

APPENDIX E: TRANSPORTATION SOLUTIONS, COST ESTIMATES, AND PHASING RESULTS

Kumeyaay Corridor

Table 1: Transportation Solutions, Cost Estimates, and Phasing Results

Facility/Service Type	I-8 CMCP ID	Strategy Name	Extent / Description	Alt 1	Alt 2	Cost Estimate (2023 dollars)	Phasing Criteria					Overall Score	Initial Phasing	SANDAG 2021 RP Consistency	Project Dependency ¹ / Other Adjustments ²	Final Phasing
							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT1	45th Street Bike Boulevard	From Landis Street to Thorn Street	X	X	\$2,757,000	2	2	3	2.3	2	2.2	Medium	2035		Medium
Active Transportation	AT2	54th Street Class III	From Montezuma Road to Collwood Boulevard	X	X	\$95,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT3	63rd Street Class II	From Montezuma Road to El Cajon Boulevard	X	X	\$380,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT6	70th Street Transit Station Class I Bridge	From Parkway Drive to Alvarado Road	X	X	\$614,000	1	1	1	1.0	3	2.0	Medium	N/A		Medium
Active Transportation	AT7	Aero Drive Class I	From Kearny Villa Road to West Canyon Avenue	X	X	\$20,777,000	1	1	2	1.3	1	1.2	Long-Term	2050		Long-Term
Active Transportation	AT8	Aero Drive Class IV	From Linda Vista Road to Santo Road	X	X	\$20,895,000	2	2	2	2.0	1	1.5	Long-Term	2050		Long-Term
Active Transportation	AT9	Alvarado Canyon Road/Adobe Falls Road Class IV	From Mission Gorge Road to Waring Road	X	X	\$7,907,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT10	Alvarado Creek Class I	From Mission Gorge Road to Waring Road	X	X	\$12,974,000	1	1	1	1.0	2	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT11	Anza Street Class III	From Washington Avenue to Chase Avenue	X	X	\$54,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT12	Arnele Avenue Class III	From Marshall Avenue to Johnson Avenue	X	X	\$29,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT13	Auto Circle Class IV	From Camino del Rio N to Camino del Rio S	X	X	\$1,360,000	2	2	2	2.0	3	2.5	Short-Term	N/A	R14	Long-Term
Active Transportation	AT14	Avenida Del Rio & Camino De La Reina Class IV	From Riverwalk Drive to Hotel Circle North	X	X	\$3,203,000	2	2	2	2.0	2	2.0	Medium	2025		Short-Term
Active Transportation	AT15	Avocado Avenue Class II (south)	From Main Street to Chase Avenue	X	X	\$738,000	3	3	3	3.0	3	3.0	Short-Term	2050		Long-Term
Active Transportation	AT17	Bachman Place Class II	From Hotel Circle South to Lewis Street	X	X	\$542,000	3	3	3	3.0	2	2.5	Short-Term	2025		Short-Term
Active Transportation	AT18	Baja Drive Class III	From 54th Street to Eastern terminus	X	X	\$69,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT22	Baltimore Drive Class IV	From Bertro Drive to University Avenue	X	X	\$10,783,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT23	Bancroft Drive Class II	From Severin Drive to Grossmont Boulevard	X	X	\$441,000	3	3	3	3.0	3	3.0	Short-Term	2035		Medium

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT24	Bancroft Drive Class IV	From Grossmont Boulevard to Troy Street	X	X	\$18,978,000	2	2	2	2.0	1	1.5	Long-Term	2050		Long-Term
Active Transportation	AT25	Barnett Avenue & Lytton Street Class I	From Rosecrans Street to Pacific Highway	X	X	\$12,001,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT26	Bostonia Street Class III	From Greenfield Drive to Broadway	X	X	\$42,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT27	Bradley Avenue Class IV	From Wing Avenue to First Street	X	X	\$8,576,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT28	Broadway Class II	From Main Street to City Boundary (near 4th Street)	X	X	\$122,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT29	Broadway Class IV (El Cajon)	From Ballantyne Street to Main Street	X	X	\$15,082,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT30	Broadway Class IV (Lemon Grove)	From Spring Street to College Avenue	X	X	\$18,401,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Active Transportation	AT34	Camino del Rio N Class IV	From Avenida del Rio to Fairmount Avenue	X	X	\$28,499,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Active Transportation	AT35	Camino Del Rio South Class IV	From Western Terminus to Fairmount Avenue	X	X	\$32,435,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT36	Campanile Drive Class III	From Hardy Avenue to Baja Drive	X	X	\$48,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT37	Campo Road Class IV	From Spring Street to Del Rio Road	X	X	\$17,633,000	2	2	2	2.0	1	1.5	Long-Term	2050		Long-Term
Active Transportation	AT38	Cañon Street Class I	From Catalina Boulevard to Akron Street	X	X	\$11,473,000	1	1	1	1.0	2	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT39	Catalina Boulevard Class II	From Talbot Street to Valeta Street	X	X	\$1,510,000	3	3	3	3.0	2	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT40	Catoctin Drive Class III	From Montezuma Road to 63rd Street	X	X	\$37,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT41	Central Avenue Bikeway Class I (north)	From Adams Avenue to Polk Avenue	X	X	\$9,596,000	1	1	2	1.3	2	1.7	Long-Term	2025		Short-Term
Active Transportation	AT42	Central Avenue Bikeway Class I (south)	From University Avenue to Landis Street	X	X	\$3,153,000	1	1	2	1.3	2	1.7	Long-Term	2025		Short-Term
Active Transportation	AT43	Chamoune Avenue Bike Boulevard	From Orange Avenue to Landis Street	X	X	\$3,585,000	2	2	3	2.3	2	2.2	Medium	2035		Medium
Active Transportation	AT45	Chatsworth Boulevard/Lyton Street Bike Boulevard	From Catalina Boulevard to Rosecrans Street	X	X	\$15,933,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term

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							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT48	Clairemont Drive Class IV	From Balboa Avenue to Burgener Boulevard	X	X	\$7,105,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT49	Clairemont Drive Class IV	From Mission Bay Drive to Burgener Boulevard	X	X	\$9,782,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Active Transportation	AT52	Coastal Rail Trail San Diego - Mission Bay (Clairemont Dr to Sea World Dr)	From Clairemont Drive to Tecolote Rd	X	X	\$19,571,000	1	1	2	1.3	1	1.2	Long-Term	2035		Medium
Active Transportation	AT53	Coastal Rail Trail San Diego - Pac Hwy (Fiesta Island Rd to Taylor St)	From Sea World Drive to Taylor Street	X	X	\$7,104,000	2	2	2	2.0	2	2.0	Medium	2035		Medium
Active Transportation	AT54	College Avenue Class I (north)	From Del Cerro Blvd to El Cajon Boulevard	X	X	\$20,114,000	1	1	2	1.3	1	1.2	Long-Term	N/A	R26.5	Long-Term
Active Transportation	AT55	College Avenue Class I (south)	From College Grove Drive to Federal Boulevard	X	X	\$3,793,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT56	College Avenue Class II	From Montezuma Road to El Cajon Boulevard	X	X	\$503,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT57	College Avenue Class IV (north)	From Navajo Road to Del Cerro Blvd	X	X	\$5,713,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT58	College Avenue Class IV (south)	From University Avenue to College Grove Drive	X	X	\$6,789,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT59	Collwood Boulevard/54th Street Class IV	From Montezuma Road to Chollas Parkway	X	X	\$13,503,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT60	Congress Street / San Diego Avenue Class II	From Taylor Street to Washington Street	X	X	\$1,028,000	3	3	3	3.0	3	3.0	Short-Term	2025		Short-Term
Active Transportation	AT61	Connection Between Friars Road & San Diego River Trail (north)	From Friars Road to San Diego River Trail (north)	X	X	\$1,671,000	1	1	1	1.0	3	2.0	Medium	N/A	Riverwalk to construct	Medium
Active Transportation	AT62	Connection Between San Diego River Trail North & South (near Riverwalk Street "J" [as named in Mission Valley Community Plan])	From San Diego River Trail (north) to San Diego River Trail (south)	X	X	\$1,920,000	1	1	1	1.0	2	1.5	Long-Term	N/A	Riverwalk to construct	Medium
Active Transportation	AT66	Coronado Avenue Class I	From Bacon Street to Catalina Boulevard	X	X	\$11,435,000	1	1	2	1.3	1	1.2	Long-Term	N/A		Long-Term
Active Transportation	AT70	Couts Street/Bandini Street Class II	From Sunset Boulevard to San Diego Avenue	X	X	\$413,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT71	Curlaw Street Class III	From Reynard Way to First Avenue	X	X	\$74,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT72	Cuyamaca Street Class II	From Bradley Avenue to Fletcher Parkway	X	X	\$478,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term

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Active Transportation	AT73	Cuyamaca Street Class III	From Fletcher Parkway to Dennstedt Place/Murray Drive	X	X	\$181,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT74	Duke Street Class I	From Sports Arena Boulevard to Midway Drive	X	X	\$818,000	1	1	2	1.3	3	2.2	Medium	N/A		Medium
Active Transportation	AT75	Dutch Flats Parkway Class I	From Sports Arena Boulevard to Barnett Avenue	X	X	\$3,657,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT76	El Cajon Boulevard Bus-Bike Lane (gaps from Illinois to College)	Gaps From Illinois Street to College Avenue	X	X	\$2,641,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT77	El Cajon Boulevard Class II	From Marshall Avenue to Murray Drive	X	X	\$673,000	3	3	3	3.0	3	3.0	Short-Term	2050		Long-Term
Active Transportation	AT78	El Cajon Boulevard Class IV (College to Baltimore)	From College Avenue to Baltimore Drive	X	X	\$18,908,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT79	El Cajon Boulevard Class IV (Park to Illinois)	From Park Boulevard to Illinois Street	X	X	\$7,809,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT80	Emerald Avenue Class III	From Chase Avenue to Palomar Avenue	X	X	\$15,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT81	Enterprise Street Class II	From Pacific Highway to Midway Drive	X	X	\$111,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT82	Esther Street Class III	From Adams Avenue to El Cajon Boulevard	X	X	\$19,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT83	Estrella Avenue Bike Boulevard	From Orange Avenue to University Avenue	X	X	\$1,763,000	2	2	3	2.3	2	2.2	Medium	2025		Short-Term
Active Transportation	AT84	Fairmount Avenue Bike Boulevard	From Meade Avenue to Thorn Street	X	X	\$8,317,000	2	2	3	2.3	2	2.2	Medium	2035		Medium
Active Transportation	AT85	Fairmount Avenue Class IV	From Camino del Rio South to Meade Avenue	X	X	\$11,557,000	2	2	2	2.0	2	2.0	Medium	2035		Medium
Active Transportation	AT86	Fairmount Drive Class I	From Class I northern terminus to Alvarado Canyon Road	X	X	\$347,000	1	1	2	1.3	3	2.2	Medium	N/A		Medium
Active Transportation	AT87	Famosa Slough Class I	From Point Loma Boulevard to Valeta Street	X	X	\$3,994,000	1	1	1	1.0	2	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT88	El Cajon Boulevard Class IV (Beneath I-8)	Beneath I-8	X	X	\$293,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Medium
Active Transportation	AT89	Fashion Valley Road Class IV	From Friars Road to Hotel Circle North	X	X	\$3,909,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT90	First Avenue Class III	From Lewis Street to Robinson Avenue	X	X	\$37,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term

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Active Transportation	AT91	First Street Class III	From North City Boundary to Madison Avenue	X	X	\$62,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT92	Fletcher Parkway Class IV	From Baltimore Drive to Ballantyne Street	X	X	\$38,322,000	2	2	2	2.0	1	1.5	Long-Term	N/A	R57	Long-Term
Active Transportation	AT93	Fourth Avenue Class IV	From Lewis Street to Washington Street	X	X	\$970,000	2	2	2	2.0	3	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT94	Frazee Road Class II	From Metropolitan Drive to Mission Center Road	X	X	\$448,000	3	3	3	3.0	3	3.0	Short-Term	N/A	R51	Short-Term
Active Transportation	AT95	Friars Road Class IV	From Ulric Street to Frazee Road	X	X	\$2,606,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT96	Friars Road Class IV (one-way) (east)	From Frazee Road to Rancho Mission Road	X	X	\$28,259,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT97	Friars Road Class IV (one-way) (west)	From Fashion Valley Road to Ulric Street	X	X	\$3,827,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT98	Friars Road to Fashion Valley Class I connection	From Friars Road to Fashion Valley Road	X	X	\$3,190,000	1	1	1	1.0	2	1.5	Long-Term	N/A	Riverwalk to construct	Short-Term
Active Transportation	AT99	Galveston Street Class III	From Clairemont Drive to Milton Street	X	X	\$48,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT100	Gateside Road/Riviera Drive/Grove Street Class IV	From Spring Street to Broadway	X	X	\$9,836,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Active Transportation	AT101	Genesee Avenue Class IV	From Marlesta Drive to Health Center Drive	X	X	\$11,940,000	2	2	2	2.0	1	1.5	Long-Term	2050		Long-Term
Active Transportation	AT102	Granite Hills Drive Class II	From Jamacha Road to Gait Drive	X	X	\$393,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT103	Granite Hills Drive Class III (east)	From City Boundary (near Garrison Way) to Gait Drive	X	X	\$28,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT104	Granite Hills Drive Class III (west)	From Second Street to Jamacha Road	X	X	\$59,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT107	Graves Avenue Class IV Cycle Track	From Pepper Drive to Vernon Way	X	X	\$6,689,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT108	Greenfield Drive/3rd Street Class III	From Second Street to Main Street	X	X	\$109,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT109	Grossmont Avenue/Grant Avenue Class III	From Chase Avenue to Johnson Avenue	X	X	\$56,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT110	Hancock Street Class II	From Sports Arena Boulevard to Rosecrans Street	X	X	\$827,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term

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Active Transportation	AT111	Hancock Street Class IV	From Old Town Avenue to Grape Street	X	X	\$15,348,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT112	Harbor Drive Class IV	From Scott Street to Grape Street	X	X	\$23,844,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT114	Herbert Street Bike Boulevard	From University Avenue to Robinson Avenue	X	X	\$985,000	2	2	3	2.3	2	2.2	Medium	N/A		Medium
Active Transportation	AT115	Hillcrest - El Cajon Corridor Bike Boulevard (Orange Ave/Sharon Pl/Trojan Ave/60th St/Adelaide Ave/Tarragona Dr/Malcom Dr/Alamo Wy)	From Estrella Avenue to 70th Street via Orange Ave/Sharon Pl/Trojan Ave/60th St/Adelaide Ave/Tarragona Dr/Malcom Dr/Alamo Wy	X	X	\$35,943,000	2	2	3	2.3	1	1.7	Long-Term	2050		Long-Term
Active Transportation	AT116	Historic Decatur Road Bike Boulevard	From Lytton Street/Barnett Avenue to Lanning Road	X	X	\$7,494,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT117	Hotel Circle North & South Class IV (two-way)	From Hotel Circle (north & south) to Hotel Circle (north & south)	X	X	\$19,687,000	2	2	2	2.0	1	1.5	Long-Term	N/A	R10 & Riverwalk Development	Long-Term
Active Transportation	AT118	Howard Avenue Bike Boulevard	From Park Boulevard to 32nd Street	X	X	\$8,836,000	2	2	3	2.3	2	2.2	Medium	2025		Short-Term
Active Transportation	AT119	I-15 Bikeway - Camino del Rio South to Rancho Mission Road	From Rancho Mission Road to Camino del Rio South	X	X	\$6,095,000	1	1	1	1.0	2	1.5	Long-Term	2035		Medium
Active Transportation	AT120	I-15 Bikeway - Rancho Mission Road to Murphy Canyon Bike Path	From Murphy Canyon Bike Path to Rancho Mission Road	X	X	\$3,414,000	1	1	1	1.0	2	1.5	Long-Term	2035		Medium
Active Transportation	AT121	Illion Street/Knoxville Street Class III	From Milton Street to West Morena Boulevard	X	X	\$103,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT122	Jackson Drive Class IV	From Fletcher Parkway to La Mesa Boulevard	X	X	\$5,940,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT123	Johnson Avenue Class I	From Fletcher Parkway to Palm Avenue/El Cajon Boulevard	X	X	\$12,739,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT124	Johnson Avenue Class II (north)	From Bradley Avenue to Main Street	X	X	\$1,112,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT125	Johnson Avenue Class II (south)	From Renette Avenue to Chase Avenue	X	X	\$186,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT126	Johnson Avenue Class III	From Main Street to Renette Avenue	X	X	\$80,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT127	Juan Street Class II	From Taylor Street to Coutts Street	X	X	\$604,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT129	Mesa College Road/Kearny Via Road Class IV Cycle Track	From Linda Vista Road to Ruffin Road	X	X	\$26,891,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term

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Active Transportation	AT130	Kemper Street Class II	From Hancock Street to Kenyon Street	X	X	\$423,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT131	Kurtz Street Class II	From Hancock Street to Rosecrans Street	X	X	\$499,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT132	La Mesa Boulevard Bike Boulevard	From University Avenue to La Mesa Boulevard	X	X	\$6,211,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT133	La Mesa Boulevard Class IV	From El Cajon Boulevard/Baltimore Drive to Murray Drive	X	X	\$12,390,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT134	La Mesa Corridor - SR 125 Corridor to East County Northern Loop Class III (Grossmont College Dr/Katherine St/Garfield Ave)	From Fanita Drive to Fletcher Parkway via Grossmont College Dr/Katherine St/Garfield Ave	X	X	\$73,000	3	3	3	3.0	3	3.0	Short-Term	2035		Medium
Active Transportation	AT135	70th Street Class IV	From Parkway Drive to Saranac Street	X	X	\$2,272,000	2	2	2	2.0	2	2.0	Medium	2035	R27.5	Long-Term
Active Transportation	AT136	Lake Murray Boulevard Class IV	From Navajo Road to Parkway Drive	X	X	\$21,137,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Active Transportation	AT137	Laurel Street Class IV	From Harbor Drive to Fourth Avenue	X	X	\$8,262,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT138	Lewis Street Class III	From First Street to Bachman Place	X	X	\$6,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT139	Lewis Street Class IV	From Bachman Place to Fourth Avenue	X	X	\$644,000	2	2	2	2.0	3	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT140	Lexington Avenue Class II	From El Cajon Boulevard to First Street	X	X	\$1,092,000	3	3	3	3.0	3	3.0	Short-Term	2050		Long-Term
Active Transportation	AT141	Lincoln Avenue Bike Boulevard (east) (San Diego)	From Florida Street to 30th Street	X	X	\$5,694,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT142	Lincoln Avenue Class I (San Diego)	From Georgia Street to Florida Street	X	X	\$813,000	1	1	1	1.0	3	2.0	Medium	N/A		Medium
Active Transportation	AT143	Lincoln Avenue Class III (El Cajon)	From Main Street to Chase Avenue	X	X	\$107,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT144	Lincoln Avenue Bike Boulevard (west) (San Diego)	From Normal Street to Georgia Street	X	X	\$1,553,000	2	2	3	2.3	2	2.2	Medium	N/A		Medium
Active Transportation	AT145	Linda Vista Road Class IV	From Morena Boulevard to Aero Drive	X	X	\$33,418,000	2	2	2	2.0	1	1.5	Long-Term	2050		Long-Term
Active Transportation	AT146	Long Branch Avenue Bike Boulevard	From Spray Street to Venice Street	X	X	\$7,338,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term

Facility/Service Type	I-8 CMCP ID	Strategy Name	Extent / Description	Alt 1	Alt 2	Cost Estimate (2023 dollars)	Phasing Criteria					Overall Score	Initial Phasing	SANDAG 2021 RP Consistency	Project Dependency ¹ / Other Adjustments ²	Final Phasing
							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT147	Madison Avenue Class II	From Johnson Avenue to First Street	X	X	\$1,139,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT148	Magnolia Avenue Class II (Santee)	From Prospect Avenue to City Boundary	X	X	\$187,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT149	Magnolia Avenue Class IV Cycle Track	From Santee City Limit to Vernon Way	X	X	\$7,520,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT150	Main Street Class II (east)	From Second Street to Naranja Avenue/3rd Street	X	X	\$567,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT152	Main Street Class II	From Chamberlain Avenue to Jamacha Road	X	X	\$1,696,000	3	3	3	3.0	2	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT153	Main Street Class IV (El Cajon)	From Dewane Drive to El Cajon Boulevard	X	X	\$5,252,000	2	2	2	2.0	2	2.0	Medium	2050		Long-Term
Active Transportation	AT154	Main Street/Highway 8 Business Loop Class IV (Lakeside)	From Broadway to Lake Jennings Park Road	X	X	\$26,441,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT156	Mapleview Street/Lake Jennings Park Road Class IV	From Channel Road to Olde Highway 80	X	X	\$24,536,000	2	2	2	2.0	1	1.5	Long-Term	2050		Long-Term
Active Transportation	AT157	Marshall Avenue Class IV	From Fletcher Parkway to Main Street	X	X	\$6,290,000	2	2	2	2.0	2	2.0	Medium	2050		Long-Term
Active Transportation	AT159	Michaels Class II	From Kurtz Street to Midway Drive	X	X	\$165,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT160	Midway Drive Class I	From San Diego River Trail to Barnett Avenue	X	X	\$20,024,000	1	1	2	1.3	1	1.2	Long-Term	N/A		Long-Term
Active Transportation	AT161	Milton Street Class II	From Morena Boulevard to Ilion Street	X	X	\$343,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT162	Milton Street/Burgener Boulevard Class III	From Ilion Street to Clairemont Drive	X	X	\$150,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT163	Mission Bay Drive Class I	From Rose Creek Trail to Clairemont Drive	X	X	\$13,344,000	1	1	2	1.3	1	1.2	Long-Term	N/A		Long-Term
Active Transportation	AT164	Mission Bay Drive Class IV	From Mission Boulevard to Quivira Road	X	X	\$6,784,000	2	2	2	2.0	2	2.0	Medium	2035		Medium
Active Transportation	AT165	Mission Bay Drive to Sea World Drive Class I	From Mission Bay Drive to Sea World Way	X	X	\$4,346,000	1	1	1	1.0	2	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT166	Mission Boulevard Bike Boulevard	From Pacific Beach Drive to Mission Bay Drive	X	X	\$9,460,000	2	2	3	2.3	2	2.2	Medium	2035		Medium

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT167	Mission City Parkway Class IV	From SD River Trail (north) to Camino del Rio S. Segment from Fenton Parkway Terminus to Camino Del Rio N will be constructed by SDSU with the Fenton Parkway extension.	X	X	\$2,467,000	2	2	2	2.0	2	2.0	Medium	N/A	R21 - SDSU MV, open in 2027	Short-Term
Active Transportation	AT168	SDSU Street "A" (as named in SDSU Mission Valley EIR; connecting Fenton Parkway to River Park Road near Green Line Trolley) Class II	From Mission City Parkway to Stadium Road	X	X	\$120,000	3	3	3	3.0	3	3.0	Short-Term	N/A	SDSU MV	Short-Term
Active Transportation	AT170	Mission Gorge Road Class IV	From Friars Road to Camino del Rio North	X	X	\$6,340,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT172	Mission Gorge Road/Rancho Mission Road Class IV	From Camino Del Rio North to Father Junipero Serra Trail southern terminus	X	X	\$33,012,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Active Transportation	AT174	Mission Valley Road/Metropolitan Drive Loop Class II	From Mission Valley Road/Metropolitan Drive to Mission Valley Road/Metropolitan Drive	X	X	\$509,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT175	Mohawk Street Class III	From 67th Street/El Cajon Boulevard to 73rd Street/El Cajon Boulevard	X	X	\$98,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT176	Mollison Avenue Class II (north)	From North City Boundary to Broadway	X	X	\$703,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT177	Mollison Avenue Class II (south)	From Main Street to Washington Avenue	X	X	\$368,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT178	Monroe Avenue Bike Boulevard	From Adams Avenue to Collwood Boulevard	X	X	\$9,543,000	2	2	3	2.3	1	1.7	Long-Term	2035		Medium
Active Transportation	AT179	Montezuma Road Class I (west)	From Collwood Boulevard to 54th Street	X	X	\$4,662,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT180	Montezuma Road Class IV	From Fairmount Avenue to El Cajon Boulevard	X	X	\$19,551,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT181	Montezuma Road Class I (east)	From 54th Street to 55th Street	X	X	\$2,211,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT182	Morena Boulevard Class III	From West Morena Boulevard to Knoxville Street	X	X	\$24,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT183	Morena Boulevard Class IV (two-way north of Napa Street, one-way south of Napa Street)	From Jutland Drive to Taylor Street	X	X	\$37,053,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT184	Murphy Canyon Road Class I	From Aero Drive to Murphy Canyon Road (southern terminus)	X	X	\$11,509,000	1	1	2	1.3	2	1.7	Long-Term	2050		Long-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT186	Murray Canyon Road Class II	From Metropolitan Drive to Frazee Road	X	X	\$167,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT187	N Magnolia Avenue Class II Bike Lane	From El Cajon City Limit to Fletcher Parkway	X	X	\$269,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT188	Narragansett Avenue Class II	From Bacon Street to Chatsworth Boulevard	X	X	\$998,000	3	3	3	3.0	2	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT189	Navajo Road Class IV	From Waring Road to Fletcher Parkway	X	X	\$30,327,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT190	Nimitz Boulevard Class I	From Point Loma Boulevard to Sunset Cliffs Boulevard	X	X	\$2,976,000	1	1	1	1.0	2	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT191	Nimitz Boulevard Class IV	From Evergreen Street / Lowell Street to Harbor Drive	X	X	\$3,406,000	2	2	2	2.0	2	2.0	Medium	2035		Medium
Active Transportation	AT192	Noell Street Class IV	From San Diego Avenue to Pacific Highway	X	X	\$1,661,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT193	Normal Street Class I	From Washington Avenue to University Avenue	X	X	\$3,797,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT194	Normal Street Class IV	From El Cajon Boulevard/Normal Street to Polk Avenue	X	X	\$1,293,000	2	2	2	2.0	3	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT195	Old Town Avenue Class IV	From San Diego Avenue to Hancock Street	X	X	\$1,326,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT196	Orange Avenue Bike Boulevard	From 32nd Street to Estrella Avenue	X	X	\$14,774,000	2	2	3	2.3	2	2.2	Medium	2025		Short-Term
Active Transportation	AT197	Pacific Highway Class IV	From Taylor Street to Laurel Street	X	X	\$30,753,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Active Transportation	AT198	Palm Avenue Bike Boulevard	From La Mesa Boulevard to Spring Street	X	X	\$5,057,000	2	2	3	2.3	1	1.7	Long-Term	2035		Medium
Active Transportation	AT199	Palm Street Class I	From Pacific Highway to India Street	X	X	\$1,865,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT200	Park Boulevard Class IV	From University Avenue to Village Place	X	X	\$7,888,000	2	2	2	2.0	2	2.0	Medium	2035		Medium
Active Transportation	AT202	Parkway Drive Class I	From Lake Murray Boulevard to Baltimore Drive	X	X	\$13,129,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT203	Pechanga Arena Class II	From Kurtz Street to Sports Arena Boulevard	X	X	\$147,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT204	Petree Street Class III	From Fletcher Parkway to Marshall Avenue	X	X	\$62,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT205	Pine Drive Class III	From Chase Avenue to southern terminus	X	X	\$47,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT206	Point Loma Avenue Bike Boulevard	From Sunset Cliffs Boulevard to Cañon Street	X	X	\$7,606,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT207	Point Loma Boulevard Class IV	From Nimitz Boulevard to Adrian Street	X	X	\$4,137,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT208	Princess View Drive Class IV	From Mission Gorge Road to Waring Road	X	X	\$5,032,000	2	2	2	2.0	2	2.0	Long-Term	N/A		Long-Term
Active Transportation	AT209	Prospect Avenue Class II (east)	From Magnolia Avenue to Graves Avenue	X	X	\$109,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT211	Qualcomm Way/Texas Street Class IV	From Camino del Rio N to Camino del Rio S	X	X	\$2,274,000	2	2	2	2.0	2	2.0	Medium	N/A	R15	Long-Term
Active Transportation	AT213	Renette Avenue Class III	From Johnson Avenue to Lincoln Avenue	X	X	\$107,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT214	Reservoir Drive Class II	From Alvarado Road to Montezuma Road	X	X	\$427,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT215	Richmond Street Class II	From Cleveland Avenue to University Avenue	X	X	\$54,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT216	Rio San Diego Drive Class II	From Qualcomm Way to Fenton Parkway	X	X	\$569,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT218	Riverwalk Drive Class II	From Riverwalk Street "J" (as named in Mission Valley Community Plan) to Fashion Valley Road	X	X	\$449,000	3	3	3	3.0	3	3.0	Short-Term	N/A	Riverwalk Development	Medium
Active Transportation	AT219	Riverwalk Street "J" (as named in Mission Valley Community Plan) Class II	From Friars Road to Hotel Circle North	X	X	\$354,000	3	3	3	3.0	3	3.0	Short-Term	N/A	Riverwalk Development	Medium
Active Transportation	AT220	Riverwalk Street "U" (as named in Mission Valley Community Plan) Class IV	From Riverwalk Street "J" (as named in Mission Valley Community Plan) to Fashion Valley Road	X	X	\$4,986,000	2	2	2	2.0	2	2.0	Medium	N/A	Riverwalk Development	Medium
Active Transportation	AT221	Robinson Avenue Class I	From Park Boulevard to Alabama Street	X	X	\$2,815,000	1	1	1	1.0	2	1.5	Long-Term	2025		Short-Term
Active Transportation	AT222	Robinson Avenue Class II	From First Avenue to Park Boulevard	X	X	\$758,000	3	3	3	3.0	3	3.0	Short-Term	2035		Medium
Active Transportation	AT223	Rosecrans Bus-Bike Lane	From Sports Arena Boulevard to Nimitz Boulevard	X	X	\$1,465,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT224	Rosecrans Plaza Class II	From Kurtz Street to Sports Arena Boulevard	X	X	\$71,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT225	Rosecrans Street Class I	From Lytton Street to Pacific Highway	X	X	\$11,799,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT226	Rosecrans Street Class IV	From Sports Arena Boulevard to Pacific Highway	X	X	\$2,571,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT229	San Diego Avenue/India Street Class IV	From California Street to Grape Street	X	X	\$11,680,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT230	San Diego Mission Road Class IV	From Stadium Gateway to Rancho Mission Road	X	X	\$4,327,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT231	San Diego River Bikeway Connections (Riverwalk and Fashion Valley Mall south Class I)	From Sefton Field to SR 163	X	X	\$22,439,000	1	1	1	1.0	1	1.0	Long-Term	2035		Medium
Active Transportation	AT232	San Diego River Trail - I-805 to Fenton Parkway Class I	From I-805 to Fenton Parkway	X	X	\$6,404,000	1	1	1	1.0	2	1.5	Long-Term	2035		Medium
Active Transportation	AT234	San Diego River Trail - Qualcomm Stadium to Ward Road (Rancho Mission Road Class II)	From Stadium Road to Ward Road	X	X	\$196,000	3	3	3	3.0	3	3.0	Short-Term	2035		Medium
Active Transportation	AT236	San Diego River Trail (north) Connection	From YMCA to Fashion Valley Road	X	X	\$16,254,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Active Transportation	AT238	San Diego River Trail (south) Class I connection to Camino del Rio N	From Qualcomm Way to Camino del Rio N	X	X	\$3,446,000	3	3	3	3.0	2	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT239	San Diego River Trail Bridge Class I at Hazard Center Transit Station	From San Diego River Trail (north) to San Diego River Trail (south)	X	X	\$888,000	1	1	1	1.0	3	2.0	Medium	N/A		Medium
Active Transportation	AT241	San Diego River Trail: Stadium Segment	From Fenton Parkway to Rancho Mission Road	X	X	\$9,720,000	1	1	1	1.0	2	1.5	Long-Term	2025		Long-Term
Active Transportation	AT242	Sassafras Street Class IV	From Admiral Boland Way to India Street	X	X	\$1,148,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT243	Sea World Drive/Tecolote Road Class I	From Pacific Highway to Morena Boulevard	X	X	\$4,168,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT244	Second Street Class III	From Main Street to Granite Hills Drive	X	X	\$72,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT245	Severin Drive Class II	From Amaya Drive to Murray Drive	X	X	\$270,000	3	3	3	3.0	3	3.0	Short-Term	2035		Medium
Active Transportation	AT246	Severin Drive/Garfield Avenue Bike Boulevard	From Fletcher Parkway to Amaya Drive	X	X	\$8,666,000	2	2	3	2.3	1	1.7	Long-Term	2035		Medium
Active Transportation	AT248	Sports Arena Boulevard Class I	From Midway Drive to Dutch Flats Parkway	X	X	\$14,483,000	1	1	2	1.3	2	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT249	Sports Arena Boulevard Class II	From Rosecrans Street to Pacific Highway	X	X	\$365,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT250	Dallas Street Class IV	Above SR 125	X	X	\$320,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Medium	
Active Transportation	AT251	Murray Drive Class IV	Beneath SR 125	X	X	\$525,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Medium	
Active Transportation	AT252	State Street Class IV	From Laurel Street to Beech Street	X	X	\$5,244,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT253	Sweetwater Springs Boulevard Class IV	From Del Rio to Jamacha Boulevard	X	X	\$8,665,000	2	2	2	2.0	1	1.5	Long-Term	2050		Long-Term
Active Transportation	AT254	Taylor Street Class IV	From Pacific Highway to Hotel Circle	X	X	\$6,597,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT255	Waite Drive Class IV	Beneath SR 94	X	X	\$263,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Medium
Active Transportation	AT256	Tecolote Road Class IV	From West Morena Boulevard to eastern terminus	X	X	\$4,102,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT257	Third Avenue Class Bike Boulevard	From Washington Street to Walnut Avenue	X	X	\$4,183,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
Active Transportation	AT258	Third Avenue Class II	From Lewis Street to Washington Street	X	X	\$100,000	3	3	3	3.0	3	3.0	Short-Term	2025		Short-Term
Active Transportation	AT259	Third Street Class II	From Madison Avenue to Melody Lane	X	X	\$188,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT260	Thorn Street Bike Boulevard	From Fairmount Avenue to 45th Street	X	X	\$2,251,000	2	2	3	2.3	2	2.2	Medium	2035		Medium
Active Transportation	AT261	Twain Avenue Class II	From Fairmount Avenue to Mission Gorge Road	X	X	\$161,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT262	Ulric Class I connection	From Friars Road to Existing SD River Trail	X	X	\$3,929,000	1	1	1	1.0	2	1.5	Long-Term	2050		Long-Term
Active Transportation	AT263	Ulric Street Class IV	From Linda Vista Road to Friars Road	X	X	\$9,627,000	2	2	2	2.0	2	2.0	Medium	2050		Long-Term
Active Transportation	AT264	University Avenue Class II (central)	From Cartegen Drive to Bonillo Drive	X	X	\$100,000	3	3	3	3.0	3	3.0	Short-Term	2025		Short-Term
Active Transportation	AT265	University Avenue Class II (east)	From Aragon Drive to 70th	X	X	\$313,000	3	3	3	3.0	3	3.0	Short-Term	2025		Short-Term
Active Transportation	AT266	University Avenue Class II (west)	From 54th Street to 58th Street	X	X	\$316,000	3	3	3	3.0	3	3.0	Short-Term	2025		Short-Term
Active Transportation	AT267	University Avenue Class IV	From First Avenue to Park Boulevard	X	X	\$7,360,000	2	2	2	2.0	2	2.0	Medium	2025		Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT268	University Avenue Class IV (central)	From 58th Street to Cartagena Drive	X	X	\$4,988,000	2	2	2	2.0	2	2.0	Medium	2025		Short-Term
Active Transportation	AT269	University Avenue Class IV (east)	From Bonillo Drive to Aragon Drive	X	X	\$2,253,000	2	2	2	2.0	2	2.0	Medium	2025		Short-Term
Active Transportation	AT270	University Avenue Class IV (La Mesa)	From 70th Street to La Mesa Boulevard	X	X	\$10,502,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT271	University Avenue Class IV (west)	From Estrella Avenue to 54th Street	X	X	\$4,514,000	2	2	2	2.0	2	2.0	Medium	2025		Short-Term
Active Transportation	AT272	Via las Cumbres Class II connection	From Friars Road to Riverwalk Drive	X	X	\$120,000	3	3	3	3.0	3	3.0	Short-Term	N/A	Riverwalk Development	Medium
Active Transportation	AT273	Venice Street/Savoy Street/Tarento Drive/Garden Lane Class I	From Voltaire Street to Catalina Boulevard	X	X	\$29,529,000	1	1	2	1.3	1	1.2	Long-Term	N/A		Long-Term
Active Transportation	AT274	Vernon Way Class III	From Cuyamaca Street to Johnson Avenue	X	X	\$54,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT275	Ballantyne Street Class IV	Beneath I-8	X	X	\$237,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Medium
Active Transportation	AT276	Walnut Avenue Bike Boulevard	From Third Avenue to Fifth Avenue	X	X	\$973,000	2	2	3	2.3	2	2.2	Medium	2025		Short-Term
Active Transportation	AT277	Waring Road Class IV	From Adobe Falls Road to Navajo Road	X	X	\$12,113,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT278	Washington Avenue Class IV (west)	From Pacific Highway to University Avenue	X	X	\$7,884,000	2	2	2	2.0	2	2.0	Medium	2035		Medium
Active Transportation	AT279	Washington Avenue Class IV (east)	From Fifth Avenue to Polk Avenue	X	X	\$5,638,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT280	Westwind Drive/Murray Avenue/Murray Drive Class III	From Fletcher Parkway to Travelodge Drive/Murray Drive	X	X	\$182,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT281	Winter Gardens Boulevard/2nd Street/Jamacha Road Class IV	From Industry Road to Hillsdale Road	X	X	\$50,464,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT282	Witherby Street Class IV	From Hancock Street to Pacific Highway	X	X	\$955,000	2	2	2	2.0	3	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT283	Mission Center Road Class IV	Beneath I-805 in Caltrans ROW	X	X	\$227,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Medium
Active Transportation	AT284	YMCA to Sefton Field Class I	From Friars Road to Sefton Field	X	X	\$2,002,000	1	1	1	1.0	2	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT285	Zion Avenue Class II	From Mission Gorge Road to Waring Road	X	X	\$721,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term

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							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT286	Friars Road Ped/Bike Bridge at Frazee Road	From North side of Friars Road to South side of Friars Road	X	X	\$280,000	1	1	1	1.0	3	2.0	Medium	N/A		Medium
Active Transportation	AT287	Friars Road Ped/Bike Bridge east of Russell Park Way	From North side of Friars Road to South side of Friars Road	X	X	\$503,000	1	1	1	1.0	3	2.0	Medium	N/A	Civita Development	Medium
Active Transportation	AT288	San Diego River Trail Bridge Class I at Mission Valley Transit Center	From San Diego River Trail (north) to San Diego River Trail (south)	X	X	\$717,000	1	1	1	1.0	3	2.0	Medium	N/A		Medium
Active Transportation	AT289	Adams Avenue Class III	From 59th Street to College Avenue	X	X	\$24,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT290	56th Street Class III	From Adams Avenue to Trojan Avenue	X	X	\$57,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT291	Madison Avenue Class III	From 56th Street to Esther Street	X	X	\$32,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT292	Soria Drive/Arosa Street/Rose Street Class III	From College Avenue to 62nd Street	X	X	\$46,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT293	Harbison Avenue Class III	From El Cajon Boulevard to Colony Road	X	X	\$22,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT294	Dana Landing Road Class II	From W Mission Bay Drive to Ingraham Street	X	X	\$377,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT295	Sports Arena to SD River Path Class I Bridge (over I-8)	From SD River Trail (south) to Hancock Street/Kurtz Street	X	X	\$606,000	1	1	1	1.0	3	2.0	Medium	N/A		Medium
Active Transportation	AT296	SDSU to Adobe Falls Class I Bridge (over I-8)	From SDSU to Mill Peak Road (southern terminus)	X	X	\$2,298,000	1	1	1	1.0	2	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT297	University Avenue Bus-Bike Lane	From Florida Street to Wabash Avenue	X	X	\$880,000	2	2	2	2.0	3	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT298	Adams Avenue Class IV	From Boundary Street to W Mountain View Drive; 40th Street to Terrace Drive	X	X	\$1,346,000	2	2	2	2.0	3	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT299	Phyllis Place/Murray Ridge Road Class IV	From Abbots Hill Road to Encino Avenue	X	X	\$3,261,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT300	Lincoln Avenue Class III (west)	From Vermont Street to Maryland Street	X	X	\$20,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT301	Lincoln Avenue Class II	From Maryland Street to Normal Street; and from Bancroft Street to 33rd Street	X	X	\$162,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT302	San Diego River Trail (east) Class I	From I-15 to Father Junipero Serra Trail	X	X	\$59,391,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Active Transportation	AT303	Massachusetts Avenue Class IV	From Waite Drive to Broadway	X	X	\$1,825,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium

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Active Transportation	AT304	Severin Drive Class IV	From Murray Drive to Bancroft Drive/Fuerte Drive	X	X	\$995,000	2	2	2	2.0	3	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT305	Spring Street Class I	From Center Street to Orange Avenue	X	X	\$5,428,000	1	1	2	1.3	2	1.7	Long-Term	N/A	R29.75	Long-Term
Active Transportation	AT306	Spring Street Class IV	From Gateside Road to Broadway/Campo Road	X	X	\$2,326,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT307	Mollison Avenue Class IV	From I-8 WB Ramps to I-8 EB Ramps	X	X	\$349,000	2	2	2	2.0	3	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT308	Sunset Cliffs Boulevard Class IV	From San Diego River Trail to W Point Loma Boulevard	X	X	\$2,709,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT309	Conrad Drive/Resmar Road Class II	From Campo Road to Grandview Drive	X	X	\$1,357,000	3	3	3	3.0	2	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT310	Edgewood Drive/Grandview Drive Class II	From Bancroft Drive to Fuerte Drive	X	X	\$1,373,000	3	3	3	3.0	2	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT311	Fuerte Drive Class II	From Severin Drive to Chase Avenue	X	X	\$3,432,000	3	3	3	3.0	2	2.5	Short-Term	N/A		Short-Term
Active Transportation	AT312	Chase Avenue Class IV	From El Cajon/County Limit to Vista Grande Road	X	X	\$16,383,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT313	Hillsdale Road Class IV	From Jamacha Road to Chase Avenue	X	X	\$3,098,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT314	Pepper Drive Class IV	From Graves Avenue to Sterling Drive	X	X	\$18,010,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT315	1st Street Class IV	From Pepper Drive to El Cajon/County Limit	X	X	\$6,307,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
Active Transportation	AT316	Greenfield Drive Class IV	From El Cajon/County Limit to 2nd Street	X	X	\$12,408,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT317	Los Coches Road Class IV	From Julian Avenue to I-8 EB Ramps	X	X	\$16,800,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT318	Julian Avenue Class IV	From Channel Road to Lake Jennings Road	X	X	\$10,914,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Active Transportation	AT319	University Avenue Class II, Wabash Avenue to 44th Street	From Wabash Avenue to 44th Street	X	X	\$910,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term
Active Transportation	AT320	University Avenue Class II, 47th Street to Estrella Avenue	From 47th Street to Estrella Avenue	X	X	\$138,000	3	3	3	3.0	3	3.0	Short-Term	N/A		Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Active Transportation	AT321	Franklin Ridge Road Class IV	From Via Alta to Phyllis Place	X	X	\$530,000	3	3	3	3.0	3	3.0	Short-Term	N/A	pending the roadway extension by Civita Development	Medium
Active Transportation	AT322	Santo Road Class IV	From Tierrasanta Boulevard to Friars Road	X	X	\$16,729,000	2	2	2	2.0	1	1.5	Long-Term	N/A	R65	Long-Term
Active Transportation	AT323	Tierrasanta Boulevard Class IV	From Santo Road to Mission Gorge Road	X	X	\$14,193,000	2	2	2	2.0	1	1.5	Long-Term	N/A	R63 & R64	Long-Term
Transit	T1	Rapid 10	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town		X	\$48,600,000	2	2	2	2.0	1	1.5	Long-Term	2025		Short-Term
Transit	T2	LRT 510	Blue Line Double/Third Track and Grade Separations at Taylor/Ash	X		\$1,377,000,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Transit	T3	LRT 530	Green Line Double/Third Track and Grade Separations	X		\$518,400,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Transit	T4	LRT 520	Orange Line Double/Third Track and Grade Separations	X		\$369,900,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Transit	T5	Mission Valley Skyway	Aerial gondola between Fashion Valley Trolley station and UCSD Medical	X		\$227,000,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Transit	T6	Riverwalk Street "J" (as named in Mission Valley Community Plan) Trolley Station	New Green Line Trolley station	X	X	N/A	1	1	1	1.0	N/A		Short-Term	N/A	Riverwalk Development	Medium
Transit	T7	Tram	Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	X	X	\$1,586,250,000	1	1	2	1.3	1	1.2	Long-Term	N/A		Long-Term
Transit	T8	Rapid 28	Point Loma to Kearny Mesa via Old Town TC, Linda Vista	X	X	\$97,438,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Transit	T9	Rapid 120	Kearny Mesa to Downtown via Mission Valley		X	\$112,867,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Transit	T10	Rapid 290	Rancho Bernardo Station - Downtown – add DAR on SR 163 at Fashion Valley Transit Center	X	X	\$2,448,000	2	2	2	2.0	2	2.0	Medium	2035		Medium
Transit	T11	Rapid 295	Spring Valley to Clairemont via La Mesa & Kearny Mesa	X	X	\$101,940,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Transit	T12	Rapid 235/280	Downtown - Escondido Transit Center	X	X	\$2,448,000	2	2	2	2.0	2	2.0	Medium	2035		Medium
Transit	T13	Rapid 215	Rapid 215 - SDSU - Downtown via El Cajon Blvd	X	X	\$26,093,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
Transit	T14	Rapid 625	SDSU to Palomar Station via East San Diego, Southeast San Diego, National City	X	X	\$89,295,000	2	2	2	2.0	1	1.5	Long-Term	2035		Medium
Transit	T15	Rapid 11	Rapid overlay on Route 11	X	X	\$94,852,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Transit	T16	Increase frequency for all other Rapids and Locals in Study Area	As existing, or as proposed in RP	X	X	N/A	2	2	3	2.3	N/A		Short-Term	N/A		Short-Term
Transit	T17	Commuter Rail 583	Central Mobility Hub to US Border, via downtown San Diego	X	X	\$31,950,000,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Transit	T18	Commuter Rail 582	SB2S Purple Line Alignment	X	X	\$17,091,000,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Transit	T19	Lemon Grove Rapid 856	Convert Route 856 to rapid	X	X	\$89,295,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
Transit	T20	Light Rail Transit PTC to OB	Proposed SPUR light rail transit line from Port Transit Center to Ocean Beach	X		\$1,704,000,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Transit	T21	Rapid 10	Terminate Rapid Route 10 west of Old Town Transit Center (supports T20)	X		\$48,600,000	2	2	2	2.0	1	1.5	Long-Term	2025		Short-Term
Flexible Fleet	FF1	Flexible Fleets	Flexible Fleet Enhanced Area in Ocean Beach	X	X	\$401,000	2	2	2	2.0	3	2.5	Short-Term	2035	NO01, NO04	Medium
Flexible Fleet	FF2	Flexible Fleets	City Heights FF Pilot Area - Carshare	X	X	N/A	2	3	1	2.0	N/A		Short-Term	2035		Medium
Flexible Fleet	FF3	Flexible Fleets	City Heights FF Pilot Area - Ridehail	X	X	N/A	2	3	1	2.0	N/A		Short-Term	2035		Medium
Flexible Fleet	FF4	Flexible Fleets	Flexible Fleet Enhanced Area in Linda Vista - microtransit	X	X	\$551,000	2	3	2	2.3	3	2.7	Short-Term	2035	NO01, NO04, MH2	Medium
Flexible Fleet	FF5	Flexible Fleets	Flexible Fleet Enhanced Area in Linda Vista - micromobility	X	X	\$163,000	2	3	2	2.3	3	2.7	Short-Term	2035		Medium
Flexible Fleet	FF6	Flexible Fleets	Flexible Fleet Enhanced Area in SDSU - micromobility	X	X	\$603,000	2	3	2	2.3	3	2.7	Short-Term	2035		Medium
Flexible Fleet	FF7	Flexible Fleets	Flexible Fleet Enhanced Area in SDSU - NEV	X	X	\$1,440,000	2	3	2	2.3	3	2.7	Short-Term	2035	NO01, NO04, MH4	Medium
Flexible Fleet	FF8	Flexible Fleets	Flexible Fleet Enhanced Area in SDSU - Carshare	X	X	N/A	2	3	2	2.3	N/A		Short-Term	2035		Medium
Flexible Fleet	FF9	Flexible Fleets	Flexible Fleet Enhanced Area in La Mesa - micromobility	X	X	\$115,000	2	3	2	2.3	3	2.7	Short-Term	2035		Medium
Flexible Fleet	FF10	Flexible Fleets	Flexible Fleet Enhanced Area in La Mesa - NEV	X	X	\$1,713,000	2	3	2	2.3	2	2.2	Medium	2035	NO01, NO04, MH5	Medium
Flexible Fleet	FF11	Flexible Fleets	Flexible Fleet Enhanced Area in El Cajon - Microtransit serving Gillespie Field and surrounding area	X	X	\$96,000	2	3	2	2.3	3	2.7	Short-Term	2035	NO01, NO04, MH7	Medium
Flexible Fleet	FF12	Flexible Fleets	Flexible Fleet Enhanced Area in El Cajon - NEVs downtown	X	X	\$1,529,000	2	3	2	2.3	3	2.7	Short-Term	2035	NO01, NO04, MH6	Medium

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Flexible Fleet	FF13	Flexible Fleets	Flexible Fleet Enhanced Area in El Cajon - Gateway Connector to Borrego Springs and Alpine	X	X	\$71,000	2	3	3	2.7	3	2.8	Short-Term	2035	NO01, NO04, MH7	Medium
Flexible Fleet	FF14	Flexible Fleets	Flexible Fleet - Hillcrest - Microtransit connections to support access to aerial tram	X	X	\$51,000	2	3	2	2.3	3	2.7	Short-Term	2035	NO01, NO04, MH3, T5	Medium
Mobility Hub	MH1	Mobility Hub - City Heights	Parking Corrals for rideables, multilingual Interactive Kiosks, EV and e-bike chargers, Dynamic curb management, landscaping and shade, placemaking, personal delivery lockers, bike parking and fix-it stations	X	X	\$7,324,000	2	2	2	2.0	2	2.0	Medium	N/A	NO01, NO02, NO08, NO64, NO66, NO68, NO69, NO71	Medium
Mobility Hub	MH2	Mobility Hub - Linda Vista	Parking Corrals for rideables, multilingual Interactive Kiosks, EV and e-bike chargers, Dynamic curb management, landscaping and shade, placemaking, personal delivery lockers, bike parking and fix-it stations	X	X	\$4,970,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO01, NO02, NO08, NO64, NO66, NO68, NO69, NO71	Short-Term
Mobility Hub	MH3	Mobility Hub - Hillcrest	Parking Corrals for rideables, multilingual Interactive Kiosks, EV and e-bike chargers, Dynamic curb management, landscaping and shade, placemaking, personal delivery lockers, bike parking and fix-it stations	X	X	\$4,195,000	2	2	2	2.0	2	2.0	Medium	N/A	NO01, NO02, NO08, NO64, NO66, NO68, NO69, NO71	Medium
Mobility Hub	MH4	Mobility Hub - SDSU	Parking Corrals for rideables, multilingual Interactive Kiosks, EV and e-bike chargers, Dynamic curb management, landscaping and shade, placemaking, personal delivery lockers, bike parking and fix-it stations	X	X	\$3,727,000	2	2	2	2.0	2	2.0	Medium	N/A	NO01, NO02, NO08, NO64, NO66, NO68, NO69, NO71	Medium
Mobility Hub	MH5	Mobility Hub - La Mesa	Parking Corrals for rideables, multilingual Interactive Kiosks, EV and e-bike chargers, Dynamic curb management, landscaping and shade, placemaking, personal delivery lockers, bike parking and fix-it stations	X	X	\$6,031,000	2	3	2	2.3	2	2.2	Medium	N/A	NO01, NO02, NO08, NO64, NO66, NO68, NO69, NO71	Medium

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Mobility Hub	MH6	Mobility Hub - Downtown El Cajon	Parking Corrals for rideables, multilingual Interactive Kiosks, EV and e-bike chargers, Dynamic curb management, landscaping and shade, placemaking, personal delivery lockers, bike parking and fix-it stations	X	X	\$15,059,000	2	3	2	2.3	2	2.2	Medium	N/A	NO01, NO02, NO08, NO64, NO66, NO68, NO69, NO71	Medium
Mobility Hub	MH7	Mobility Hub - Gillespie Field	Parking Corrals for rideables, multilingual Interactive Kiosks, EV and e-bike chargers, Dynamic curb management, landscaping and shade, placemaking, personal delivery lockers, bike parking and fix-it stations	X	X	\$3,064,312	2	3	3	2.7	2	2.3	Short-Term	N/A	NO01, NO02, NO08, NO64, NO66, NO68, NO69, NO71	Short-Term
HwyRdwy	R1	Nimitz Boulevard / Sunset Cliffs Boulevard / I-8 Roundabout	Re-align the existing intersections to reduce the footprint and provide a roundabout, eliminate the northbound to eastbound slip ramp and improve the southbound movement for multimodal circulation and safety.		X	\$10,824,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
HwyRdwy	R2	I-8 Segment 1	Repurpose 1 existing lane in each direction (center) from General Purpose (GP) to Managed Lane (ML). These new ML would serve the Ocean Beach / Point Loma / Sports Area/Midway areas and link with the Managed Lane Connector projects (CC067 and CC068) in the 2021 RTP.		X	\$14,580,000	1	2	2	1.7	1	1.3	Long-Term	N/A		Long-Term
HwyRdwy	R3	Addition of I-8/I-5 Freeway-Freeway Connection	Addition of the two missing freeway-to-freeway connections. Both connections would be made via two-lane overhead structures.	X	X	\$153,900,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
HwyRdwy	R4	I-8 to I-5 Managed Lane Connector project	South to East and West to North	X	X	\$272,700,000	1	1	1	1.0	1	1.0	Long-Term	2050		Long-Term
HwyRdwy	R5	I-8 to I-5 Managed Lane Connector project	North to East and West to South	X	X	\$272,700,000	1	1	1	1.0	1	1.0	Long-Term	2050		Long-Term
HwyRdwy	R6	I-8 Segment 2	RTP Complete Corridor: ML/Goods Movement from I-5 to I-805	X	X	\$241,650,000	1	1	1	1.0	1	1.0	Long-Term	2050		Long-Term

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HwyRdwy	R7	Morena Boulevard Ramp Removal at I-8	Proposes removal of the EB loop ramps and realignment of the WB hook ramps at the Morena Boulevard/I-8 interchange, which increases pedestrian and bicycle safety.	X	X	\$9,385,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
HwyRdwy	R8	Taylor Street Diamond Interchange at I-8	The concept proposes a skewed alignment for Taylor Street across I-8, as well as the conversion of the Taylor Street and I-8 eastbound ramp intersection to a signalized diamond configuration, which provides more space between intersections and improves operations and safety. The concept proposes a signalized hook-ramp configuration at the Taylor Street and I-8 westbound ramp intersection.		X	\$61,841,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
HwyRdwy	R9	Taylor Street Roundabout Interchange at I-8	The concept proposes a skewed alignment for Taylor Street across I-8, as well as the conversion of both the Taylor Street and I-8 eastbound ramp intersection and the Taylor Street and I-8 westbound ramp intersection to a roundabout configuration. The roundabout concept provides more fluid ramp operations than the Diamond Concept, while still providing more space between intersections than existing and improving operations and safety.	X		\$68,755,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term

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HwyRdwy	R10	Hotel Circle one-way couplet reconfigured I-8 interchange ramps	Concept improves geometry from concept developed in the 2016 'Preliminary Draft Report Interstate 8 Corridor Study'. Concept proposes to convert the existing Hotel Circle into a one-way couplet with DAR style ramp connection to the adjacent development north of I-8. The concept also proposes to eliminate the existing isolated hook ramps and replace them with newly configured ramp connections between I-8 and the Hotel Circle couplet. Concept also include Street "J" overpass and Street "J" extension, and Fashion Valley Road Off-Ramp.	X	X	\$217,927,000	1	1	1	1.0	1	1.0	Long-Term	N/A	Riverwalk Development	Long-Term

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HwyRdwy	R12	SR-163 and I-8 Interchange Concept	The concept provides operation improvements and reduces weaving along I-8 and several ramps throughout the SR-163 interchange. Widening improvements include the northbound SR-163 to Hotel Circle ramp, the southbound SR-163 to eastbound I-8 ramp, the westbound I-8 to northbound SR-163 ramp, and westbound I-8 between the southbound SR-163 on- and off-ramps. The concept also proposed auxiliary lanes along east and westbound I-8 and north and southbound SR-163. This concept includes the relocation of the westbound Hotel Circle Exit, which allows room for additional auxiliary lanes, eliminates weaving along interchange ramps, and allows room for freeway connections. Also included is the elimination of the northbound SR-163 Mission Center Road slip ramp, which allows room for an additional auxiliary lane. Lastly, the concept proposes the reversal of the redundant northbound SR-163 entrance. The reversal will convert the existing entrance into a Friars Road exit, which eliminates weaving along the interchange ramp.	X	X	\$42,919,000	1	1	1	1.0	1	1.0	Long-Term	N/A	Long-Term
HwyRdwy	R13	SR-163 Direct Access Ramp (DAR)	The concept provides public transit a shorter, direct route to the Fashion Valley trolley station from SR-163, which will increase transit efficiency in the area. The DAR would land on the north side of the Green Line Trolley structure west of the main southern access along Riverwalk Drive.	X		\$112,083,000	1	1	1	1.0	1	1.0	Long-Term	N/A	Long-Term

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HwyRdwy	R14	Mission Center Road and I-8 Interchange Concept	The concept reduces Mission Center Road skew by realigning it across I-8, which improves operations and safety. The existing street does not provide much (if any) benefit to local traffic flow, and this concept makes better use of the existing Right-of-Way. The proposed interchange provides improved capacity and reduced congestion along Mission Center Rd and Camino Del Rio N., while maintaining access to existing parcels. This configuration also allows room for an additional auxiliary lane in the westbound direction, which helps with the weave for both westbound on- and off-ramps.	X	X	\$93,736,000	1	1	1	1.0	1	1.0	Long-Term	N/A	Long-Term
HwyRdwy	R15	Diverging Diamond Interchange (DDI) at Texas Street/Qualcomm Way and I-8	The concept provides significantly more space between intersections, which improves operations and safety. Removing the existing loop ramps allows room for additional I-805 auxiliary lanes for both the eastbound and westbound directions (without lengthening the bridge). This is especially important given there is limited/nonstandard space between the existing Texas Street/Qualcomm Way interchange and the I-805 interchange.	X	X	\$62,616,000	1	1	1	1.0	1	1.0	Long-Term	N/A	Long-Term
HwyRdwy	R16	I-8 to I-805 Managed Lane Connector project	North to East and West to South	X	X	\$272,700,000	1	1	1	1.0	1	1.0	Long-Term	2035	Medium
HwyRdwy	R17	I-8 to I-805 Managed Lane Connector project	South to East and West to North	X	X	\$272,700,000	1	1	1	1.0	1	1.0	Long-Term	2035	Medium
HwyRdwy	R18	I-8 to I-805 Managed Lane Connector project	North to West and East to South	X	X	\$272,700,000	1	1	1	1.0	1	1.0	Long-Term	2050	Long-Term
HwyRdwy	R19	I-8 to I-805 Managed Lane Connector project	South to West and East to North	X	X	\$272,700,000	1	1	1	1.0	1	1.0	Long-Term	2050	Long-Term

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HwyRdwy	R20	I-8 Segment 3	RTP Complete Corridor: ML/Goods Movement from I-805 to College Avenue	X	X	\$217,350,000	1	1	1	1.0	1	1.0	Long-Term	2035		Medium
HwyRdwy	R21	Fenton Parkway	Concept includes the extension of Fenton Parkway from the existing southern terminus to Camino Del Rio North / Mission City Parkway. No interchange.	X	X	\$50,415,000	2	2	2	2.0	1	1.5	Long-Term	N/A	R21 - SDSU MV, open in 2027	Short-Term
HwyRdwy	R22	I-15 Direct Access Ramp (DAR)	The concept provides public transit a shorter, direct route to the Stadium trolley station from I-15, which will increase transit efficiency in the area. The placement of structural columns are proposed to avoid the future SDSU Campus West development.	X		\$53,589,000	1	1	1	1.0	1	1.0	Long-Term	N/A	SDSU MV	Medium
HwyRdwy	R23	I-15 and I-8 Managed Lane Connectors	The concept provides connectivity between the future I-15 and I-8 managed lane concepts. Due to anticipated traffic and transit demands, proposed movements include westbound I-8 to northbound I-15, southbound I-15 to eastbound I-8, northbound I-15 to eastbound I-8, and westbound I-8 to southbound I-15. The concept proposes to avoid all other existing general purpose lane connectors.	X	X	\$267,300,000	1	1	1	1.0	1	1.0	Long-Term	2035		Medium
HwyRdwy	R24	Alvarado Canyon Road Realignment Project	The concept alleviates current and projected future traffic congestion on Fairmount Avenue, Mission Gorge Road, Alvarado Canyon Road, and the westbound I-8 off-ramp at Fairmount Avenue, along with adjoining intersections.	X	X	\$27,456,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term

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HwyRdwy	R26.5	College Avenue Interchange	This one builds on Alternative A and Alternative B above. The concept includes widening of College Avenue across I-8 to reduce conflicts, weaving, provide for Class IV cycle tracks, and enhanced pedestrian environment.	X	X	\$32,096,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
HwyRdwy	R27	I-8 Managed Lanes/Goods Movement project	From College Avenue to Johnson Avenue	X	X	\$379,350,000	1	1	1	1.0	1	1.0	Long-Term	2035		Medium
HwyRdwy	R27.5	70th Street Complete Corridor / Widening Concept	The concept includes widening of 70th Street across I-8 to reduce conflicts, weaving, provide for Class IV cycle tracks, and enhanced pedestrian environment. This concept includes a potential roundabout at Alvarado Road & 70th Street.	X	X	\$43,074,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
HwyRdwy	R28	I-8 to SR-125 Managed Lane Connector project	North to West and East to South	X	X	\$272,700,000	1	1	1	1.0	1	1.0	Long-Term	2035		Medium
HwyRdwy	R29	I-8 to SR-125 Managed Lane Connector project	North to East and West to Sout	X	X	\$272,700,000	1	1	1	1.0	1	1.0	Long-Term	2035		Medium
HwyRdwy	R29.5	Fletcher Parkway Concept	The concept includes modification of Fletcher Parkway across I-8 to reduce conflicts, weaving, providing for Class IV cycle tracks, and enhancing the pedestrian environment.	X	X	\$39,662,000	2	2	1	1.7	1	1.3	Long-Term	N/A		Long-Term
HwyRdwy	R29.75	Spring Street Concept	This concept includes widening of Spring Street across I-8 to reduces conflicts, provide a more direct connection for bike/ped to the north side of I-8. The existing bridge on the eastern side can be repurpose for bike/ped or linear park.	X	X	\$24,604,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
HwyRdwy	R30	I-8 Managed Lanes/Goods Movement project	from Johnson Avenue to Mollison Avenue	X	X	\$64,800,000	1	1	1	1.0	1	1.0	Long-Term	2035		Medium
HwyRdwy	R32	I-8 Managed Lanes/Goods Movement project	from Mollison Ave to Greenfield Drive	X	X	\$143,100,000	1	1	1	1.0	1	1.0	Long-Term	2035		Medium
HwyRdwy	R33	Main Street to Greenfield Drive auxiliary Lane	The Concept proposes an auxiliary lane from the Main Street interchange to the Greenfield Drive interchange to improve the weaving caused by the simultaneous I-8 eastbound Main St on-ramp merge and I-8 eastbound lane-drop.	X	X	\$13,650,000	2	2	1	1.7	1	1.3	Long-Term	N/A		Long-Term

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HwyRdwy	R34	Lake Jennings Marketplace	The project proposes roundabouts at the I-8 ramps intersections which if implemented, would reduce the traffic/circulation impact to a level less than significant.	X	X	\$91,982,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
HwyRdwy	R35	West Willows Road Rural Interchange Improvement project	Improved with a focus on safety through shoulder widening, curve straightening, and technology features, such as active transportation and demand management and flex lanes intersections.	X	X	\$14,850,000	1	1	1	1.0	1	1.0	Long-Term	2035		Medium
HwyRdwy	R36	East Willows Road Rural Interchange Improvement project	Improved with a focus on safety through shoulder widening, curve straightening, and technology features, such as active transportation and demand management and flex lanes intersections.	X	X	\$14,850,000	1	1	1	1.0	1	1.0	Long-Term	2050		Long-Term
HwyRdwy	R37	El Cajon Boulevard - Fairmount Avenue to College Avenue	Repurpose El Cajon Boulevard to provide exclusive bus/bike lanes in both directions. This aligns with the City of San Diego Safe Streets for All San Diegans: El Cajon Boulevard Safety Enhancements Project and the College Area Community Plan Update.	X	X	\$20,783,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
HwyRdwy	R38	El Cajon Boulevard - College Avenue to Montezuma Road	Repurpose El Cajon Boulevard to provide Class IVs, wider sidewalks, bus pull-out.	X	X	\$12,533,000	2	2	2	2.0	2	2.0	Medium	N/A		Long-Term
HwyRdwy	R39	Montezuma Road - College Avenue to El Cajon Boulevard	Repurpose Montezuma Road to provide for Class IVs and linear park	X	X	\$12,533,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
HwyRdwy	R40	Rosecrans Street - Transit Improvements 1	Repurpose the existing ROW to provide flex lanes (side running transit lane) facility and Class IVs	X	X	\$5,026,000	2	2	2	2.0	2	2.0	Medium	N/A		Long-Term
HwyRdwy	R41	Rosecrans Street - Transit Improvements 2	Repurpose the existing ROW to provide flex lanes (side running transit lane) facility and Class IVs	X	X	\$28,835,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
HwyRdwy	R42	University Avenue – 1st Avenue to 6th Avenue	Convert University Avenue, between 1st Avenue and 6th Avenue into one-way couplet (westbound) with 2 general-purpose lanes and Class IV	X	X	\$3,969,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium

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HwyRdwy	R43	University Avenue – 6th Avenue to 9th Avenue	Convert University Avenue, between 6th Avenue and 9th Avenue to one way couplet (westbound) with 1 general purpose lane, 2 transit only lanes, and Class IV	X	X	\$2,646,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
HwyRdwy	R44	University Avenue - Hillcrest CPU Preferred	Convert University Avenue and Robinson Avenue to provide for flex lanes and Class IV	X	X	\$6,551,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
HwyRdwy	R45	Robinson Avenue – 1st Avenue to 8th Avenue	Convert Robinson Avenue, between 1st Avenue and 8th Avenue to one way couplet (eastbound) with 2 general purpose lanes and Class II	X	X	\$5,023,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
HwyRdwy	R46	Robinson Avenue – 8th Avenue to 10th Avenue	Convert Robinson Avenue, between 8th Avenue and 10th Avenue to one way couplet (eastbound) with 1 general purpose lane and Class II.	X	X	\$7,737,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
HwyRdwy	R47	Sixth Avenue - Hillcrest CPU Preferred	Convert Sixth Avenue to provide for flex lanes and Class IVs	X	X	\$9,027,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
HwyRdwy	R48	La Mesa Blvd Complete Streets - La Mesa	road diet La Mesa Blvd to provide cycle tracks	X	X	\$7,260,000	2	2	2	2.0	2	2.0	Medium	N/A		Medium
HwyRdwy	R49	Bachman Place - Hotel Circle South to Southern Community Boundary	Widen to 4-In Collector to support UCSD Expansion	X	X	\$15,405,000	1	1	1	1.0	1	1.0	Long-Term	N/A	UCSD Expansion	Short-Term
HwyRdwy	R51	Frazee Road	Provide a new 2-Ln Connection with bike lanes from Mission valley Road/Metropolitan Drive to Murray Canyon Road	X	X	\$12,493,000	2	1	1	1.3	1	1.2	Long-Term	N/A		Long-Term
HwyRdwy	R52	Sports Arena Boulevard - Transit Priority	Repurpose existing ROW to provide exclusive transit lanes and Class IV from Midway Drive to Rosecrans Street	X	X	\$24,570,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
HwyRdwy	R53	Washington Street Road Diet	Reduce excess lanes along Washington Street & Normal Street from Richmond Street to Park Boulevard to provide for Class IV cycle track and improve operations	X	X	\$6,750,000	2	2	3	2.3	2	2.2	Medium	N/A		Medium

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HwyRdwy	R54	College Avenue - Transit Improvement	Convert 2 general purpose lane to flex lanes and provide Class II buffer bike lanes. Including a short segment along Montezuma Road and Campanile Drive to provide connectivity to the SDSU Transit Center	X	X	\$26,601,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
HwyRdwy	R55	Friars Road & Fashion Valley Road Transit Priority	Repurpose existing ROW to provide exclusive transit lanes from Frazee Road to the Fashion Valley Transit Center	X	X	\$13,962,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
HwyRdwy	R56	Rio San Diego Drive	Repurpose existing ROW to provide Class II bike lanes (with buffer) from Gill Village Way to Fenton Parkway	X	X	\$4,329,000	3	3	3	3.0	2	2.5	Short-Term	N/A		Short-Term
HwyRdwy	R57	Fletcher Parkway	Remove one travel lane in each direction from Cuyamaca Street to Graves Avenue to accommodate Class IV cycle track	X	X	\$26,234,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
HwyRdwy	R58	College Avenue to Lemon Grove Transit Improvement	Remove one travel lane in each direction along College Avenue, between El Cajon Boulevard and Broadway	X	X	\$8,927,000	2	2	3	2.3	2	2.2	Medium	N/A		Medium
HwyRdwy	R59	College Avenue to Lemon Grove Transit Improvement	Remove one travel lane in each direction along Broadway between College Avenue and Main Street	X	X	\$7,032,000	2	2	3	2.3	2	2.2	Medium	N/A		Medium
HwyRdwy	R60	West Mission Bay Drive / Sea World Drive	Square up the ramps at West Mission Bay Drive & Ingraham Street as well as West Mission Bay Drive & Sea World Drive	X	X	\$15,486,000	2	2	2	2.0	1	1.5	Long-Term	N/A		Long-Term
HwyRdwy	R63	Tierrasanta Boulevard Road Diet	Road diet Tierrasanta Boulevard to 2-lanes roadway with median to implement Class IV on both sides.	X	X	\$17,446,000	2	2	3	2.3	1	1.7	Long-Term	N/A		Long-Term
HwyRdwy	R64	Tierrasanta Boulevard Extension	Extend Tierrasanta Boulevard from southern terminus to Mission Gorge Road at Princess View Drive	X	X	\$48,769,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Long-Term
HwyRdwy	R65	Santo Road Extension	Connect the two segments of Santo Road, from Patriot Street to Ambrosia Drive	X	X	\$13,521,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		Long-Term

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NextOS	NO01	Next OS - Data Hub	High-speed data analytics, data repository, and data performance management platform that will bring together public transportation data and develop a public-private information exchange with companies such as transportation network companies and micromobility fleets. Micromobility and other flexible fleets will benefit from a consolidated database given the decentralized nature of the service. In addition, data hub should support complete corridor performance monitoring and metrics to support optimization of dynamic lane management for Active Traffic Management (ATM) and Active Transportation Demand Management (ATMD).	X	X	\$1,455,000	2	3	3	2.7	1	1.8	Medium	2035	Leverage regional system implementation	Medium
NextOS	NO02	Next OS - Curb Access and Parking	Dynamic management of curbs including access and pricing rules. Overall functionality to be applied in proximity to neighborhood mobility hubs and where flex lanes are designated. Can also be applied throughout the study area where higher densities of commercial and residential uses occur and the strategy would assist with reducing static parking requirements and allowing increased PUDO (pick-up/drop-off) areas.	X	X	\$571,000	2	3	3	2.7	1	1.8	Medium	2035	Leverage regional system implementation	Medium
NextOS	NO03	Next OS - Transit Optimization	Dynamic transit routing, scheduling, and communications, already some functionality in place regionally, but enhanced optimization would include improved monitoring of traffic conditions and ensuring optimal use of ATDM functions.	X	X	\$1,232,000	2	3	3	2.7	1	1.8	Medium	2035	Leverage regional system implementation	Medium

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NextOS	NO04	Next OS - Mobility as a Service App	Application to plan, book, and pay across public and private shared services. Relies on the sharing of information between public and private providers. This function should be provided regionally and leveraged in the study area to promote transit and alternative modes and lower obstacles to greater mode shifts.	X	X	\$1,834,000	2	3	3	2.7	1	1.8	Medium	2035	Leverage regional system implementation	Medium
NextOS	NO05	Next OS - Flex Lanes Intersections	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	N/A	2	3	3	2.7	1	1.8	Medium	2025	NO11-NO27	Short-Term
NextOS	NO06	Next OS - Systems and Software	Enables regional transportation system operators to collect, analyze, and share data to improve transportation systems management, operations, and connections to the TMC. This is a regionally enabled function that would be leveraged by the corridor to support a variety of operations and optimization efforts including optimizing transit service and operations, signal coordination, ATM, ATDM, and monitoring the success of on-going mobility programs.	X	X	\$8,030,000	1	3	3	2.3	1	1.7	Long-Term	2035	Leverage regional system implementation	Medium

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NextOS	NO07	Next OS - Emergency Response and Other Data	Emergency situations and incidents can significantly impact mobility along key portions of the corridor (e.g. open spaces susceptible to wildfires, etc.) that could limit capacity and impact transit services, truck routing, etc. It is important incidents and situations of this sort leverage Next OS to inform all operations centers and private and public mobility operators of the situation to allow for shifts in operations and to inform travelers of viable alternatives to reduce exacerbating impacts of the situation.	X	X	N/A	1	3	3	2.3	N/A		Short-Term	N/A	NO01, NO59	Short-Term
NextOS	NO08	Next OS - Regional Traveler Information/511	Regional traveler information on trip planning, roadway conditions, weather, travel options, congestion, incidents, mobility services, mobility systems status, etc. would be provided for the Kumeyaay corridor through regional outlets such as 511SD and other private options receiving data from agency systems. Access to this information would be through multiple means including flex lanes, phone apps, web, broadcast through third parties, kiosks at mobility hubs, etc.	X	X	N/A	1	3	3	2.3	N/A		Short-Term	N/A	Leverage regional system implementation, NO01	Short-Term

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NextOS	NO09	Next OS - Next Generation Integrated Corridor Management System	Provide coordinated response and control for real-time operations across freeway, arterials, and transit networks as part of the broader complete corridors concept in the study area. In particular ICMS functions should support and integrate with the ATM/ATDM features and provide for improved mobility between the designated ATDM and the flex lanes intersection/flex lane facilities under recurring and non-recurring congestion conditions.	X	X	\$27,216,000	1	3	3	2.3	1	1.7	Long-Term	2035	Leverage next generation integrated corridor system implementation, NO01	Medium
NextOS	NO10	Next OS- flex lanes Intersections - Rosecrans St	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$3,475,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO28	Short-Term
NextOS	NO11	Next OS - flex lanes Intersections - Taylor St	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$360,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO05, NO29	Short-Term
NextOS	NO12	Next OS - flex lanes Intersections - Morena Blvd	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$480,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO05, NO30	Short-Term
NextOS	NO13	Next OS - flex lanes Intersections - Linda Vista Rd	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$1,438,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO31	Short-Term

Facility/Service Type	I-8 CMCP ID	Strategy Name	Extent / Description	Alt 1	Alt 2	Cost Estimate (2023 dollars)	Phasing Criteria					Overall Score	Initial Phasing	SANDAG 2021 RP Consistency	Project Dependency ¹ / Other Adjustments ²	Final Phasing
							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO14	Next OS - flex lanes Intersections - Ulric St	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$1,558,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO31	Short-Term
NextOS	NO15	Next OS - flex lanes Intersections - Camino De La Reina	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$480,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO05, NO33	Short-Term
NextOS	NO16	Next OS - flex lanes Intersections - Bachman PI	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$1,199,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO34	Short-Term
NextOS	NO17	Next OS - flex lanes Intersections - Park Blvd	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$1,798,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO35	Short-Term
NextOS	NO18	Next OS - flex lanes Intersections - Adams Ave	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$2,517,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO36	Short-Term
NextOS	NO19	Next OS - flex lanes Intersection - I-15	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$1,438,000	2	3	3	2.7	2	2.3	Short-Term	N/A		Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO20	Next OS - flex lanes Intersections - El Cajon Blvd	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$5,632,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO38	Short-Term
NextOS	NO21	Next OS - flex lanes Intersections - College Ave	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$839,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO05, NO39	Short-Term
NextOS	NO22	Next OS - flex lanes Intersections - Montezuma Rd	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$2,037,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO40	Short-Term
NextOS	NO23	Next OS - flex lanes Intersections - Fairmount Ave	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$600,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO05, NO41	Short-Term
NextOS	NO24	Next OS - flex lanes Intersections - Camino del Rio North and South	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$2,157,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO42	Short-Term
NextOS	NO25	Next OS - flex lanes Intersections - Friars	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$4,553,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO05, NO43	Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO26	Next OS - flex lanes Intersections - Franklin Rd	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$480,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO05, NO44	Short-Term
NextOS	NO27	Next OS - flex lanes Intersections - Murray Ridge Rd	Install flex lanes intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users.	X	X	\$480,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO05, NO45	Short-Term
NextOS	NO28	Next OS- Flex Lane - Rosecrans St	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$1,650,000	2	3	3	2.7	2	2.3	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO29	Next OS - Flex Lane - Taylor St	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO30	Next OS - Flex Lane - Morena Blvd	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO31	Next OS - Flex Lane - Linda Vista Rd	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO32	Next OS - Flex Lane - Ulric St	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	2	2.3	3	2.7	Short-Term	N/A	NO01, NO02	Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO33	Next OS - Flex Lane - Camino De La Reina	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	2	2.3	3	2.7	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO34	Next OS - Flex Lane - Bachman PI	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	2	2	2.0	3	2.5	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO35	Next OS - Flex Lane - Park Blvd	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	2	1	1.7	3	2.3	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO36	Next OS - Flex Lane - Adams Ave	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$842,000	2	2	2	2.0	2	2.0	Medium	N/A	NO01, NO02	Short-Term
NextOS	NO37	Next OS - Flex Lane - I-15	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	2	3	2.3	3	2.7	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO38	Next OS - Flex Lane - El Cajon Blvd	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$842,000	2	2	3	2.3	3	2.7	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO39	Next OS - Flex Lane - College Ave	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO01, NO02	Short-Term

Facility/Service Type	I-8 CMCP ID	Strategy Name	Extent / Description	Alt 1	Alt 2	Cost Estimate (2023 dollars)	Phasing Criteria					Overall Score	Initial Phasing	SANDAG 2021 RP Consistency	Project Dependency ¹ / Other Adjustments ²	Final Phasing
							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO40	Next OS - Flex Lane - Montezuma Rd	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$842,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO41	Next OS - Flex Lane - Fairmount Ave	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO42	Next OS - Flex Lane - Camino del Rio	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO43	Next OS -Flex Lane- Friars	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$842,000	2	2	2	2.0	2	2.0	Medium	N/A	NO01, NO02	Short-Term
NextOS	NO44	Next OS - Flex Lane - Franklin Rd	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	3	2.7	3	2.8	Short-Term	N/A	NO01, NO02	Short-Term
NextOS	NO45	Next OS - Flex Lane - Murray Ridge Rd	Flex lanes to be dynamically reserved for transit, shuttles, rideshare, carshare, HOV, and/or electric vehicles to relieve congestion and improve travel times.	X	X	\$421,000	2	3	2	2.3	3	2.7	Short-Term	N/A	NO01, NO02	Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO46	Next OS - Dynamic Shared Street - Grantville	Install a dynamic shared street concept along Basilica Pl and extend the road to connect to Mission Gorge Pl, connecting to residents of Grantville neighborhood. Comprised of raisable bollards, dynamic curbs, flex lanes kiosks, pedestrian scale lighting, transit only use. Technology employed allows streets to flex to support pedestrian environment and transit, or allow for restricted vehicle access, in order to meet changing needs depending on time of day, demand, and community events.	X	X	\$3,195,000	2	2	1	1.7	2	1.8	Medium	N/A	N/A	Medium
NextOS	NO47	Next OS - Dynamic Shared Street - Fenton Parkway	Install a dynamic shared street concept along Fenton pkwy south of Friars Rd and Northside Dr and make connection to stadium way, connecting to stadium community to Fenton Marketplace and transit. Comprised of raisable bollards, dynamic curbs, flex lanes kiosks, pedestrian scale lighting, transit only use. Technology employed allows streets to flex to support pedestrian environment and transit, or allow for restricted vehicle access, in order to meet changing needs depending on time of day, demand, and community events.	X	X	\$5,325,000	2	2	1	1.7	1	1.3	Long-Term	N/A	N/A	Long-Term
NextOS	NO48	ATM - I-8	Active Transportation Demand Management on I-8: Provide advanced traveler information and dynamic routing and wayfinding to transit centers and flex lanes parking areas to incentivize a mode shift. Variable speeds and preference for transit/HOV on the freeway and corresponding interchanges.	X	X	\$51,046,000	1	3	3	2.3	1	1.7	Long-Term	N/A	Leverage regional system implementation and corridor level infrastructure improvements. NO01, NO06, NO08	Long-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO49	ATM - SR 163	Active Transportation Demand Management on SR 163: Utilize the SR 163 DAR and give priority treatment to transit. Leverage flex lanes parking functionality at fashion valley and advanced traveler information to incentivize mode shift.	X	X	\$9,008,000	1	3	3	2.3	1	1.7	Long-Term	N/A	Leverage regional system implementation and corridor level infrastructure improvements. NO01, NO06, NO08	Long-Term
NextOS	NO50	ATM - I-805	Utilize I-805 DARs - Birmingham Way and Phyllis Pl and flex lanes lane strategy along Franklin Ridge Rd. Give priority treatment to transit.	X	X	\$7,507,000	1	3	3	2.3	1	1.7	Long-Term	N/A	Leverage regional system implementation and corridor level infrastructure improvements. NO01, NO06, NO08	Long-Term
NextOS	NO51	ATM - I-15	Active Transportation Demand Management on I-15: Utilize the I-15 DAR and provide transit access to the trolley stations. Incentivize mode shift with flex lanes parking and dynamic way-finding.	X	X	\$13,512,000	1	3	3	2.3	1	1.7	Long-Term	N/A	Leverage regional system implementation and corridor level infrastructure improvements. NO01, NO06, NO08	Long-Term
NextOS	NO52	ATDM - Integration	Active Transportation Demand Management Integration with other CMCP and corridor strategies around transit priority treatment and advanced traveler information.	X	X	\$5,325,000	1	3	3	2.3	1	1.7	Long-Term	N/A	Leverage regional system implementation	Long-Term
NextOS	NO53	flex lanes Parking - Grantville	Implement flex lanes parking functionality which provides enhanced information on parking availability, time limitations, costs, and payment in conjunction with curb management. Support ATDM functionality.	X	X	\$1,736,000	2	3	3	2.7	2	2.3	Short-Term	N/A	N/A	Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO54	flex lanes Parking - SDSU	Implement flex lanes parking functionality which provides enhanced information on parking availability, time limitations, costs, and payment in conjunction with curb management. Support ATDM functionality.	X	X	\$1,736,000	2	3	3	2.7	2	2.3	Short-Term	N/A	N/A	Short-Term
NextOS	NO55	flex lanes Parking - Snapdragon	Implement flex lanes parking functionality which provides enhanced information on parking availability, time limitations, costs, and payment in conjunction with curb management. Support ATDM functionality.	X	X	\$1,736,000	2	3	3	2.7	2	2.3	Short-Term	N/A	N/A	Short-Term
NextOS	NO56	flex lanes Parking - Grossmont	Implement flex lanes parking functionality which provides enhanced information on parking availability, time limitations, costs, and payment in conjunction with curb management. Support ATDM functionality.	X	X	\$1,736,000	2	3	3	2.7	2	2.3	Short-Term	N/A	N/A	Short-Term
NextOS	NO57	flex lanes Parking - Fashion Valley	Implement flex lanes parking functionality which provides enhanced information on parking availability, time limitations, costs, and payment in conjunction with curb management. Support ATDM functionality.	X	X	\$1,736,000	2	3	3	2.7	2	2.3	Short-Term	N/A	N/A	Short-Term
NextOS	NO58	Variable Speed Limits	Utilize information on the roadway like volume and traffic speed to post speed limits that are adaptive to changing network conditions. This can reduce accidents and increase throughput of traffic overall. In the future VSS may be paired with speed enforcement. Signage also allows for tailored messaging to indicate incidents and improve safety.	X	X	\$20,598,000	2	3	3	2.7	1	1.8	Medium	N/A	NO01, NO48-NO051	Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO59	Next OS - Incident Response	Systems that prepare and communicate incidents to the community. Responses could dynamically adjust speed, divert or reroute traffic, encourage transit, and reach corridor wide coordination/integration.	X	X	\$666,000	1	3	3	2.3	1	1.7	Long-Term	N/A	Leverage regional system implementation	Short-Term
NextOS	NO60	Next OS - Performance Monitoring	Utilize real-time data (speeds, volumes, vehicle occupancy, VSS compliance) to improve performance of transit, carshare, bikeshare, and traffic flows. This information can be used to point users to mobility alternatives and to enforce ATDM and dynamic lane assignments.	X	X	\$9,500,000	2	3	3	2.7	1	1.8	Medium	N/A	Leverage regional system implementation	Medium
NextOS	NO61	Next OS - Performance Assessment, Evaluation, Optimization	Utilize historical data (vehicle classification, speeds, volumes, vehicle occupancy, VSS compliance) to perform system assessments and evaluations to better understand the impact of network changes and events on performance. Optimize system function informed by this analysis.	X	X	\$9,500,000	2	3	3	2.7	1	1.8	Medium	N/A	Leverage regional system implementation	Short-Term
NextOS	NO62	Next OS - Fleet and Vehicle tracking	Consistent with current practice for bus and BRT systems, automatic vehicle location (AVL) functions help operators and the central management system understand the locations of individual vehicles within a transit network. This informs real-time transit information, and should support integrated information between MTS provided services and potential private supporting flex fleet services.	X	X	N/A	3	3	3	3.0	N/A		Short-Term	N/A	Leverage regional system implementation	Short-Term
NextOS	NO63	Next OS - Passenger Counting	This function helps to understand passenger demand patterns that can be used to adjust and inform service changes and improvements.	X	X	N/A	3	3	3	3.0	N/A		Short-Term	N/A	Leverage regional system implementation	Short-Term

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							Implementation Barriers				Project Benefit					
							Complexity	Environmental Clearance	ROW Impacts	Average Barriers Score	Cost Effectiveness Score					
NextOS	NO64	Next OS - Integrated fare payment and trip-planning portal	Off-board fare payment and routing information makes it more seamless for riders using transit. Riders can pay beforehand for their whole trip and receive guided instructions for their trip, particularly if they are using multiple modes. This function should be regionally integrated with the MaaS functions and leveraged within the study area. Account based approaches such as those being rolled out regionally with Pronto could be leveraged.	X	X	N/A	2	2	3	2.3	N/A		Short-Term	2025	Leverage regional payment system implementation	Short-Term
NextOS	NO66	Next OS - Real-time Information	Real-time information allows riders to receive updates on their smart phone or locally placed dynamic signage to know the status of their transit vehicles and ease rider uncertainty.	X	X	\$1,191,000	2	3	3	2.7	1	1.8	Medium	2025	NO01	Short-Term
NextOS	NO67	Next OS - Wi-Fi	Reliable on-board Wi-Fi is increasingly important as smartphones are widely used and can connect riders to real-time transit information, routing and payment as well for an enhanced experience while riding.	X	X	N/A	3	3	3	3.0	N/A		Short-Term	2025	N/A	Short-Term
NextOS	NO68	Next OS - Audio and visual next stop announcements	Consistent with current standard practice ensure all buses and transit are equipped with communication devices to provide next stop announcements letting riders know the next stop and enhancing the customer experience. This feature also helps support the goal of equity for all types of users. This currently exists on MTS fixed route service - but may need associated	X	X	N/A	3	3	3	3.0	N/A		Short-Term	2025	N/A	Short-Term
NextOS	NO69	Next OS - Transportation Management Center	Leverage and operate ATM/ATDM functions through existing operations centers for Caltrans and MTS.	X	X	\$490,000	3	3	3	3.0	1	2.0	Medium	2025	N/A	Short-Term

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NextOS	NO70	Next OS - Universal Transportation Account	Leverage regional efforts towards an integrated application providing centralized information related to parking, rideable, mobility-on-demand and fixed route transit. This may leverage current account based solutions such as Pronto (depending on institutional agreements).	X	X	N/A	2	3	3	2.7	N/A		Short-Term	2025	Leverage regional system implementation	Short-Term
NextOS	NO71	Next OS - Bike Signals	Along key active transportation arterials or in known areas of bicycle/auto conflict issues, bike signals (e.g. the green wave) may be installed to incentivize safe bicycle use as well as prioritize bikes on streets.	X	X	N/A	2	3	3	2.7	N/A		Short-Term	2025	Active transportation improvements and projects (bike paths / bikeways)	Short-Term
NextOS	NO72	Next OS - Transit Signal Priority	Part of the flex lanes intersection corridors functionality where signal programming allows transit vehicles to be prioritized at crossings/intersections. Shorter travel times and more reliable service could result from the addition of dedicated lanes paired with signal priority during peak travel hours. Should be integrated with physical infrastructure improvements (e.g. flex lanes, etc.) where possible.	X	X	N/A	2	3	3	2.7	N/A		Short-Term	2025		Short-Term
Other Hwy Rdwy	Other1	I-8 Complete Corridor Flex Lanes Intersection Systems Project	Smart intersections, RP2021 (CC125)	X	X	\$126,900,000	1	1	1	1.0	1	1.0	Long-Term	N/A		Long-Term
Other Hwy Rdwy	Other5	Add Fiber Optics, CCTV and Detector Stations (Loops) to replace regular supply line from Fairmount Road to West Main Street	This improvement is planned for the 2013 10 Year SHOPP List	X	X	N/A	2	2	2	2.0			Short-Term	N/A		Short-Term

Notes:

¹ Project Dependencies include other TSS listed that may be required to be implemented prior to or in conjunction with the respective TSS.

² Other Adjustments include references to documents that previously identified phasing periods. The information was then used to adjust the Initial Phasing column as reflected in the Final Phasing column.