

APPENDIX B: SAN DIEGO URBAN AREA TRANSPORTATION PRIORITIES

Rank and Light	Urban Area / County	Facility/Route/Corridor/ System	From-To/Route Intersected	Importance of Facility to Local, Regional Mobility and why Improvements are Needed	Improvement Needed	How Improvement will Benefit/Support State's Future Development/Quality of Life	Likely Status (Including Funding) of Project in 2019 under Current Funding
1	Region Wide	Maintenance and improvements to pavements on locally maintained roads, streets and highways	Region Wide	Locally maintained roadways serve high volumes of all traffic types including commuters, commercial traffic and goods movement; they connect residents to economic opportunities, recreational outings, schools and employment centers. Improvements to pavement condition are needed to provide a smoother ride for motorists, enhance safety and decrease vehicle operating costs to motorists. It is much more cost effective to maintain and improve pavement conditions before they deteriorate to a level where more costly repairs or replacement are needed.	Pavement and subbase repair; pavement overlay; reconstruction of full pavement section.	Poor pavement conditions impact traffic safety and increase congestion. It also results in increased costs to motorists, businesses and transit operators due to increased wear-and-tear on vehicles. The longer poor pavement conditions persist, the higher the cost to improve roadways to an acceptable condition. A roadway with a fair to poor PCI rating can cost up to five times more to rehabilitate than a road in good condition.	
2	San Diego	I-805 Managed Lanes	SR 52 to Carroll Canyon Rd. in San Diego	I-805 is one of the main backbones of mobility in the urban core of the San Diego region. It is a key north-south corridor that traverses the most heavily populated portion of the region.	Construct express Lanes in the median area, direct access ramps for buses and other high-occupancy vehicles.	I-805 serves some of the most heavily-populated communities and key employment centers in the region. It is also a critical corridor for international traffic – it begins less than one mile from the U.S.-Mexico border. I-805 provides access to South Bay cities, San Diego's urban core, Mission Valley, Sorrento Valley, and the Miramar Marine Corps Air Station. It also connects to major east-west routes providing access to downtown San Diego and East County cities.	Fully Funded, portions open to traffic
3	San Diego	SR 94 Corridor Improvements	I-5 to I-805	SR 94 is a vital east-west route in the County serving primarily as a commuter route to and from downtown San Diego	The project would evaluate two express lanes and other strategies from I-5 to I-805 including possible direct freeway-to-freeway connectors at I-805. The strategies would accommodate carpools/vanpools and new rapid services.	Project would improve traffic flow, reduce greenhouse gas emissions and provide transit access to the community.	Not included in RTIP but included in Revenue Constrained RTP
4	San Diego	Mid-Coast Light Rail Corridor	Old Town Transit Station to University Town Center in San Diego	Addresses need of transit system that is better able to service the major travel destinations north-south via rail that provides frequency of service, speed and reliability. Currently there is no light rail that operates along this major corridor	11-mile extension that includes nine new stations, five P-N-R facilities, parking structure and upgraded traction power substations	Links downtown San Diego with major activity centers such as major hospitals, major university, shopping centers, major parks and visotr attractions	Fully funded - awaiting execution of Full Funding Grant Agreement from the Federal Transit Administration
5	San Diego	SR 78 Managed Lanes	I-15 to I-5	State Route 78 (SR 78) serves as the primary east-west travel corridor between Escondido and Oceanside. SR 78 serves as the primary route for local and regional travel in North County between these local jurisdictions and provides north-south connections to Interstates 5 and 15. Included in the project are direct freeway-to-freeway connectors at I-5 and managed lane connectors at I-5 and I-15. SR 78 has experienced major congestion over the recent years as more and more commercial and residential growth has occurred. Back-ups are particularly frequent near the SR 78 and I-15 interchange.	Congestion relief along the corridor	To address some of the increased congestion, improvements just west of the SR 78/I-15 interchange were implemented including winding westbout SR78 ramp on I-5; adding a lane in certain segments along the eastern end, widening the Nordhal Road bridge and implementing the east-west light rail line Sprinter; however much more is needed along this corridor.	Future project needs are not funded

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6	San Diego	I-5 North Coast	Manchester Ave to SR78	I-5 corridor is the gateway from Mexico to the south to Orange County and beyond to the North. This project would relieve congestion and improve mobility	Construct two managed lanes in the median of I-5, noise barriers, ramp meters and fiber optic cable, includes replacement of two major lagoons and a bridge.	Reduce congestion, allow mobility north-south and restor/maintain habitat	Fully funded
7	San Diego	Toll Lanes/ Port of Entry	SR 11	The innovative new State Route 11 (SR 11) at Otay Mesa East Port of Entry (POE) project will improve the efficient movement of people and goods between the United States and Mexico. A state-of-the-art POE and commercial vehicle enforcement facility (CVEF) accessed via a toll road will provide shorter and more predictable crossing times.	4 Toll Lanes Plus Port of Entry	SANDAG and Caltrans, along with a number of key local, state, and federal agencies in the United States and Mexico, are executing an aggressive plan to self-finance a new border crossing in the San Diego/Baja California region. Annually, \$54 billion worth of goods move across the region's borders, and at each crossing wait times regularly exceed two hours. To sustain vibrant and effective commercial cross border activities, this diverse group of partners is creating a new port of entry and connecting state highway.	Public-public partnership and tolling strategy under development
8	San Diego	South Bay Rapid Transit	from the Otay Mesa Port of Entry to Downtown San Diego via eastern Chula Vista.	Will provide a rapid and reliable transportation alternative from the Otay Mesa Port of Entry to Downtown San Diego via eastern Chula Vista. It will help minimize traffic congestion along a major transportation corridor and offer service to areas not currently served by rapid transit.	The South Bay Rapid Transit project will include 11 stations along the 21-mile Rapid Transit route, connecting residents to employment and activity centers in downtown and the South Bay. The South Bay Rapid will serve offices, shopping centers, recreational facilities, transit-oriented residential communities, schools, and Park & Ride lots, as well as the U.S.-Mexico port of entry at Otay Mesa.	The South Bay Rapid Transit will improve travel times when compared to other forms of transit by utilizing dedicated transit only lanes, traffic signal priority, limited station stops, and real-time passenger information. Service along the corridor will be provided at 10-minute frequencies during peak commute hours, and every 15 minutes during the mid-day. Modern, comfortable vehicles will feature amenities such as improved riding quality, upgraded interiors, and Wi-Fi service	Fully funded
9	San Diego	I-15 Managed Lanes	I-8 to SR 163	For congestion relief and improved mobility	+2 Managed Lanes		Not included in RTIP but included in Revenue Constrained RTP
10	San Diego	I-805 Rapid	SR 94 to Carroll Canyon Rd. in San Diego	Improving the freeway alone does not solve the congestion/mobility, Rapid Transit offer alternatives for better regional mobility	East Palommar Direct Access Ramp and P-N-R, in-line transit sttions in Cula Vista in National City	same as above	Not included in RTIP but included in Revenue Constrained RTP
11	San Diego	Bayshore Bikeway		Would extend 24 miles around San Diego Bay provideing vital and scenic connection to tourist desinations as well as major bayfront employers		SANDAG is developing additional improvements to the Bayshore Bikeway based on the Bayshore Bikeway Plan, which was adopted by SANDAG in 2006 to identify opportunities to improve the bikeway along the east side of the Bay. The object of the plan is to develop a continuous Class I bike path that would allow bicyclists to ride all the way around San Diego Bay on a dedicated path away from city streets	Partially funded
12	San Diego	SR 76	Mission to I-15	Maintain and improve existting and future operations in the Sr 76 corridor between So. Mission Rd to east of I-15 in order to improvemtn the safe and efficient regional mobility	Widen the roadway from two-lane conventional highway that is over its capacity to a four-lane facilities including modifying SR76I-15 interchange, realignment of on-off ramps and widening bridge structure	Increase safety and reduce traffic accidents, improve traffic flow	Western and Middle segments are fully funded and completed; eastern segment currently in construction and scheduled to ope to traffice in 2017

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13	San Diego	Regional Bikeway Corridor		By guiding the region toward the creation of a substantial regional bicycle network, this plan can affect all of these issue areas, thereby improving existing and future quality of life in the San Diego region.	Planning for a more bicycle friendly region helps resolve multiple complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability	Diverse regional bike system of interconnected corridors, support facilities, and programs to make bicycling a convenient form of transportation for everyday travel.	Partially funded
14	San Diego	I-5 Managed Lanes	La Jolla Village Drive to I-5/I-805 Merge		+2 Managed Lanes		Not included in RTIP but included in Revenue Constrained RTP
15	San Diego	COASTER Double Tracking	Oceanside to San Diego	COASTER Double Tracking. This project includes double tracking of the Coastal rail corridor between Oceanside and San Diego to provide 20-minute peak frequencies.		Reduce congestion, allow alternate mode of travel, help improve region's air quality	Partially funded
16	San Diego	Rapid Transit from Otay Mesa to Imperial Beach.	Otay Mesa East Port of Entry to Imperial Beach	Rapid Service from Otay Mesa to Imperial Beach. This project will implement Rapid service from the new Otay Mesa East Port of Entry to Imperial Beach with stops in Otay Mesa and connections with the Blue Line Trolley at Iris Avenue.		Reduce congestion, allow alternate mode of travel, help improve region's air quality	Partially funded
17	San Diego	highway bridges	all county	Upgrade/maintain existing freeway bridges to avoid collapse	Bring the bridges up to safety standard		\$270M funded through HBP
18	San Diego	on-system highways	all county	Upgrade/maintain existing systems including shoulder improvements, signalization, pavement markings, truck climbing lanes, emergency relief, rehabilitaito.			\$335M funded
19	San Diego	on-system	County	Preservation of roadways			\$4.5M funded
20	San Diego County & Imperial County	State Highway System			Rehabilitation/Restoration	Preservation of prior investments in State transportation System	Approximately \$130 million annually given current State Highway Operation & Protection Program (SHOPP) funding levels