in late 2021.

Key Considerations

TransNet – What's Been Accomplished

For the past three decades, *TransNet* has been the driving force for improving transportation infrastructure and quality of life in the San Diego region. The regional half-cent sales tax pays for upgrades to our streets, bike and pedestrian improvements, highways, new transit routes and operations, as well as environmental protection and smart growth.

First approved by San Diego County voters in 1987, the original *TransNet* Ordinance ended in 2008 after 20 years of remarkable success. The original measure raised $3.3 billion to upgrade the region's highways – SR 52, 54, 56, 76, 78, and 125; improve more than 800 local roads; extend the San Diego Trolley and commuter rail lines; and create bike paths and walkable communities.

The *TransNet* Extension Ordinance, approved by voters in 2004, runs from 2008 to 2048. The *TransNet* Extension Ordinance has helped to provide additional mobility solutions in the region since its adoption. The following table includes only Major Corridor projects that have already been constructed or are underway. Other *TransNet* programs, such as local streets and roads and the bike program, also have contributed to improve safety and mobility.

Table 1: *TransNet* Ordinance Extension Major Corridor Projects Built or In-Progress

Corridor	Project	Completed	In-Progress
I-5 South	Blue Line Trolley Modernization	✓	
I-5 South	MidCoast Trolley Extension		Construction
I-5 South	Superloop	✓	
I-5 North	Express Lanes (SR 56 to Leucadia Blvd)		Construction
I-5 North	Express Lanes (Leucadia Blvd to Vandegrift Blvd)		Construction
I-5 North	COASTER Double Tracking		Construction
I-805	I-805 Express Lanes (905 to 54)	✓	
I-805	I-805 Express Lanes (54 to 163)		Construction/ Preliminary Engineering
I-805	I-805 Express Lanes (163 to Merge)		Design
I-805	I-805/SR 54 Interchange	✓	
I-805	South Bay Rapid	✓	
I-15	I-15 Express Lanes (SR 163 to SR 56)	✓	
I-15	I-15 Express Lanes (Centre City Pkwy to SR 78)	✓	
I-15	I-15/ SR 78 HOV Connectors		Environmental
I-15	BRT (Escondido Transit Center to Downtown)	✓	
I-15	Mira Mesa BRT	✓	
SR 52	SR 52 Express Lanes (SR 15 to SR 125)		Environmental
SR 52	SR 52 Extension (SR 125 to SR 67)	✓	
SR 67	SR 67 Widening		Environmental
SR 78	SR 78 Express Lanes and Connectors		Environmental
SR 78	SPRINTER		Preliminary Study Report
SR 94/ SR 125	SR 94/125 Connector		Right-of-Way
SR 94/ SR 125	Orange Line Trolley Modernization	✓	
SR 76	SR 76 Widening (Melrose to I-15)	✓	
Mid-City	Mid-City BRT (SDSU to Downtown)	✓	
Border Access	Border Access Improvements		Various*

* The Border Access list of projects are in various phases of work. SR 11 and Otay Mesa Port of Entry is currently in Design, SR 905/125/11 Southbound Connectors, Siempre Viva Interchange, SR 125/905 Southbound Connector projects are in Construction, and a Traffic and Revenue Study is underway

TransNet – What Remains

While a majority of *TransNet* extension ordinance projects have been started or built, there are 22 projects that have not yet begun. These include the following projects:

Table 2: *TransNet* Extension Ordinance Remaining Projects

Corridor	Project	Future Project
I-5 South	I-5 South Express Lanes (SR 905 to SR 54)	✓
I-5 South	I-5 South Express Lanes (SR 54 to I-8)	✓
I-5 South	I-5 Express Lanes (8 to Merge)	✓
I-5 North	I-5/I-805 Merge (Express Lanes)	✓
I-5 North	I-5/I-805 HOV Connectors	✓
I-5 North	I-5/SR 56 Freeway Connectors	✓
I-5 North	I-5/SR 78 Freeway Connectors	✓
I-8	I-8 Widening (2nd to Los Coches)	✓
I-805	I-805 Express Lanes (Mission Valley Viaduct)	✓
I-805	SR 94 (I-805 to I-15)	✓
I-805	BRT Service from San Ysidro to Sorrento Mesa	✓
I-805	SR 52 Express Lanes (I-15 to I-805)	✓
I-805	I-805/SR 52 HOV Connectors	✓
I-15	I-15 Express Lanes (SR 94 to SR 163)	✓
I-15	I-15/SR 94 HOV Connectors	✓
I-15	SR 94 (I-5 to I-15) and Connectors	✓
SR 56	56 Widening and Connectors (I-5 to I-15)	✓
SR 94/ SR 125	SR 94 Widening (SR 125 to Steele Canyon)	✓
SR 94/ SR 125	SR 125 Express Lanes (I-805 to I-8)	✓
SR 54/SR 125	SR 54 Express Lanes (I-805 to SR 94)	✓
Coronado Tunnel	Coronado Tunnel (Glorietta Blvd to Alameda Blvd)	✓

NOTE: In 2010 the constituents of Coronado rejected continuing with design and environmental documentation of the Coronado Tunnel (last project in the above table).

How does the draft 2021 Regional Plan meet the needs of these remaining corridors?

The draft 2021 Regional Plan is a 30-year blueprint that considers how we will grow, where we will live, and how we will move around the region. It presents an opportunity to reimagine regional mobility including those corridors included in the *TransNet* Ordinance. The draft 2021 Regional Plan puts forward a bold new approach to the regional transportation system to solve for three key challenges: safety and traffic congestion, social inequities, and state and federal requirements to reduce greenhouse gas emissions and air pollution.

Additionally, State Senate Bill 743 stipulates that California Environmental Quality Act analysis can no longer use road congestion or the amount of time a driver is delayed as a metric. Instead, vehicle miles traveled is the new metric to evaluate impacts based on the distance people drive.

A data driven approach was followed to re-imagine the future transportation system including the remaining *TransNet* Extension Ordinance corridors. Attachment 1 includes tables that show specific remaining *TransNet* projects by corridor and what is proposed in those corridors in the Regional Plan so that all of the details are available and transparent. With this information, the intent is that a review can be performed given the comprehensive nature that is taken to address regional mobility needs in the Draft 2021 Regional Plan.

***TransNet* Independent Taxpayer Oversight Committee Role in Development of the Regional Plan**

The *TransNet* Extension Ordinance includes the following regarding committee responsibilities as they relate to Regional Plan updates (Page 45):

> *5. Provide recommendations as part of the 10-year review process. This process provides an opportunity to undertake a comprehensive review of the TransNet program every 10 years and to make recommendations for improving the program over the subsequent 10 years. This review process should take into consideration the results of the TransNet-funded improvements as compared to the performance standards established through the Regional Transportation Plan and the Regional Comprehensive Plan.*

Consistent with its role, the committee provided recommendations as part of the Ten-Year Review process conducted in FY 2019. As part of that review, themes emerged for consideration by the Board of Directors. These included, among others, that given changes in the transportation landscape over the last decade, SANDAG must continually reevaluate whether the portfolio of projects remaining to be completed are the best mix for achieving congestion relief and other goals of the *TransNet* program. Additional information is available at sandag.org/transnet10yearreview.

Next Steps

Staff will continue to keep the committee informed as the 2021 Regional Plan is finalized for Board of Directors' action anticipated in December 2021.

Coleen Clementson, Director of Regional Planning

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org

Attachment: 1. Remaining *TransNet* Major Corridor Projects and Draft 2021 Regional Plan Comparison Tables

Remaining *TransNet* Major Corridor Projects and Draft 2021 Regional Plan Comparison Tables

I-5 South (Border to I-805/I-5 Merge)

TransNet improvements include:

- I-5 (SR 905 to I-805/I-5 Merge): 2 HOV Lanes
- BRT service from San Ysidro to Sorrento Mesa (10 min peak frequencies)
- Mid-Coast Trolley
- Coaster Frequency Enhancements: 20 min peak/ 60 min off-peak

Draft 2021 Regional Plan includes:

Complete Corridors

- I-5 (SR 905 to H Street): Conversion of 2 General Purpose Lanes to Managed Lanes + I-5/SR 905 Managed Lane Connectors
- I-5 (H Street to I-805/I-5 Merge): Conversion of 2 General Purpose Lanes to Managed Lanes + 2 Additional Managed Lanes[i] + I-5/I-805, and I-5/SR 15 Managed Lane Connectors + I-5/SR 94 Connectors
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[ii]
- Airport Connectivity Improvements to facilitate access in and around the San Diego International Airport and future Central Mobility Hub

Transit Leap

- Mid-Coast Trolley *(opening Fall 2021)*
- Blue Line Station Improvements (Border to UTC), Frequency Enhancements (7.5 min all day), and Grade Separations
- Rapids 630 and 640 (Iris to Kearny Mesa via I-5 and San Ysidro to Central Mobility Hub via I-5), Rapid 910 (Coronado to Downtown San Diego), and Rapid 950 (Otay Mesa to Imperial Beach)
- Airport Automated People Mover
- Commuter Rail 583 (Central Mobility Hub to Border), Commuter Rail 398 (Oceanside to Downtown San Diego) COASTER frequency enhancements (20 min peak/ 60 off-peak)
- Tram Route 555 (Downtown SD/Golden Hill/South Park/North Park/University Heights/Hillcrest)
- San Diego – Coronado Ferry
- San Ysidro Mobility Hub
- Central Mobility Hub
- Mobility Hub community amenities[iii]
- Flexible Fleet services[iv]

Goods Movement

- Regional Border Management System
- I-5 Working Waterfront Access
- Vesta Bridge – Phase 1
- Harbor Drive Multimodal Corridor Improvements

Active Transportation

- 30 Active Transportation improvements (e.g. Bayshore Bikeway, Coastal Rail Trail, and Pacific Coast Highway)

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

I-5 North (I-805/I-5 Merge to Vandegrift)

TransNet improvements include:

- I-5 (I-805 to Vandegrift Blvd): 4 Managed Lanes
- I-5/SR 56 Connector: West to North and South to East
- Coaster Frequency Enhancements: 20 min peak/ 60 min off-peak

Draft 2021 Regional Plan includes:

Complete Corridors

- I-5 (I-805 to SR 56): Conversion of 2 General Purpose Lanes to Managed Lanes
- I-5 (Manchester to SR 78): 2 HOV Lanes (under construction)
- I-5 (SR 56 to Harbor Dr): Conversion of 2 General Purpose Lanes to Managed Lanes + I-5/SR 56 and I-5/SR 78 Connectors
- I-5 (Harbor Drive to County Line): Conversion of 2 General Purpose Lanes to Managed Lanes
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[v]
- Direct Access Ramps: I-5/Voigt Drive

Transit Leap

- Commuter Rail 398 (Oceanside to Downtown San Diego) COASTER frequency enhancements (20 min peak/ 60 min off-peak), Del Mar Tunnel, Additional Stations, Grade Separations, and Sorrento Mesa Branch and UTC Tunnels
- Rapid 473 (Oceanside to Solana Beach)
- Mobility Hub investments[vi]
- Flexible Fleet investments

Active Transportation

- Coastal Rail Trail Del Mar, Coastal Rail Trail Encinitas, and Encinitas to San Marcos Corridor

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

I-8 (I-5 to El Cajon)

TransNet improvements include:

- I-8 (2nd Street to Los Coches Road): 2 Additional General Purpose Lanes

Draft 2021 Regional Plan includes:

Complete Corridors

- I-8 (I-5 to 2nd Street): Conversion of 2 General Purpose Lanes to Managed Lanes + 2 Additional Managed Lanes + I-5/I-8 Connectors
- I-8 (2nd Street to Greenfield Drive): Conversion of 1 General Purpose Lane to Managed Lane + 3 Additional Managed Lanes[vii]

- Willows Road Interchange Improvements
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[viii]

Transit Leap

- Commuter Rail 581 (Downtown San Diego to El Cajon)
- Green Line Trolley (Route 530) Frequency Enhancements (7.5 min all day)
- Rapid 10 (La Mesa to Ocean Beach)
- Mobility Hub investments[ix]
- Flexible Fleet investments

Active Transportation

- 11 Active Transportation Improvements (e.g. San Diego River Trail, Santee-El Cajon Bike Connector, and Hillcrest – El Cajon Corridor)

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

I-805 (SR 905 to I-5)

TransNet improvements include:

- I-805 (SR 905 to Palm Ave): 2 HOV Lanes
- I-805 (SR 54 to SR 15): 2 Additional Managed Lanes
- I-805 (SR 15 to Balboa Ave): 4 Managed Lanes
- I-805 (Balboa Ave to I-5): 2 Additional Managed Lanes + I-805/I-5 and I-805/SR 52 HOV Connectors
- San Ysidro to Sorrento BRT (10 min peak frequencies)

Draft 2021 Regional Plan includes:

Complete Corridors

- I-805 (SR 905 to Palm Ave): Conversion of 2 General Purpose Lanes to Managed Lanes + 2 Additional Managed Lanes[x] + I-805/SR 905 Managed Lane Connectors
- I-805 (Palm Ave to I-15): Conversion of 2 General Purpose Lanes to Managed Lanes + I-805/SR 94 and I-805/SR 54 Managed Lane Connectors
- I-805 (I-15 to I-8): Conversion of 2 General Purpose Lanes to Managed Lanes + 2 Additional Managed Lanes[xi] + I-805/I-8 Managed Lane Connectors
- I-805 (I-8 to Mesa College Dr): Conversion of 4 General Purpose Lanes to Managed Lanes
- I-805 (Mesa College Dr to Balboa Ave): Conversion of 2 General Purpose Lanes to Managed Lanes + 2 Additional Managed Lanes[xii] + I-805/SR 163 Managed Lane Connectors
- I-805 (Balboa Ave to I-5/I-805 Merge): Conversion of 2 General Purpose Lanes to Managed Lanes +I-805/SR 52 Managed Lane Connectors + Transit Operational Improvements: I-805/Nobel Drive
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[xiii]

Transit Leap

- Rapid 41 (Fashion Valley to UTC), Rapid 120 (Kearny Mesa to Downtown San Diego), and Rapid 295 (South Bay to Sorrento Valley) (10 min frequencies all day)

- Commuter Rail 582 (National City to Sorrento Mesa) and Commuter Rail 582 (San Ysidro to National City)
- Mobility Hub investments[xiv]
- Flexible Fleet investments

Active Transportation

- 3 Active Transportation Improvements (Encanto to Chula Vista, National City Connections, and I-805 Connector – Bonita Rd to Floyd Ave)

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

SR 15 and I-15 (I-5 to Riverside County)

TransNet improvements include:

- I-15 (I-8 to SR 163): 2 HOV Lanes
- SR 15/SR 94 and I-15/SR 78 HOV Connectors
- Escondido to Downtown San Diego BRT (10 min peak/ 15 min off peak frequencies)

Draft 2021 Regional Plan includes:

Complete Corridors

- SR 15 (I-5 to I-805): 2 Managed Lanes + SR 15/I-805 Managed Lane Connectors
- SR 15 (I-805 to I-8): Conversion of 2 General Purpose Lanes to Managed Lanes + I-15/I-8 Managed Lane Connectors
- I-15 (I-8 to SR 163): Conversion of 2 General Purpose Lanes to Managed Lanes + 2 Additional Managed Lanes + I-15/SR 52 Managed Lane Connectors + I-15/Clairemont Mesa Blvd Direct Access Ramps
- I-15/SR 56 and I-15/SR 78 Managed Lane Connectors
- I-15 (Valley Pkwy to Riverside County Line): Conversion of 2 General Purpose Lanes to Managed Lanes + 1 Additional Managed Lane[xv]
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[xvi]

Transit Leap

- Rapid frequency improvements: Rapid 235 (Escondido to Downtown San Diego) and Rapid 237 (UC San Diego to Rancho Bernardo via Sorrento Valley and Mira Mesa). Rapid 238 (UC San Diego to Rancho Bernardo via Sorrento Valley and Carroll Canyon)
- Escondido to Downtown San Diego Rapid (10 min peak/ 30 min off peak frequencies)
- Mobility Hub investments[xvii]
- Flexible Fleet investments

Active Transportation

- 18 Active Transportation Improvements (e.g. I-15 Bikeway, Mid-County Bikeway, and Poway Loop)

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

SR 52 (I-5 to SR 125)

TransNet improvements include:

- SR 52 (I-805 to SR 125): 2 Managed Lanes

Draft 2021 Regional Plan includes:

Complete Corridors

- SR 52 (I-5 to I-805): 3 Managed Lanes + SR 52/I-5 Managed Lane Connectors
- SR 52 (I-805 to Mast Blvd): Conversion of 2 General Purpose Lanes to Managed Lanes + 1 Additional Managed Lane[xviii]
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[xix]

Transit Leap

- Rapid 30 (Balboa Station to Sorrento Mesa), Rapid 292 (Pacific Beach to Kearny Mesa), Rapid 870 (El Cajon to UTC), and Rapid 890 (El Cajon to Sorrento Mesa)
- Mobility Hub investments[xx]
- Flexible Fleet investments

Active Transportation

- 11 Active Transportation Improvements (e.g. Santee-El Cajon and Kearny Mesa to Beaches Corridors)

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

SR 56 (I-5 to I-15)

TransNet improvements include:

- SR 56 (I-5 to I-15): 2 General Purpose Lanes

Draft 2021 Regional Plan includes:

Complete Corridors

- SR 56 (I-5 to I-15): 3 Managed Lanes[xxi] + SR 56/I-15 Connectors
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[xxii]

Transit Leap

- Rapid 103 (Solana Beach to Sabre Springs) and Rapid 104 (Sorrento Valley to Sabre Springs)
- Mobility Hub investments[xxiii]
- Flexible Fleet investments

Active Transportation

- SR 56 Bikeway – El Camino Real to Caminito Pointe

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

SR 67 (Mapleview to Dye Road)

TransNet improvements include:

- SR 67 (Mapleview to Dye Road): 2 General Purpose Lanes

Draft 2021 Regional Plan includes:

Complete Corridors

- SR 67 (Mapleview to Dye Road): Shoulder Widening/Straightening and Evacuation Improvements
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[xxiv]

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

SR 78 (I-5 to I-15)

TransNet improvements include:

- SR 78 (I-5 to I-15): 2 HOV Lanes
- SR 78/I-5 Connectors
- SPRINTER Frequency Enhancements (15 min all day), Grade Separations, and Extension to North County Fair
- Palomar Airport Road BRT (15 min peak/ 30 min off peak frequencies)

Draft 2021 Regional Plan includes:

Complete Corridors

- SR 78 (I-5 to Twin Oaks): Conversion of 2 General Purpose Lanes to Managed Lanes + 2 Additional Managed Lanes[xxv] + SR 78/I-5 Managed Lane Connectors + SR 78/I-5 Connectors
- SR 78 (Twin Oaks to I-15): Conversion of 2 General Purpose Lanes to Managed Lanes + 2 Additional Managed Lanes[xxvi]
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[xxvii]

Transit Leap

- SPRINTER Frequency Enhancements (Route 399) (10 min all day), Grade Separations, and Extension to North County Fair
- Rapid 440 (Carlsbad to Escondido Transit Center), Rapid 450 (Oceanside to Escondido), Rapid 471 (Downtown Escondido to East Escondido), Rapid 474 (Oceanside to Vista), and Rapid 477 (Carlsbad Village to SR 76)
- Mobility Hub investments[xxviii]
- Flexible Fleet investments

Active Transportation

- 12 Active Transportation Improvements (e.g. Inland Rail Trail, Carlsbad – San Marcos Corridor, Encinitas – San Marcos Corridor, Mid-County Bikeway, and San Luis Rey River Trail)

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

SR 94/SR 125 (I-5 to I-8) and Rural SR 94

TransNet improvements include:

- SR 94/SR 125 (I-5 to I-8): 2 HOV Lanes
- SR 94/SR 125 Connector: South to East and West to North
- SR 94 (SR 125 to Steele Canyon Road): 2 General Purpose Lanes

Draft 2021 Regional Plan includes:

Complete Corridors

- SR 94 (I-5 to SR 125): Conversion of 2 General Purpose Lanes to Managed Lanes + 1 Additional Managed Lane[xxix] + Connectors
- SR 125 (SR 54 to Amaya Drive): Conversion of 2 General Purpose Lanes to Managed Lanes + SR 125/Spring Street/SR 94 Direct Access Ramps
- Rural SR 94: Melody Road/Daisy Drive Intersection Improvements
- Rural SR 94 (Jamul Reservation to Tecate Road): Shoulder Widening, Straightening, and Evacuation Improvements
- Smart Intersection System (SIS) Improvements
- Intelligent Transportation Solutions (e.g. lane management, connected vehicle infrastructure, and fiber communications)[xxx]

Transit Leap

- Orange Line Station Improvements, Frequency Enhancements (7.5 min all day), and Grade Separations
- Mobility Hub investments[xxxi]
- Flexible Fleet investments

Active Transportation

- 6 Active Transportation Improvements (e.g. Centre City – La Mesa Corridor, Downtown San Diego to Encanto, and Downtown to Southeast

Next OS

- Technology and data solutions for operating the corridor, integrating transportation systems and services, and providing improved traveler information.

[i] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[ii] Technology solutions that enable transportation operators to modify how infrastructure and services are used based on changing traffic conditions, such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[iii] Mobility Hub amenities include electric vehicle charging, micromobility charging and parking, interactive trip planning kiosks, passenger loading zones, parcel delivery lockers, shared mobility parking, and complete streets improvements.

[iv] Flexible Fleet services include micromobility, ridesharing, microtransit, ridehailing, and last-mile delivery.

[v] Technology solutions that enable transportation operators to modify how infrastructure and services are used based on changing traffic conditions such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[vi] Mobility Hub amenities include electric vehicle charging, micromobility charging and parking, interactive trip planning kiosks, passenger loading zones, parcel delivery lockers, shared mobility parking, and complete streets improvements.

[vii] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[viii] Technology solutions that enable transportation operators to modify how infrastructure and services are used based on changing traffic conditions, such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[ix] Mobility Hub amenities include electric vehicle charging, micromobility charging and parking, interactive trip planning kiosks, passenger loading zones, parcel delivery lockers, shared mobility parking, and complete streets improvements.

[x] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[xi] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[xii] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[xiii] Technology solutions that enables transportation operators to modify how infrastructure and services are used based on changing traffic conditions, such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[xiv] Mobility Hub amenities include electric vehicle charging, micromobility charging and parking, interactive trip planning kiosks, passenger loading zones, parcel delivery lockers, shared mobility parking, and complete streets improvements.

[xv] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[xvi] Technology solutions that enables transportation operators to modify how infrastructure and services are used based on changing traffic conditions, such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[xvii] Mobility Hub amenities include electric vehicle charging, micromobility charging and parking, interactive trip planning kiosks, passenger loading zones, parcel delivery lockers, shared mobility parking, and complete streets improvements.

[xviii] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[xix] Technology solutions that enables transportation operators to modify how infrastructure and services are used based on changing traffic conditions, such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[xx] Mobility Hub amenities include electric vehicle charging, micromobility charging and parking, interactive trip planning kiosks, passenger loading zones, parcel delivery lockers, shared mobility parking, and complete streets improvements..

[xxi] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[xxii] Technology solutions that enables transportation operators to modify how infrastructure and services are used based on changing traffic conditions, such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[xxiii] Mobility Hub amenities include electric vehicle charging, micromobility charging and parking, interactive trip planning kiosks, passenger loading zones, parcel delivery lockers, shared mobility parking, and complete streets improvements.

[xxiv] Technology solutions that enables transportation operators to modify how infrastructure and services are used based on changing traffic conditions, such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[xxv] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[xxvi] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[xxvii] Technology solutions that enables transportation operators to modify how infrastructure and services are used based on changing traffic conditions, such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[xxviii] Mobility Hub amenities include electric vehicle charging, micromobility charging and parking, interactive trip planning kiosks, passenger loading zones, parcel delivery lockers, shared mobility parking, and complete streets improvements.

[xxix] Additional Managed Lanes would be provided through a combination of shoulder conversions, HOV conversions, or other solutions within the existing corridor right-of-way to the extent feasible.

[xxx] Technology solutions that enables transportation operators to modify how infrastructure and services are used based on changing traffic conditions, such as dynamic lane assignment (digital signage defining HOV rules, or exclusive use of transit or emergency service vehicles).

[xxxi] Mobility Hubs can span one, two, or a few miles based on community characteristics and could be uniquely designed to fulfill a variety of travel needs while strengthening sense of place.