

Attachment C

Transportation Solution Strategy Technical Memo

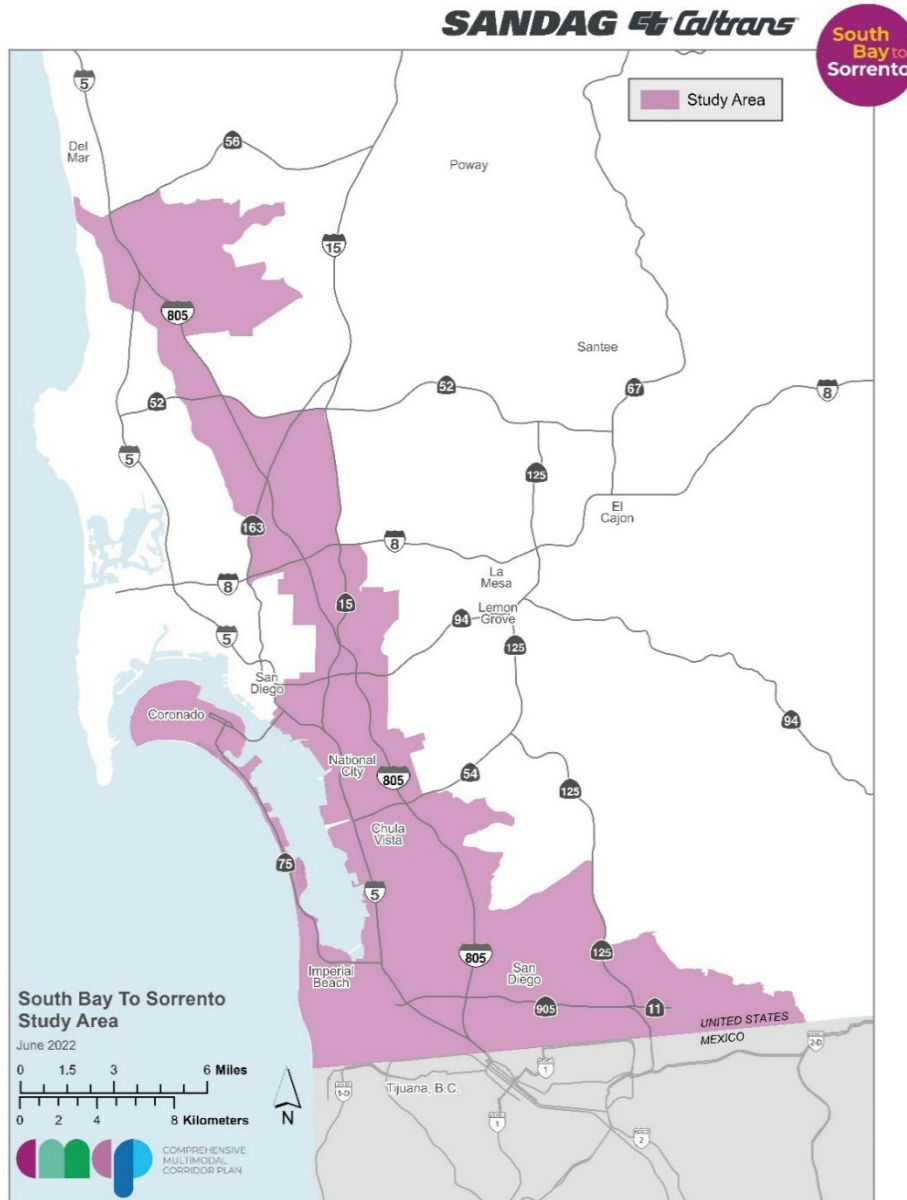




South Bay to Sorrento

Comprehensive Multimodal Corridor Plan

Transportation Solution Strategy Technical Memo v1



Prepared by **HNTB**

June 2022

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| ACRONYM/ ABBREVIATION | DEFINITION |
|--------------------------|---|
| ABM2+ | Activity Based Model Two Plus |
| AGOL | ArcGIS Online |
| AM | Ante Meridiem (before midday) |
| AOI | Areas of Influence |
| ARC-IT | Regional ITS Architecture |
| AT | Active Transportation |
| ATDM | Active Transportation and Demand Management |
| ATDM-RBMS | Active Transportation and Demand Management – Regional Border Management System |
| ATMS | Advanced Transportation Management System |
| ATP | Active Transportation Program |
| AV | Autonomous Vehicle |
| BRT | Bus Rapid Transit |
| Caltrans | California Department of Transportation |
| CBX | Cross Border Express |
| CC | Complete Corridor |
| CEC | California Energy Commission |
| CMCP | Comprehensive Multimodal Corridor Plan |
| CMH | Central Mobility Hub |
| CMS | Changeable Message Signs |
| CVEF | Commercial Vehicle Enforcement Facility |
| DAR | Direct Access Ramps |
| DC | Direct Connectors |
| DS | Data Series |
| EA | Environmental Assessment |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EPA | U.S. Environmental Protection Agency |
| ESA | Enhanced Service Areas |
| FEMA | Federal Emergency Management Agency |
| GHG | Greenhouse gasses |
| GIS | Geographic Information System |
| HazMat | Hazardous Materials |
| HOV | high-occupancy vehicle |
| HOV/ML | high-occupancy vehicle/managed lanes (HOV/ML) |
| I | Interstate |
| ICMS | Integrated Corridor Management System |
| ID | Identification |
| ITS | Intelligent Transportation Systems |
| LOSSAN | Los Angeles-San Diego-San Luis Obispo |

| ACRONYM/ ABBREVIATION | DEFINITION |
|--------------------------|--|
| LPP | Local Partnership Program |
| LRT | Light Rail Transit |
| MaaS | Mobility As A Service |
| MGRA | Master Geographic Reference Area |
| MH | Mobility Hub/MoHub |
| MND | Mitigated Negative Declaration |
| MoFleets | Mobility Hubs and Flexible Fleets |
| MTS | Metropolitan Transit System |
| MX | Mexico |
| N/A | Not Applied |
| NASNI | Naval Air Station North Island |
| NB | Northbound |
| NBC | Naval Base Coronado |
| NCC | North Coast Corridor |
| NCMT | National City Marine Terminal |
| NCTD | North County Transit District |
| ND | Negative Declaration |
| NEV | Neighborhood Electric Vehicle |
| NextOS Next OS | Next Operating System |
| NFHL | National Flood Hazard Layer |
| NOX | Oxides of Nitrogen |
| OME | Otay Mesa East |
| PDT | Project Development Team |
| PM | Post Meridiem (midday) |
| POE | Port of Entry |
| RBSP | Regional Beach Sand Project |
| RCP | Regional Comprehensive Plan |
| ROG | Reactive Organic Gases |
| ROW | Right of Way |
| RTP | Regional Transportation Plan |
| SANDAG | San Diego Association of Governments |
| SanGIS | San Diego Geographic Information Source |
| SB1 | Senate Bill 1 |
| SB2S | South Bay to Sorrento |
| SCCP | Solutions for Congested Corridors Program |
| SCOUP | Sand Compatibility and Opportunistic Use Program |
| SD | San Diego |
| SDSU | San Diego State University |
| SE | Southeast |
| SHOPP | State Highway Operation and Protection Program |

| ACRONYM/ ABBREVIATION | DEFINITION |
|--------------------------|--|
| SHS | State Highway System |
| SLR | Sea Level Rise |
| SME | Subject Matter Expert |
| SOV | Single-Occupant Vehicle |
| SPS | Shoreline Preservation Strategy |
| SR | State Route |
| TAMT | Tenth Avenue Marine Terminal |
| TAZ | Traffic Analysis Zone |
| TCEP | Trade Corridor Enhancement Program |
| TIRCP | Transit and Intercity Rail Capital Program |
| TL | Transit Leap |
| TSM&O | Transportation Systems Management and Operations |
| TSP | Transit Signal Priority |
| UAS | Unmanned Aircraft Systems |
| UCSD | University of California San Diego |
| US | United States |
| USGS | United States Geological Survey |
| UTC | University Town Center |
| V/C | Volume to Capacity |
| VMT | Vehicle Miles Traveled |
| VOC | Vehicle Occupancy |
| VSL | Variable Speed Limitation |
| ZEV | Zero Emission Vehicle |

1 INTRODUCTION

1.1 Project Description

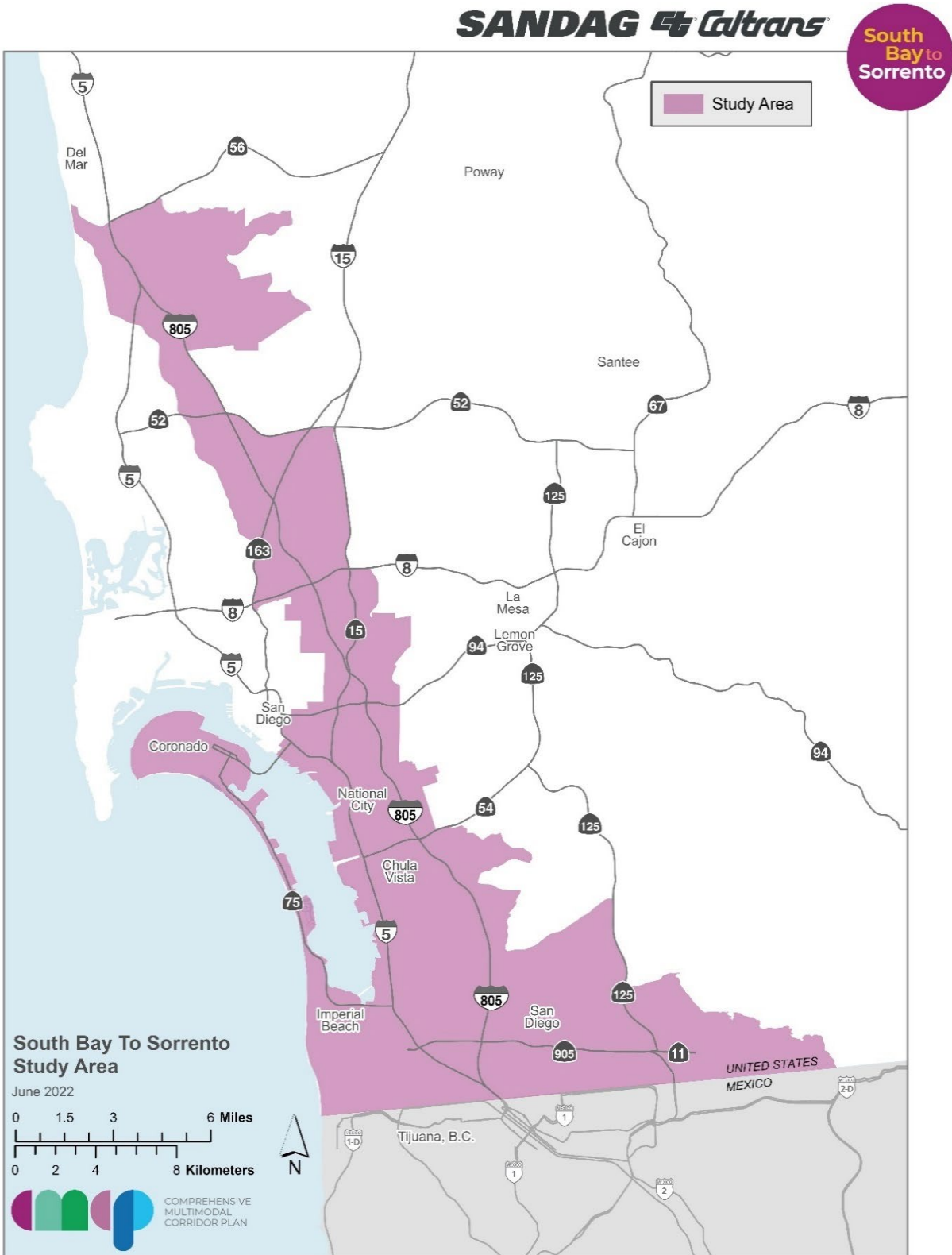
The goal of a Comprehensive Multimodal Corridor Plan (CMCP) is to identify transportation projects that will reduce congestion, reduce greenhouse gas emissions, and improve livability through operational improvements, technological advancements, and increased multi-modal options along a transportation corridor. The San Diego Association of Governments (SANDAG) and California Department of Transportation (Caltrans) are developing a CMCP to address the current and future multimodal needs of the South Bay to Sorrento (SB2S) corridor (the corridor). A CMCP strives to create equitable and sustainable transportation solutions for people living in the community or traveling along the corridor. The CMCP evaluates existing and proposed transit services, commuter and intercity rail, goods movement, local roadway connections of regional significance, highway connections, managed lane priorities, mobility hubs, active transportation (AT) connections and the resilience of the transportation network. The information and tools developed in the CMCP will help local agencies understand how projects within each jurisdiction contribute to the development of the regional multimodal transportation network. The CMCP also helps local agencies prioritize locally planned projects. A CMCP also makes it easier for Caltrans, SANDAG, and local partners to pursue funding and programming opportunities and successfully advance projects towards implementation.

Figure 1 illustrates the length and breadth of the corridor. This corridor presents a unique opportunity for SANDAG, Caltrans, local municipalities, and other stakeholders in the region to reduce vehicle miles traveled and greenhouse gas emissions, address mobility challenges and lack of connectivity, improve equity and resilience in the transportation network, and progress the vision of a technologically advanced, balanced, and integrated multimodal transportation system.

1.2 Purpose of this Memorandum

The purpose of this memorandum (memo) is to summarize the technical work performed in developing the SB2S transportation solution strategy. The work was performed through a series of tasks and technical analyses documented and reviewed by the Project Development Team (PDT) in interim memos. This memo includes all relevant information from previous memos and addresses all feedback received on any previous work. The final recommended Transportation Solution Set is provided in *Appendix A, Transportation Strategies with Assessments*.

Figure 1 SB2S Corridor



2 STUDY AREA

The corridor study area straddles Interstate 5 (I-5) and Interstate 805 (I-805) corridors in the southern portion of the study area and primarily includes the I-805 corridor east and north of downtown San Diego. North of downtown San Diego, I-5 is mostly outside of the study area. The northern and southern limits of the study area are State Route 56 (SR-56) and the U.S.-Mexico border, respectively. The east-west extents of the study area were established based on the boundaries of surrounding communities dependent on the I-5 and I-805 north-south connections and set to align with census tract boundaries (to simplify data analysis). The study area includes unincorporated portions of San Diego County as well as portions, or the entirety, of the cities of Chula Vista, Coronado, Imperial Beach, National City, and San Diego.¹

There are high levels of congestion along I-5 between northern Chula Vista and downtown San Diego and along I-805 between SR-54 and Sorrento Valley, especially during the peak periods. By 2035, congestion is expected to worsen due to increases in population and jobs within the corridor. This congestion is the result of a lack of mobility options for making trips to, from, and within the corridor. Further, local streets and arterials typically lack contiguous safe, low stress, bicycle and pedestrian facilities, especially at freeway interchanges. A lack of mobility options and infrastructure for non-motorized modes of transportation results in many travelers electing to make most trips via personal automobile, and also inhibits mobility in social equity focus communities. Implementing strategies like high-capacity north-south transit services, contiguous high-occupancy vehicle/managed lanes (HOV/ML), and active transportation facilities and flexible fleets services will provide additional mobility options for making trips of varying lengths and purposes. These strategies would both alleviate congestion along corridor facilities and improve mobility in social equity focus communities.

Cross-border travel and goods movement within the corridor are also subject to high levels of delay at ports of entry and along I-5, I-805, and local arterial roadways. Alleviating congestion along major freight routes, implementing parcel delivery lockers at mobility hubs, and the addition of zero emissions freight vehicles will help improve the flow of goods within the corridor while reducing air quality and noise impacts on local residents and businesses.

Intelligent Transportation Systems (ITS) applications will be an important feature in the corridor with particular attention to goods movement and border activities. In addition, the need to plan for climate change impacts, such as sea level rise, extreme heat, and precipitation changes, is necessary to ensure functionality of the corridor into the future.

The study area was divided into seven subareas, which were determined by identifying areas with similar characteristics. The study area was first divided into major east-west roadways (SR-52, SR-54, SR-94, SR-905, and Friars Road). The Coronado area was reviewed independently,

¹ Although the study area overlaps with a very small southern section of the City of Del Mar, due to the nature of census tract geographies, the city is not generally considered within the study area.

and in consideration of Coronado stakeholders' feedback, the east-west boundary was defined to include all areas west of I-5 (to include port and naval activities), and the north-south boundary was set to include the majority of Imperial Beach, which is the gateway for mainland access to Coronado from I-5. The initial division of the subareas was confirmed through a review of demographics, land use, and travel patterns.

Areas of influence (AOIs) are areas that are not part of the study area but were determined to have characteristics (i.e., major activity centers, travel patterns, and land use) that impact the study area. Eight AOIs were included in the analysis: Otay, Urban Core, Del Mar, Carmel Valley, University Community, SE San Diego, North, West of I-15.

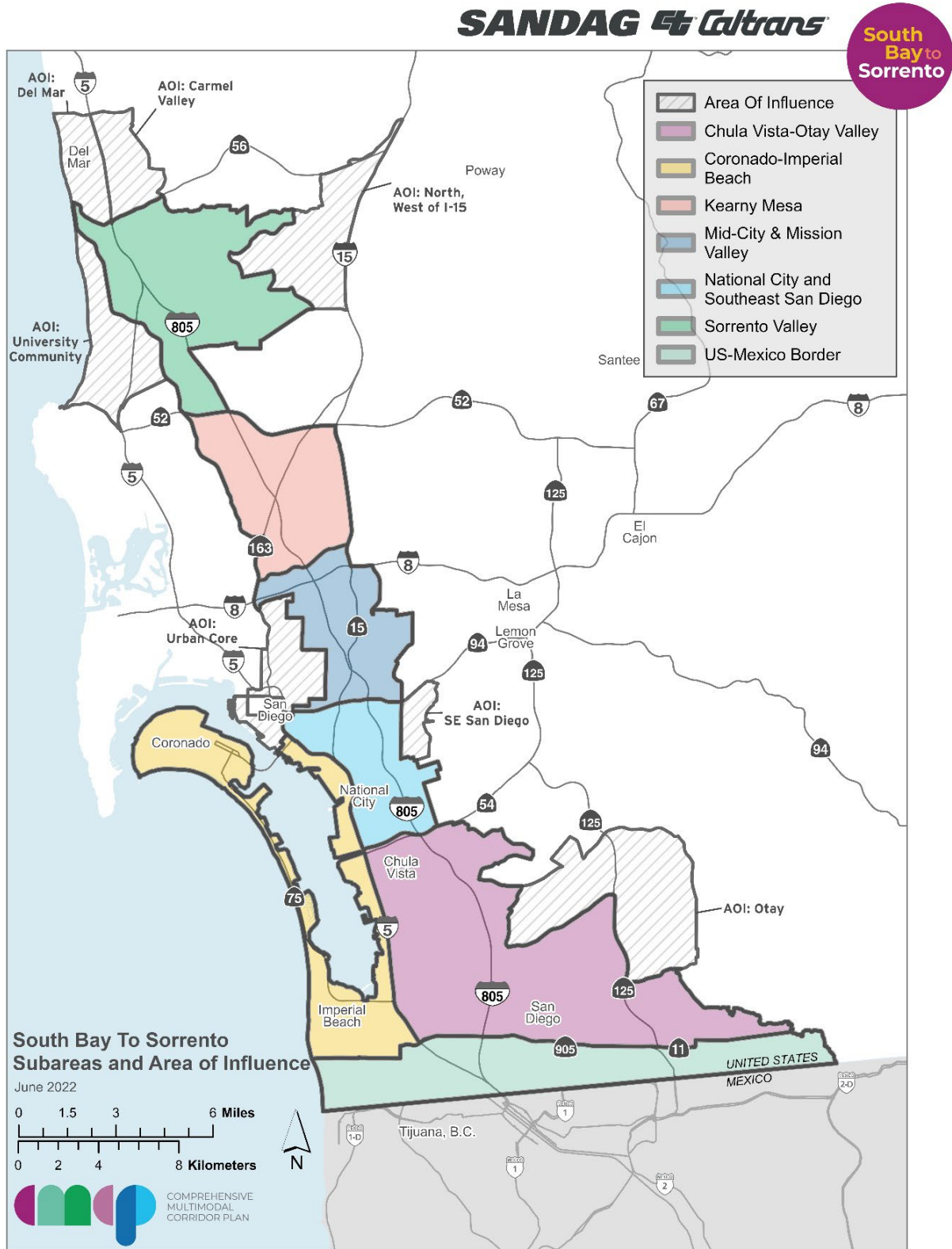
Figure 2 illustrates the seven subareas and the areas of influence surrounding the SB2S corridor.

More information on the study area and corridor performance is documented in the Planning Review and Corridor Performance Technical Memo (HNTB, 2022). The memo reviews demographic, travel pattern, transit ridership, commute patterns, goods movement, and active transportation data and summarizes corridor issues and opportunities, providing the foundation for the development of CMCP strategies in this document.

The memo also includes the following sections:

- Summary of the goals and objectives that were developed by the PDT.
- Review of planning documents from various jurisdictions within the corridor and the datasets received.
- Summary of 2016 existing and 2035 No Build conditions corridor characteristics, including demographics (population, jobs, housing, and social equity focus populations), mobility analysis (commute and general travel patterns, transit ridership, roadway performance) in addition to a summary of active transportation and goods movement.
- Summary of key findings, identification of corridor issues, and opportunities.

Figure 2 Subareas and Areas of Influence within the South Bay to Sorrento Corridor

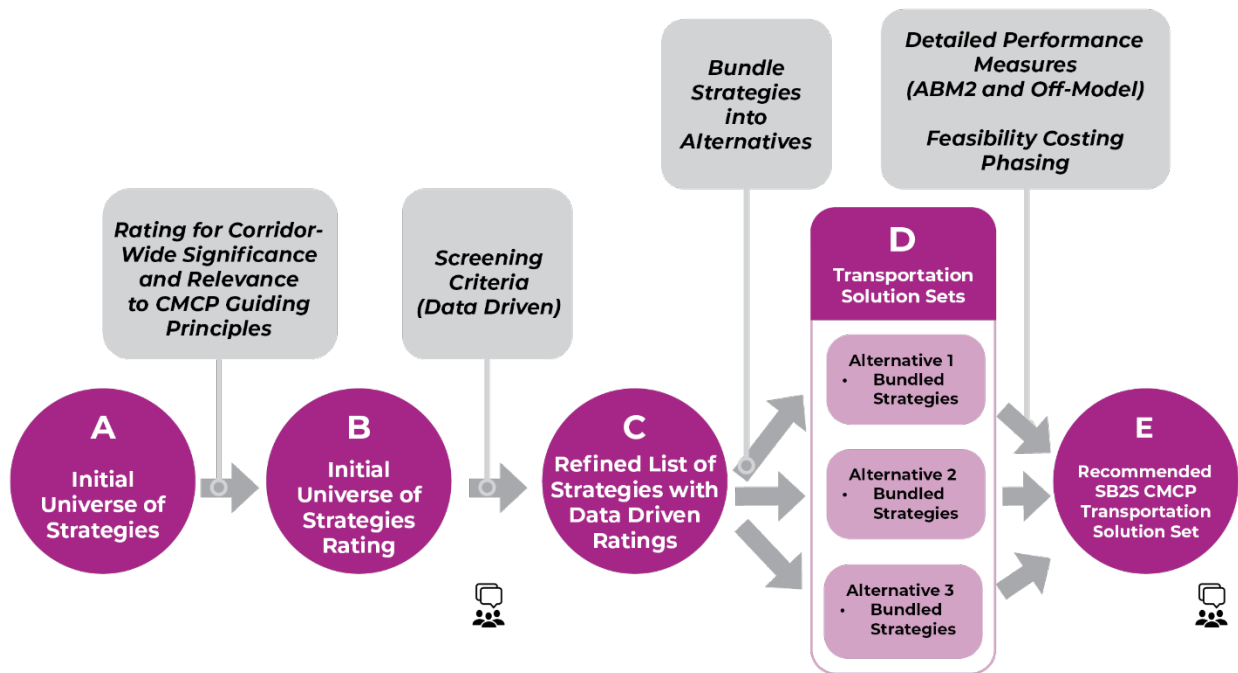


3 TRANSPORTATION STRATEGIES

Transportation strategies for the SB2S corridor were identified and refined through review of planning documents, stakeholder input, subject matter consultation, data analysis, and public outreach and feedback. The objective was to identify and evaluate strategies with the potential to address the transportation needs in the SB2S study area.

Transportation strategies (policies, programs, and capital investments) were identified and refined through a series of steps as shown on Figure 3. This refinement approach was shared with the Project Development Team (PDT). Each of the steps (A through E) are described in more detail in the following sections.

Figure 3 Transportation Strategy Development, Refinement and Evaluation Approach



Step A - Initial Universe of Strategies: In Step A the universe of strategies to be considered in the project development process was developed.

Step B - Initial Universe of Strategies with Ratings: In Step B, each initial strategy was evaluated by the project team and a qualitative recommendation was provided.

Step C - Refined List of Strategies with Evaluations: In Step C, the project team refined the initial recommended strategies. Strategy refinement was performed through a coordination effort between the project team and the PDT. Additional strategies were identified through the refinement process.

Step D - Transportation Solution Sets: During Step D, the project team and the PDT collaborated to combine strategies into three transportation solutions sets (alternatives) that

could be evaluated as a comprehensive multimodal network for the SB2S corridor using SANDAG’s ABM2+ (Activity Based Model Two Plus) travel demand model and off-model tools.

Step E - Comprehensive Set of Solutions: In Step E, the team evaluated the three recommended alternatives using SANDAG’s ABM2+ travel demand model and other off-model tools for strategies that either cannot be modeled with a travel demand model, or where potential benefits may not be fully estimated using a travel demand model. Feasibility, cost, funding potential, and other evaluation factors were considered for each strategy. Based on an assessment of the strategies by various evaluation factors, the team and PDT developed the draft recommended SB2S CMCP Transportation Solution Set.

Throughout the process, extensive coordination occurred with the PDT and subject matter experts (SMEs). The public comment icons between Steps B and C and after Step E indicate when the public had an opportunity to provide input. *Section 4 Stakeholder and Public Engagement* further details these activities. The following sections provide detailed information on the approach and outcomes of Steps A through E.

3.1 Initial Universe of Strategies (Step A)

Initial transportation strategies were first identified based on the following input and documents:

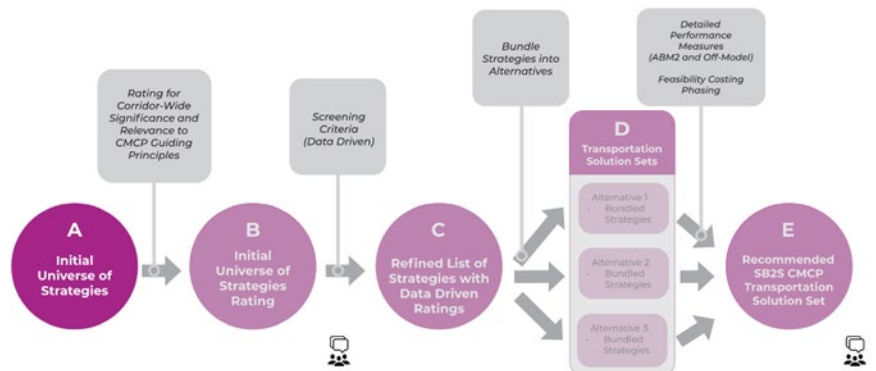
SANDAG Regional Plans –

Regional plans describe the long-term plan to address traffic congestion, meet regulatory requirements, and create equal access to jobs, education, healthcare, and other community

resources. The plans are updated every 4 years. Strategies for SB2S were identified from the [2019 Regional Transportation Plan](#) (RTP) (SANDAG, 2019a) and concepts from the 2021 Regional Vision (developed in advance of the draft [2021 Regional Plan](#) (SANDAG, 2021) which was published during Step C).

Other Studies and Corridor Performance – Prior planning studies, existing data, and resources provided by the PDT were reviewed. SB2S corridor performance was also assessed via available data such as demographics (population, employment, and social equity focus population data) and travel patterns (which includes transit ridership). This work is documented in the Planning Review and Corridor Performance Technical Memo (HNTB, 2022).

Subject Matter Expert Ideation – Meetings were held with technical SMEs from SANDAG, Caltrans, and partner agencies for each specific focus area. Participants collaborated on ideas and decisions to factor into strategy development. See *Section 4 Stakeholder and Public Engagement* for summary of SME meetings.



Project Development Team Input – The PDT was presented with the initial strategies and ratings for review and feedback. See *Section 4 Stakeholder and Public Engagement* for the list of all PDT meetings.

Nine transportation focus areas that aligned with the [5 Big Moves](#) and corridor priorities were used to organize the strategies: Transit Leap, Complete Corridors, Mobility Hubs, Flexible Fleets, Active Transportation, Next OS (Next Operating System), Goods Movement, Resilience, and Military.

Transit Leap: Transit Leap includes the full range of transit strategies, including commuter rail, light rail, next generation rapid bus, local bus, park and rides, ferry routes and increased services on existing routes. In addition to the traditional transit elements, the strategies also include technology and guideway improvements such as transit signal priority, flex or priority lanes, and grade separations.

Complete Corridors: Complete Corridors include three types of highway strategies: Managed Lanes, Direct Access Ramps (DAR's) to managed lanes, and Direct Connectors (DC's) between managed lanes of two different corridors. Arterial improvements and other multimodal strategies are also included in this element. The Complete Corridor category is geared toward increasing mobility and leveraging technological solutions that aid in decreasing single-occupant vehicle (SOV) ridership and congestion while improving freight movement.

Mobility Hubs: Mobility hubs are geographic areas that provide a range of features and services for intermodal connectivity. Smaller, local hubs can include a few elements while larger hubs can support a larger network of intermodal services. A Mobility Hub can span a small area and up to several miles. Fourteen mobility hubs that align with the 2021 Regional Vision and are located at least partially within the study area were included.

Flexible Fleets: Flexible fleets provide travel options to riders. Most flexible fleet services were integrated with each mobility hub. Fleet mix is tailored to the characteristics of each hub and depend on population density, roadways, AT network, and topography, among other factors. Examples include rideshare programs, ride hailing, and last-mile delivery.

Active Transportation: AT strategies were identified in areas with high demands for walking and cycling. AT demand is identified by reviewing bikeable and walkable catchments around commuter, light rail, and next generation rapid bus stations. The initial list of AT strategies includes an AT network within each mobility hub, regional connections between adjacent Mobility Hubs, and transit catchment areas around regional transit network stations.

Next OS: Next OS is a regional integrated digital platform for coordinated operations, management, and improved transportation services in the SB2S corridor and in the SANDAG region. The initial SB2S strategies align with the following six high-priority, previously identified use cases from the 2021 Regional Vision: Mobility-as-a-Service, Curb Access Management, Transit Optimization, Smart Intersection System, Next-Gen Integrated Corridor Management System (ICMS), and Regional Border Management System (RBMS).

Goods Movement: Goods movement in the San Diego region and across the border drive economic growth and development in the region. These factors may affect the way the SB2S corridor strategies must be developed and managed to ensure goods movement and important freight gateways are effectively accommodated. Essential goods movement hubs, gateways, and trip generator strategies were considered for the SB2S corridor. The initial strategies developed are in various stages of conceptualization, planning, or implementation. The initial goods movement strategies identified were incorporated into the following major categories: roadway projects (later incorporated within the complete corridor element), rail projects, maritime projects, pipeline projects, border projects, Mexico border projects, Next OS and truck information systems (later incorporated within Next OS projects), and policy considerations.

Resilience: Initially, over 40 strategies, ranging from elevated bike paths to regional hazard mitigation plans, were identified. The following human and environmental risks were of primary relevance to modes in the CMCP: earthquakes, storm surge, coastal erosion, sea level rise, landslide, flooding, severe storms and weather, wildfire, and extreme heat.

Military: The San Diego region is home to the largest concentration of military assets in the world, supporting a robust ecosystem of over 384,000 active-duty military personnel, civilian employees, and veterans. This defense cluster generates significant economic benefits for the region, but also adds considerable demands on the transportation network, particularly near military facilities. The SB2S corridor includes the largest military facilities in the region. The San Diego Regional Military Working Group developed a list of priority projects for the transportation network identified in the [Military Multimodal Access Strategy](#) (SANDAG, 2019b). Since military projects align with other focus areas (transit leap, complete corridors, mobility hubs, etc.), they were integrated into other categories, but are identified as a military priority focus area.

As a result of the initial strategy development, 285 strategies were identified. Table 1 shows the number of strategies for each of the individual elements.

Table 1 Initial SB2S Strategies

| Element ¹ | Initial Strategy Numbers | Initial Strategy Percent |
|-------------------------------|--------------------------|--------------------------|
| Transit Leap | 51 | 18% |
| Complete Corridors | 43 | 15% |
| Mobility Hubs/Flexible Fleets | 16 | 6% |
| Active Transportation | 44 | 15% |
| Next OS | 6 | 2% |
| Goods Movement | 81 | 28% |
| Resilience | 44 | 15% |
| Total | 285 | 100%² |

¹ Mobility Hubs and Flexible Fleets are grouped together in the same element because most flexible fleet strategies were integrated with each mobility hub. Military was integrated into other categories.

² Does not add to 100% due to rounding

3.2 Initial Universe of Strategies Rating (Step B)

All strategies in the initial universe of strategies were developed in more detail and qualitatively rated for their nexus to the CMCP goals. Each of the 285 initial strategies was evaluated on its own merit for each goal and a recommendation rating (highly recommended, recommended, or not recommended) was provided; 134

were highly recommended, 120 were recommended, and 31 were not recommended. Strategies that were assigned either a highly recommended or recommended rating were proposed to undergo further refined screening analysis in Step C. Strategies that were assigned an overall rating of not recommended may be very useful in furthering localized goals and may be eligible for alternative funding sources but were not recommended for consideration in Step C, since they have limited potential to advance the goals of the CMCP. Table 2 summarizes the results of the initial rating.

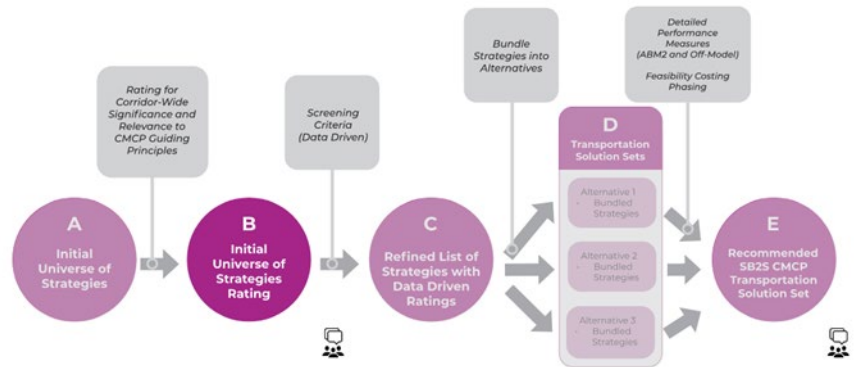
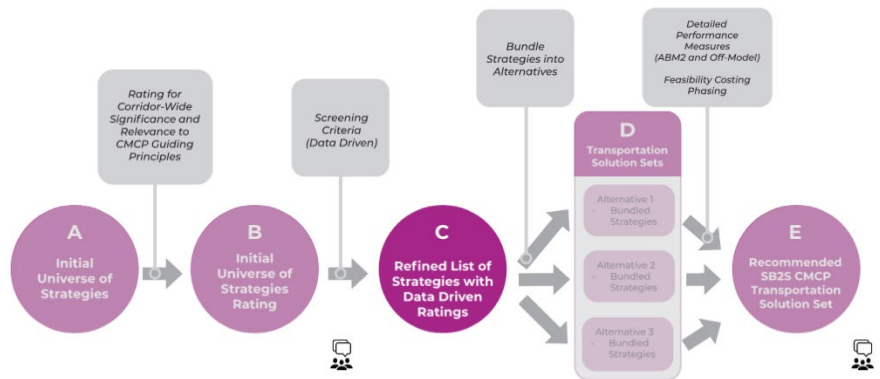


Table 2 Initial Strategy Ratings

| Element | Highly Recommended | Recommended | Not Recommended | Total |
|-------------------------------|--------------------|-------------|-----------------|------------|
| Transit Leap | 32 | 16 | 3 | 51 |
| Complete Corridors | 9 | 34 | 0 | 43 |
| Mobility Hubs/Flexible Fleets | 5 | 9 | 2 | 16 |
| Active Transportation | 44 | 0 | 0 | 44 |
| Next OS | 6 | 0 | 0 | 6 |
| Goods Movement and Border | 22 | 40 | 19 | 81 |
| Resilience | 16 | 21 | 7 | 44 |
| Total | 134 | 120 | 31 | 285 |

3.3 Refined List of Strategies (Step C)

During this stage, the team worked extensively with SMEs and the PDT to create a more comprehensive set of multimodal solutions for the corridor. Public input received during Phase 2 engagement was also incorporated into refinement of strategies (See Section 4 Stakeholder and Public



Engagement). New strategies that addressed specific corridor issues were identified, some strategies were broken out into more specific project elements through further analysis, and strategies from different categories were combined (when sufficiently similar) or grouped in families of related but independent projects. In addition, this process occurred in parallel to the public comment period from May 28 to August 6, 2021, of the draft 2021 Regional Plan. Relevant strategies and public feedback were incorporated into this study during this planning step. Through this process the number of strategies grew from the initial 285 to 444.

3.3.1 Strategy Refinement Approach and Outcomes by Priority Focus Area

The following section presents a summary of the strategy refinement approach and outcomes for each priority focus area.

Transit Leap: The strategies were reviewed at a more granular level to ensure transit routes addressed commuter patterns, and transit needs were evaluated based on their relation to other priority focus areas. Strategies that were mostly out of the study area were indicated as “do not recommend.” Strategies with less than 25% of their route length within the study area were identified as “do not recommend” as an SB2S strategy but retained in the No Build scenario. Strategies with more than 25% of their route length in the study area were included as SB2S strategies.

As part of the refinement process the various strategies were reviewed and then families of strategies were developed that encompassed the elements of the parent strategies (parent/child strategies are further defined in Table 3 and Table 4). For instance, transit priority elements were separated out as the child of the overall strategy. The strategies were also refined to include minimal operating segments or constrained to the study area in the case of strategies that extended beyond those limits. The refined strategies led to a comprehensive refined list of transit strategies to serve the corridor.

Complete Corridors: The refinement approach included reviewing strategies from other focus areas to provide a more integrated set of complete corridor strategies. Additional direct access ramps (DAR) and managed lanes direct connectors (DC) were identified where studies were underway and if they were associated with a transit route. Some direct connectors were excluded from the strategy list if traffic projected was very low.

Further, as part of the refinement process, many arterial corridors and intersection improvements originally identified as military priorities, or resilience and goods movement strategies were included in the complete corridors set of projects. Many of these strategies, including technology strategies, became child strategies of an overall corridor parent strategy (see Section 3.3.2 below for description of parent/child structure), helping identify the strategy as related to a highway or arterial project, but independent. Furthermore, a few strategies which were part of community plan documents but were significant due to their proximity to the I-5 corridor near the U.S.-Mexico border were included.

Mobility Hubs and Flexible Fleets: Mobility hubs and flexible fleets were combined due to their interdependency on each other and referred to as MoFleets. The project team worked to define which regional mobility hubs (or portions of hubs) should be evaluated as part of this study, identify enhanced service areas within the hubs that should include a greater density and range of services and amenities (including resilience-focused amenities), and identify locations outside of each regional mobility hub that could serve as key connection points to facilitate cross-community and regional travel. Enhanced service areas outside the SB2S study corridor, a phased mobility hub development strategy to implement near term services near major transit stations were also included in the initial set of strategies.

It was assumed that flexible fleets would operate within and between mobility hubs, and as such “corridor wide flexible fleets services” is included as a strategy. Project stakeholders from each jurisdiction within the study area agreed to retain the identified mobility hubs in this study, except for the City of Coronado, which requested that the Coronado mobility hub be removed from consideration. The remaining 13 mobility hubs were further evaluated, as were the enhanced service areas within them.

Enhanced service areas outside of the study area were identified as “do not recommend” because these will be identified and evaluated in CMCPs along adjacent corridors. The “corridor wide flexible fleets services” strategy was carried forward. Flexible fleet strategies are integrated with the remaining 13 mobility hub strategies as it is assumed flexible fleets will operate most intensely within mobility hubs.

Active Transportation: The AT team removed several AT strategies based on findings of the MoFleets refinement and consolidated some strategies to be part of the larger Mobility Hub AT networks. The detour review, a key element of the gap analysis framework, was used to test the inter-Mobility Hub AT strategies to identify additional direct AT routes that would provide regional significance. Conceptual networks were developed for all Mobility Hubs. AT initiatives identified as equity priorities for the entire region in the draft *2021 Regional Plan* were also reviewed.

All the strategies for developing Mobility Hub AT networks became child strategies of the MoFleets strategies. Several resilience strategies related to AT facilities and additional stand-alone initiatives with equity priorities, including infrastructure upgrades and policies, were added to the list.

Next OS: Taking into consideration the rapid advancement in technologies deployment, the recommended list is forward looking to ensure that Next OS, when deployed, will be the innovative platform to serve multiple markets, agencies, and users. The *2021 Regional Plan* lays the foundation for Next OS, with eight parent strategies aligning with six use cases identified in the *2021 Regional Plan*. More specific technology solutions are nested within the six use cases as child strategies. Two other parent strategies specifically address the technology needs of goods movement (truck parking information management system and truck traveler information).

Goods Movement: Many of the concepts originally identified by the goods movement team were purposefully integrated into specific roadway projects as child strategies or integrated into the Next OS set as technology solutions that benefit goods movement. Port or marine terminal strategies for National City Marine Terminal or Tenth Avenue Marine Terminal (TAMT) and international border-related strategies were considered key to continued economic sustainability of the region and the nation; some of these strategies clearly work toward supporting health and quality of life for port and border neighborhoods and residents. Goods movement families of projects were used to group these projects. Working with the private sector to innovate around other potential border freight hub access strategies were also considered supportive of future potential options for freight mobility and thus advanced in the CMCP. Other goods movement strategies are corridor wide policy concepts and programs that could not be combined with specific projects. For example, strategies supporting truck parking projects and policies are identified as a high-priority local and statewide need that involves the collaboration of all agencies and jurisdictions with significant work toward addressing already constrained land-use. Parking strategies also have an equity component that further elevated their priority due to their impacts on small businesses and owner operator trucking companies. Innovation through advanced technologies for curb management and alternative delivery mechanisms such as unmanned aircraft system (UAS) are essential in assisting goods movement in meeting the ever-increasing demands for urban and home and small business deliveries driven by the escalation in ecommerce. Helping local goods movement stakeholders to engage in federal, state, and local programs that help them transition their fleets to zero or near-zero emission vehicles aligns with state and local air quality is a high priority; strategies to support these endeavors were included.

Freight and trucking information systems are important in communicating with truckers and other freight stakeholders regarding the implementation or operation of all the above-mentioned strategies and have been included as part of Next OS strategies.

Resilience: The team's first approach to refining the broad list of resilience strategies was to identify specific projects in other priority focus areas where resilience strategies could be nested, so that resilience is integral when considering other capital improvements. Resilience strategies that were directly associated with a transportation facility (highway, arterial, bikeway, etc.) were integrated within the relevant element as a child strategy. Most of the remaining resilience strategies are broader policy or programmatic recommendations.

3.3.2 Strategy Family Groupings

Critical to creating a comprehensive multimodal network that addresses multiple goals is the need to associate related but independent strategies. Throughout the refinement process technical leads collaborated to identify strategies with synergies that could encompass multiple modal priorities and should be considered together. Through this process, a system for grouping families of projects was developed. Tables 3 and 4 illustrate the parent child strategy identification (ID) structure.

Table 3 Parent Child Strategy ID Structure

| "Study" | "Parent" | - | "Child" |
|---------|----------|---|---------|
| SB2S | #### | - | ### |

Table 4 Strategy Linking with Parent/Child Structure

| Parent Numbering Structure | Start Numbering | End Numbering |
|--|-----------------|---------------|
| Complete Corridors | 0001 | 0099 |
| Transit Leap | 0101 | 0199 |
| Regional Mobility Hubs | 0201 | 0299 |
| Active Transportation | 0301 | 0399 |
| Flexible Fleets | 0401 | 0499 |
| Goods Movement | 0501 | 0599 |
| Next OS | 0601 | 0699 |
| Resilience | 0701 | 0799 |
| Child Numbering Structure | Start Numbering | End Numbering |
| Focus Area Subprojects (e.g., neighborhood hub) | 001 | 299 |
| Active Transportation | 301 | 399 |
| Flexible Fleets | 401 | 499 |
| Goods Movement | 501 | 599 |
| Next OS | 601 | 699 |
| Resilience | 701 | 799 |
| Segments Recommended for Deletion | 901 | 999 |

Although strategies can still be considered independently for funding and implementation, it is strongly recommended that when a parent strategy moves forward, all child strategies are considered and advanced along with the parent to maximize strategy effectiveness.

Based on the process described above, a final draft refined strategy list was developed. The draft refined strategy list represents proposed transportation strategies (projects, programs, and policies) that help address the challenges and opportunities in the SB2S corridor.

To be considered, strategies must align with one or more goals of the SB2S study and be

implemented in the near (2025) or mid-term (2035). Table 5 provides a summary of the 444 refined strategies, of which 328 were recommended, and 116 were not recommended.

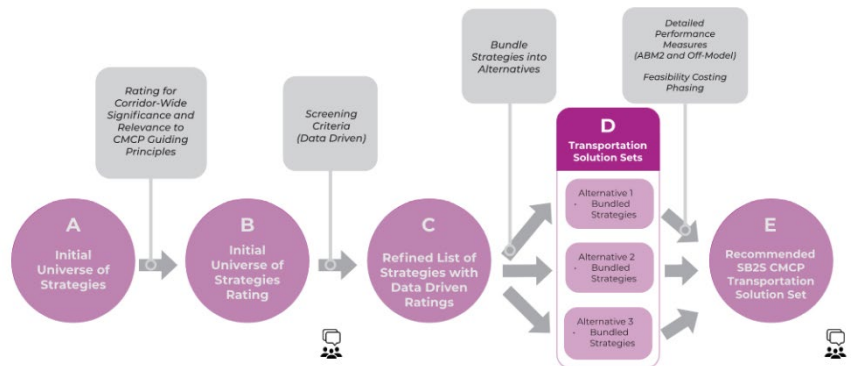
Table 5 Refined Strategies (Step C)

| Phase | No. of Strategies |
|-----------------|-------------------|
| Recommended | 328 |
| Not Recommended | 116 |
| Total | 444 |

3.4 Transportation Solution Sets (Step D)

Through collaboration with the PDT, three different combinations of strategies, referred to as alternatives, were developed to be evaluated through SANDAG’s ABM2+ model and other off-model tools for 2035. These scenarios were developed with the intent of comparing the full comprehensive list of strategies (Alternative 1)

with two smaller (and less costly) networks. All three strategies were also evaluated in comparison to the corridor 2035 No Build condition, used to evaluate SB2S strategy effectiveness in the study area assuming all other 2021 *Regional Plan* projects outside the study area are implemented. The three recommended alternatives are:



- **Alternative 1 – All Recommended Strategies:** All 328 recommended strategies that highly align with the CMCP goals and developed with input from the PDT, stakeholders, and the public.
- **Alternative 2 – Revenue Cost Constrained Core Network:** A fiscally constrained set of projects that meet the SB2S corridor multimodal needs. This alternative contains 180 recommended strategies and roughly aligns with the 2021 *Regional Plan* expected revenues by 2035.
- **Alternative 3 – Performance based alternative:** A narrow set of strategies that provide multimodal options to relieve congestion along SB2S freeway bottlenecks. This alternative contains 94 recommended strategies.

The three alternatives were evaluated using the detailed performance measures established by SANDAG and Caltrans and additional measures identified by the CMCP team (See Table 6) Evaluation alternative results are included in Appendix B.

Table 6 SB2S CMCP Performance Measures

| SB2S CMCP Goal | SB2S Performance Measures | Tool/Process Used to Calculate |
|---|--|--------------------------------|
| Improve Travel Safety | <ul style="list-style-type: none"> Qualitative assessment based on FHWA Safety Systems Approach | Qualitative |
| Improve Mobility (Traffic Congestion and Transportation Choices) | <ul style="list-style-type: none"> Percentage of change in mode share (commute trips, short trips) | ABM2+/Off-Model |
| Improve Mobility (Traffic Congestion and Transportation Choices) | <ul style="list-style-type: none"> Person trips by mode | ABM2+ |
| Improve Mobility (Traffic Congestion and Transportation Choices) | <ul style="list-style-type: none"> Daily vehicle hour delay by vehicle class | ABM2+ |
| Improve Mobility (Traffic Congestion and Transportation Choices) | <ul style="list-style-type: none"> Daily vehicle delay per capita (min) | ABM2+ |
| Improve Mobility (Traffic Congestion and Transportation Choices) | <ul style="list-style-type: none"> Bicycle and pedestrian miles traveled | ABM2+ |
| Improve Mobility (Traffic Congestion and Transportation Choices) | <ul style="list-style-type: none"> Percentage of the population engaged in 20 minutes or more of transportation related physical activity | ABM2+ |
| Improve Mobility (Traffic Congestion and Transportation Choices) | <ul style="list-style-type: none"> Corridor total person throughput (by screenline) | ABM2+ |
| Improve Mobility (Traffic Congestion and Transportation Choices) | <ul style="list-style-type: none"> System Completeness | ABM2+ |

| SB2S CMCP Goal | SB2S Performance Measures | Tool/Process Used to Calculate |
|--|--|--------------------------------|
| Social Equity/ Fairness | <ul style="list-style-type: none"> Percentage of the population within 0.5 mile of a high frequency transit stop | GIS |
| Social Equity/ Fairness | <ul style="list-style-type: none"> Percentage of social equity focus population within 0.25 mile of an AT facility | GIS |
| Social Equity/ Fairness | <ul style="list-style-type: none"> Percentage of social equity focus population with access to flexible fleet options | GIS |
| Social Equity/ Fairness | <ul style="list-style-type: none"> Accessible investments in disadvantaged communities (investment amount and percent) | GIS |
| Social Equity/ Fairness | <ul style="list-style-type: none"> Near-roadway population exposure | GIS |
| Support Economic Opportunity | <ul style="list-style-type: none"> Percentage of residents that can access Tier² 1 and Tier 2 employment centers or higher education centers within 30 and 45 minutes by transit | ABM2+ |
| Support Economic Opportunity | <ul style="list-style-type: none"> Frequency of high-quality transit service options to border crossings | GIS |
| Support Economic Opportunity | <ul style="list-style-type: none"> Average amount of time freight spends in congestion | ABM2+ |
| Efficient Land Use | <ul style="list-style-type: none"> Population in multifamily residences within 0.25 mile of a transit stop | GIS |
| Efficient Land Use | <ul style="list-style-type: none"> Multifamily housing within 0.5 mile of high frequency transit | GIS |
| Efficient Land Use | <ul style="list-style-type: none"> Average peak period commute time to work (min) | ABM2+ |
| Efficient Land Use | <ul style="list-style-type: none"> Employment centers within 0.25 mile of a transit stop | GIS |
| Sustainability, Health and Resilience | <ul style="list-style-type: none"> Daily VMT per resident, per employee, and per lane mile¹ | ABM2+ |
| Sustainability, Health and Resilience | <ul style="list-style-type: none"> Reduction in GHG emissions | EMFAC |
| Sustainability, Health and Resilience | <ul style="list-style-type: none"> On-road smog-forming pollutants (pounds/day) per capita (ROG, NOx) (summer) | EMFAC |

² SANDAG identifies employment centers across the San Diego Region and classifies each center into Tiers. Tiers 1 and 2 are the largest employment centers. See [SANDAG Employments Centers](#) for further detail.

| SB2S CMCP Goal | SB2S Performance Measures | Tool/Process Used to Calculate |
|--|--|--------------------------------|
| Sustainability, Health and Resilience | <ul style="list-style-type: none"> Average PM_{2.5} exposure | EMFAC |
| Sustainability, Health and Resilience | <ul style="list-style-type: none"> Reduction in GHG emissions from zero-emission vehicles | GHG Reduction Tool |

Bold indicates performance measures suggested for the SB2S CMCP in addition to SANDAG/Caltrans measures for all CMCP studies.

¹ Estimating effects on VMT analyzes whether SB2S alternatives would induce vehicular demand along highways and/or local roadways

GIS = geographic information system

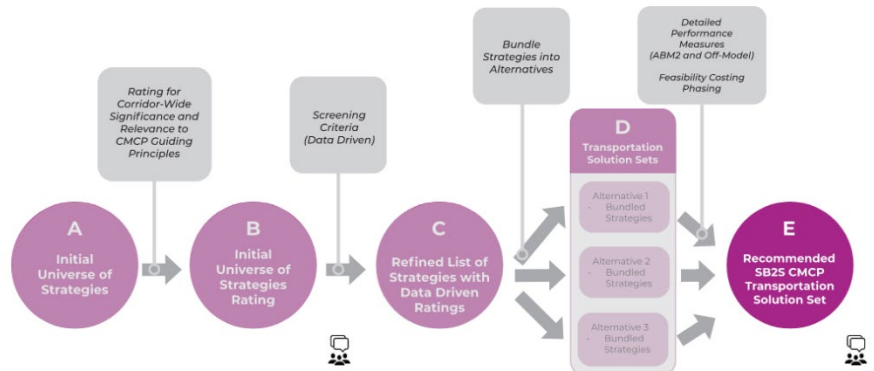
NOx = Oxides of Nitrogen

PM_{2.5} = particulate matter two and one half microns or less in width

ROG = reactive organic gases

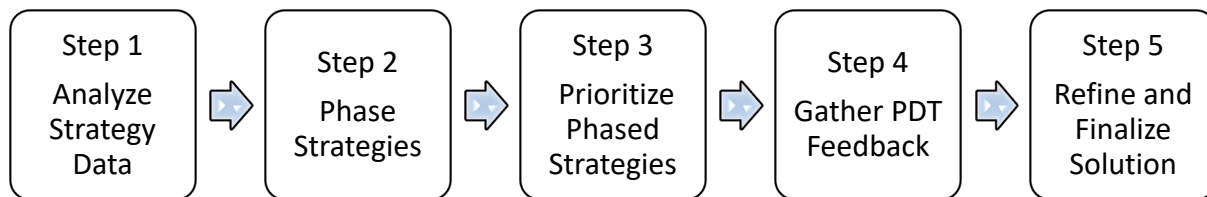
3.5 Development of Recommended Transportation Solution (Step E)

This section specifically discusses the technical analysis and planning approach used to move from three alternatives (Step D) to the recommended SB2S CMCP Transportation Solution Set (Step E). The framework to arrive at a final recommended transportation solution set of strategies for the SB2S corridor is depicted in the five-step process shown on Figure 4.



Each step is defined in more detail in the information that follows:

Figure 4 Framework for Development of Recommended Transportation Solution Set (Steps D to E)



3.5.1 Step 1 Analyze Strategy Data

The study team analyzed all information gathered to date about the recommended strategies to inform the development of the recommended transportation solution set and the phasing approach. The factors considered include performance measures, strategy costs, feasibility criteria ratings, SB1 funding assessment and public feedback, as detailed herein.

CMCP Performance Measures – SANDAG’s ABM2+ model and other off-model tools were used to evaluate the performance of each of the three alternatives and compared to the No Build alternative (see previous section and Appendix B).

- Alternative 1 includes all the strategies developed for the CMCP, and as such has the greatest positive impact on shifting persons from making SOV trips to shared ride, transit, biking, walking, and other non-automobile modes. This creates an overall reduction in VMT (meaning no induced demand was observed with this option). Because of its comprehensive transit strategies, it results in the highest shift to transit, including both rail and bus. It is essentially twice as effective as Alternative 3 in these areas. In addition, Alternative 1 increases the total person throughput on transit across six key screenlines by more than 35% compared to the no-build condition. From an economic opportunity and equity perspective, Alternative 1 results in the highest proportion of total and historically underserved populations located within a 30- or 45-minute transit trip of Tier 1 and Tier 2 employment centers and higher education centers. This is also the case for populations within 0.5 mile of a high frequency transit stop.
- Alternative 2 includes a subset of the strategies in Alternative 1 that roughly approximates the expected revenue from the *2021 Regional Plan* by 2035 for the SB2S corridor (\$27 billion). This alternative does not achieve the same level of mode shift, transit proximity, and person throughput as Alternative 1, but is often up to 80% as effective in multiple performance measure categories including mode shift and daily vehicle hour delay. However, when serving social equity focus populations to access employment centers within 45 minute transit trip, Alternative 2 is about half as effective for accessing Tier 2 employment centers and only about 25% as effective for reaching Tier 1 employment centers. In the case of reducing VMT per resident or employee, Alternative 2 is roughly midway between Alternatives 1 and 3. The benefit of this alternative is a lower overall level of investment that results in some mobility improvements and sustainability enhancements as compared to the No Build scenario, but it is not as effective as Alternative 1 in improving access to employment and higher education centers, particularly for social equity focus populations.
- Alternative 3 also includes a subset of Alternative 1 strategies. These multimodal strategies were focused on reducing congestion on the most impacted freeway segments within the study area. Because transit strategies were limited compared to the other two alternatives, it would provide the smallest increase in populations within a 30-minute transit trip of Tier 1 and Tier 2 employment centers (9% or less for social equity focus populations) and it also has and a negligible effect (less than 3% in all cases) as compared to the No Build on 30-minute transit trips to higher education centers and 45-minute transit trips to both employment centers and higher education centers. Even with fewer transit strategies, Alternative 3 still increases person throughput on transit across the six key screenlines by

14%. It is also somewhat effective in terms of reducing the amount of time that freight spends in congestion and is competitive in terms of reducing vehicle delays at a lower level of investment.

Alternative 1 provides the greatest performance benefits from the ABM2+ model and off-model analysis. This alternative has the highest number of strategies to address transportation needs in the study area. Alternative 1 presents the greatest opportunity to reduce SOV trips by shifting persons to transit and other non-automobile modes which in turn would have the greatest opportunity to reduce greenhouse gas (GHG) emissions. Alternative 1 maximizes person throughput in the study area compared to the other alternatives. From an economic opportunity and equity perspective, Alternative 1 results in the highest proportion of total and historically underserved populations located within a 30- or 45-minute transit trip of Tier 1 and Tier 2 employment centers and higher education centers. This is also the case for populations within 0.5 mile of a high frequency transit stop.

Feasibility Criteria Ratings – A feasibility assessment was performed that developed Feasibility Criteria and Results shown in Appendix C. The Feasibility assessment was performed for each strategy using nine criteria. Feasibility criteria were developed in collaboration with SANDAG, Caltrans, the PDT, and project team. The evaluation criteria represent areas that impact the feasibility and implementation timeframe of individual strategies. The final feasibility criteria are:

- Anticipated Environmental Clearance Process
- Expected Timing of Environmental Clearance
- Anticipated Right of Way Needs
- Regulatory and Policy Accommodation/Design Exception
- Construction Complexity
- Range of Construction Costs
- Operational Complexity and Risk
- Public Support

The selected criteria are intended for planning level analysis and are not intended to replace more detailed assessments that will occur as individual strategies are advanced. The feasibility of resilience strategies was not evaluated, as additional studies are needed to better determine project and program specificity for these strategies.

Feasibility ratings for individual strategies were determined using a series of qualitative and/or quantitative metrics and in coordination with the project team. Qualitative metrics were used to rate strategies using institutional knowledge and/or professional judgement. Quantitative metrics were calculated using ArcGIS software, based on geospatial data provided by SANDAG or obtained from the SanGIS Regional Data Warehouse. The feasibility evaluation (criteria and results) is included in Appendix C.

The feasibility analysis revealed some strategies would likely have lower risks when implementing than others. For example, of the 328 Alternative 1 strategies:

- In the very near term, 39 strategies could be planned and/or implemented with a categorical exemption to environmental clearance.
- Approximately 200 strategies are considered to have low operational complexity
- Some 185 strategies have minor or low anticipated right of way needs.
- About half of the strategies (149) have low construction complexity.
- Most of the strategies (241) do not require significant regulatory and policy accommodations.

Overall strategy implementation risk was determined for the recommended strategies using the following feasibility criteria:

- **Lower Risk:** Operational complexity, anticipated right of way needs, construction complexity, and expected regulatory and policy accommodations are *all low (or minor)*
- **Higher Risk:** Considering operational complexity, anticipated right of way needs, construction complexity, and expected regulatory and policy accommodations, *at least one is rated high (or extensive)*.
- **Medium Risk:** All remaining strategies not categorized as lower or higher risk.

Table 7 summarizes the results of this assessment.

Table 7 Recommended Strategy Implementation Risk

| Implementation Risk | Number of Strategies |
|---------------------|----------------------|
| Higher Risk | 130 |
| Medium Risk | 153 |
| Lower Risk | 45 |
| Total | 328 |

Strategy Costs – Strategy costs were developed according to the methodology included in Appendix D. The overall cost of all 328 recommended strategies included in Alternative 1 is \$59.1 billion. 190 strategies are included in the *2021 Regional Plan* (totaling approximately \$37.3 billion), with 141 strategies expected to be fully funded by 2035 (\$25.3 billion). Additional funds will be needed by 2035 to fully implement the recommended SB2S CMCP Transportation Solution Set.

SB1 Funding Assessment – Funding opportunities will be critical to maximizing the potential for delivery of the SB2S CMCP Transportation Solution Set. SB1 provides six potential opportunities for funding (Active Transportation Program [ATP], Local Partnership Program [LPP], Solutions for Congested Corridors Program [SCCP], State Highway Operation and Protection Program [SHOPP], Trade Corridor Enhancement Program [TCEP], Transit and Intercity Rail Capital Program [TIRCP]). The applicability of SB1 funding was assessed for each strategy—identified with either N/A (not applicable), Low, Medium, or High. The approach is described in detail in Appendix E of this document.

A funding assessment that determined which strategies would be eligible to apply for funding under several SB1 funding programs, as well each strategy’s relative likelihood to be approved for funding compared to other SB2S strategies was performed to inform the development of a recommended transportation solution set. Strategies could also be eligible for other federal, state, or local funding which are not part of this assessment.

Out of the 328 strategies, 283 (86%) are likely candidates for at least one of the SB1 programs, Table 8 summarizes the results of the funding assessment by SB1 program.

Table 8 SB1 Funding Assessment Summary

| SB1 Program | Potential Candidate ¹ | Alignment with Program - High | Alignment with Program - Medium | Alignment with Program - Low |
|--|----------------------------------|-------------------------------|---------------------------------|------------------------------|
| Active Transportation Program (ATP) | 145 | 49 | 48 | 48 |
| Local Partnership Program (LPP) | 271 | 226 | 24 | 21 |
| Solutions for Congested Corridors Program (SCCP) | 160 | 68 | 47 | 45 |
| State Highway Operation and Protection Program (SHOPP) | 3 | 3 | 0 | 0 |
| Trade Corridor Enhancement Program (TCEP) | 89 | 26 | 10 | 53 |
| Transit and Intercity Rail Capital Program (TIRCP) | 150 | 38 | 99 | 13 |

Notes: More than one funding program may be available for each strategy.

¹Total number of strategies considered as potential candidates for a program (sum of High, Medium, Low alignment categories)

Public Feedback – The team looked at strategies that had received public feedback during the phase 2 engagement that occurred in the summer of 2021, where 98 of the 328 strategies received positive feedback (rated as 42 “support” and 56 “strong support”).

The datasets the team used in performing all assessments are listed in Appendix F.

3.5.2 Step 2 Phase Strategies

During this step the team considered the *2021 Regional Plan* recommended phasing, environmental clearance timeline, and network completeness. Strategies were phased for either 2025 or 2035 implementation. The phasing analysis began by looking at which of the recommended 328 strategies could be reasonably implemented in 2025. All strategies included as part of the 2025 network in the *2021 Regional Plan* were phased for 2025. In addition, all strategies not in the regional plan where environmental clearance can be achieved in 0 to 5 years were phased for 2025. Nine strategies phased for 2035 in the regional plan were considered good candidates for accelerated implementation and advanced to 2025. All 2025 strategies are near term solutions. Remaining strategies were slated for 2035 implementation, including 50 strategies phased for 2050 or unconstrained in the Regional Plan that are

considered important to the SB2S network. These 50 strategies could be considered the long-term solutions. Table 9 summarizes the number of strategies in, and cost for the 2025 and 2035 networks.

Table 9 SB2S Phased Strategies Summary

| Phase | No. of Strategies | Cost (billions) |
|--------------|-------------------|-----------------|
| 2025 | 99 | \$4.3 |
| 2035 | 229 | \$54.8 |
| Total | 328 | \$59.1 |

Proposed 2025 strategies include mobility hub enhanced service areas (ESA). Each ESA is a “child” strategy within each of the recommended mobility hub “parent” strategies. Though identified as 2025 strategies due to their anticipated relative ease of implementation, the specifics of ESAs (e.g., micromobility service levels) will need to be determined in coordination with local agencies and stakeholders, including private operators, and could not be determined at the time this study was conducted. Therefore, while costs for all anticipated services and amenities are included in 2035 mobility hub costs, actual 2025 capital costs may be higher.

3.5.3 Step 3 Prioritize Strategies

Considering the large number of strategies included in the SB2S CMCP analysis, a further step was taken to identify potential opportunities for early implementation within each network (Years 2025 and 2035). Strategies with higher funding opportunity, lower implementation risk and for which the public has expressed support are stronger candidates for successful implementation. Appendix A lists all recommended strategies highlighting these priorities.

3.5.4 Step 4 Gather PDT Feedback

The draft recommended solution (phased and prioritized) presented in this memo was reviewed with the PDT on May 24, 2022.

3.5.5 Step 5 Refine and Finalize Solution

Final feedback from the PDT was incorporated into this report. The final recommended SB2S CMCP Transportation Solution Set is included in Appendix A.

4 STAKEHOLDER AND PUBLIC ENGAGEMENT

The SB2S CMCP stakeholder and public engagement process was organized into two phases. During Phase 1 of the project, stakeholders were encouraged to provide feedback about projects that they would like to have considered as part of the overall package of transportation strategies. An interactive map on the SB2S project website allowed people to place a point in the location of the proposed improvement and then provide as much detail as they wanted about the specific solution. Of the 251 comments logged by the team, 108 of them were AT-focused (bicycle and pedestrian). Eighty (80) recommendations, the next highest type of comment, referenced transit services of various kinds.

During Phase 2 engagement period, comments were collected through ArcGIS story maps and interactive strategy maps that the public could access freely. For equity purposes, the team also created a printable table that listed all proposed transportation solutions and attached a comment form for stakeholders to provide feedback about specific solutions. Those printable comment forms were mailed back to SANDAG and reviewed. Targeted outreach at community-based organizations was also done to increase participation. Many comments received during the Phase 2 engagement period focused on suggested routes, connections and amenities for public transportation and Mobility Hubs. Specific improvements that were mentioned more than once included the Purple Line (Route 582), Blue Line, I-805 BRT (bus rapid transit), and local bus service improvements. The study team received positive stakeholder comments on 98 strategies during Phase 2.

Members of the PDT also reviewed and had the opportunity to comment on the comprehensive list of transportation strategies. Most of the PDT comments discussed transit-based solutions and opportunities to improve specific strategies. Specifically, skyway connections, flexible lanes, and queue jumps were mentioned multiple times.

All comments brought forth by stakeholders were reviewed and received a response. Any individual that indicated they would like to receive a direct response were contacted by project staff via email. Nearly all the comments that were received were in support of a particular solution. There were no solutions that specifically received a negative review.

In addition, to the formal stakeholder and public engagement phases, the study team collaborated with members of the PDT and SMEs throughout all phases of the project. PDT and SMEs helped identify and refine potential solutions, reviewed and commented on the overall planning approach, and reviewed and provided feedback on interim results. Table 10 summarizes all meetings throughout the project development.

Table 10 Meetings and workshops with Project Development Team and Subject Matter Experts

| Date | Topic |
|--|---|
| October 21, 2020 | Kick-Off Meeting |
| November 4, 2020 | Sub-areas, study area demographics, and mobility |
| November 18, 2020 | Stakeholder Engagement, Performance Measures, Goals and Objectives |
| December 2, 2020 | Performance-Based Evaluation Framework, Screening Criteria |
| December 16, 2020 | Stakeholder Engagement and Goals and Objectives Survey Results |
| January 2021 - 1ST Round of SME Meetings | Planning approach by Priority Area |
| January 13, 2021 | Transportation Strategy Solution Evaluation Framework |
| January 27, 2021 | Transportation Strategy Solution Evaluation Framework |
| February 10, 2021 | Public Meeting No. 1 Overview, Initial Strategies, Areas of Influence |
| February 24, 2021 | Study Area Performance, Strategy Refinement Approach |
| March 2021 - 2nd Round of SME Meetings | Review of Strategies by Priority Area |
| March 24, 2021 | Refinement Workshop No. Complete Corridor (CC) Network |
| April 7, 2021 | Refinement Workshop No. 2, Transit Leap (TL) Network |
| April 21, 2021 | Refinement, Workshop No. 3, Supporting Network (MH, FF, AT) |
| May 5, 2021 | Refinement Workshop No. 4, supporting Network (AT & MH) |
| May 19, 2021 | Alternatives Workshop No. 1, Alternative Development Tools |
| June 2, 2021 | Alternative Workshop No. 2, Scenarios & Potential Strategies |
| June 30, 2021 | Virtual Public Engagement from May 28, 2021 to July 12, 2021, Existing Conditions Memo Overview |
| July 28, 2021 | Strategy Refinement Review |
| August 2021 - No Meeting | <i>Summer break</i> |
| September 8, 2021 | Feasibility Assessment, Cost Analysis |
| October 13, 2021 | Feasibility Assessment, Cost Analysis, Alternatives Development |
| November 2021 - No Meeting | <i>Modeling of alternatives underway</i> |
| December 2021 - No Meeting | <i>Modeling of alternatives underway</i> |

| Date | Topic |
|---------------------------|--|
| January 2022 - No Meeting | <i>Modeling of alternatives underway</i> |
| February 9, 2022 | Active Transportation and Travel Demand Modeling Update |
| March 2022 - No Meeting | <i>Modeling of alternatives underway</i> |
| April 2022 - No Meeting | <i>Modeling of alternatives underway</i> |
| May 5, 2022 | Performance Evaluation Approach, Alternatives Evaluation Results |
| May 24, 2022 | Implementation Approach, Draft CMCP Engagement |
| June 8, 2022 | DRAFT CMCP |

The study team also held the following coordination meetings with other planning teams to discuss strategies that overlapped CMCP corridor boundaries:

- Sorrento Valley Station Coordination, November 2020
- Next OS Coordination with Kimley Horn/IBI, February 2021
- Next OS Coordination with Kimley Horn/IBI, March 2021
- Mobility Hub Coordination with Central Mobility Hub (CMH), March 2021
- Central Mobility Hub Coordination on 10th Avenue Marine Terminal, June 2021
- Coast, Canyons and Trails CMCP Coordination, July 2021

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APPENDIX A TRANSPORTATION STRATEGIES WITH ASSESSMENTS

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|--|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0001-000 | 77 | I-5 Managed Lanes from SR-905 to H Street | Convert general purpose lanes and/or shoulder to two managed lanes. | Transit Leap; Complete Corridors; Next OS; Goods Movement; Military | View Map | Yes | \$51.0 | Yes | Yes | No | High | NR | Higher Risk | 2035 |
| SB2S0001-501 | 398 | I-5 V2I (AV Support) from SR-905 to H Street | Intelligent Transportation Systems (ITS) improvements including vehicle-to-infrastructure (V2I) technology to support autonomous vehicle (AV) operations. | Complete Corridors; Next OS; Goods Movement | View Map | No | \$2.3 | Yes | Yes | No | High | Support | Higher Risk | 2035 |
| SB2S0002-000 | 89 | I-5 Managed Lanes from H Street to Pacific Highway | Convert general purpose lanes and/or shoulder to four managed lanes. | Transit Leap; Complete Corridors; Next OS; Goods Movement; Military | View Map | Yes | \$378.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0002-501 | 399 | I-5 V2I (AV Support) from H Street to Pacific Highway | Intelligent Transportation Systems (ITS) improvements including vehicle-to-infrastructure (V2I) technology to support autonomous vehicle (AV) operations. | Complete Corridors; Next OS; Goods Movement | View Map | No | \$4.4 | Yes | Yes | Yes | High | Support | Higher Risk | 2035 |
| SB2S0002-503 | 1003 | I-5 Dynamically Managed Lanes for Trucks H Street to Pacific Highway | Dynamically managed lanes to improve system capacity by providing dynamic information for truckers (or general passenger vehicles) through in-vehicle system or dynamic message signs. | Complete Corridors; Next OS; Goods Movement | View Map | No | N/A | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0002-701 | 411 | Protect I-5 (from H Street to Pacific Highway) from Sea Level Rise (Planning) | Consider impacts of and solutions to sea level rise for I-5 for identified vulnerabilities (no flooding is anticipated, only overall wear and tear in bridge locations). | Complete Corridors; Resilience | View Map | No | N/A | Yes | Yes | Yes | High | Support | Lower Risk | 2035 |
| SB2S0003-000 | 94 | I-5 Managed Lanes from Genesee Ave to Carmel Valley Rd/SR-56 | Convert high occupancy vehicle (HOV) lanes, general purpose lanes, and/or shoulder to four managed lanes. | Transit Leap; Complete Corridors; Next OS; Goods Movement; Military | View Map | Yes | \$25.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0003-502 | 1012 | I-5 Dynamically Managed Lanes for Trucks Genesee Ave to Carmel Valley Rd | Dynamically managed lanes to improve system capacity by providing dynamic information for truckers (or general passenger vehicles) through in-vehicle system or dynamic message signs. | Complete Corridors; Next OS; Goods Movement | View Map | No | N/A | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0004-000 | 78 | I-15 Managed Lanes from I-5 to I-8 | Convert general purpose lanes and/or shoulder to two managed lanes. | Transit Leap; Complete Corridors; Next OS; Goods Movement; Military | View Map | Yes | \$218.0 | Yes | Yes | Yes | High | Support | Medium Risk | 2035 |
| SB2S0004-501 | 818 | I-15 V2I (AV Support) (I-5 to I-8) | Vehicle-to-infrastructure technology (V2I) technology to support autonomous vehicle (AV) operations. | Complete Corridors; Next OS; Goods Movement | View Map | No | \$2.7 | Yes | Yes | Yes | High | Support | Higher Risk | 2035 |
| SB2S0005-000 | 79 | I-15 Managed Lanes from I-8 to SR-163 | Convert general purpose lanes and/or shoulder to four managed lanes. | Transit Leap; Complete Corridors; Next OS; Goods Movement; Military | View Map | Yes | \$241.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0005-501 | 819 | I-15 V2I (AV Support) (I-8 to SR-163) | Vehicle-to-infrastructure technology (V2I) technology to support autonomous vehicle (AV) operations. | Complete Corridors; Next OS; Goods Movement | View Map | No | \$2.7 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0006-000 | 80 | I-805 Managed Lanes from SR-905 to Palm Avenue | Convert general purpose lanes and/or shoulder to four managed lanes. | Transit Leap; Complete Corridors; Next OS; Goods Movement | View Map | Yes | \$60.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0007-000 | 81 | I-805 Managed Lanes from Palm Avenue to I-15 | Convert HOV and/or general purpose lanes to two managed lanes. | Transit Leap; Complete Corridors; Next OS; Goods Movement | View Map | Yes | \$209.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0007-501 | 389 | I-805 V2I (AV Support) from Palm Avenue to I-15 | I-805 vehicle-to-infrastructure technology (V2I) technology to support autonomous vehicle (AV) operations. | Complete Corridors; Next OS; Goods Movement | View Map | No | \$5.2 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|--|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0008-000 | 82 | I-805 Managed Lanes from I-15 to Balboa Avenue | Convert general purpose lanes or shoulder to four managed lanes. | Transit Leap; Complete Corridors; Next OS; Goods Movement | View Map | Yes | \$210.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0008-501 | 388 | I-805 V2I (AV Support) from I-15 to Balboa Avenue | I-805 vehicle-to-infrastructure technology (V2I) technology to support autonomous vehicle (AV) operations. | Complete Corridors; Next OS; Goods Movement | View Map | No | \$3.1 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0009-000 | 83 | I-805 Managed Lanes from Balboa Avenue to NB Bypass Lane (I-5) | Convert HOV and/or general purpose lanes to two managed lanes. | Transit Leap; Complete Corridors; Next OS; Goods Movement | View Map | Yes | \$149.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0009-501 | 1011 | I-805 Dynamically Managed Lanes for Trucks Balboa Ave to I-5 | Dynamically managed lanes to improve system capacity by providing dynamic information for truckers (or general passenger vehicles) through in-vehicle system or dynamic message signs. | Complete Corridors; Next OS; Goods Movement | View Map | No | N/A | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0010-000 | 1271 | I-8 Managed Lanes from I-805 to I-15 | Convert general purpose lanes and/or shoulder to four managed lanes. | Transit Leap; Complete Corridors; Next OS; Military | View Map | Yes | \$161.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0011-000 | 1273 | SR-52 Managed Lanes from I-805 to SR-125 | Convert general purpose lanes, shoulder, and/or median to three managed lanes. | Transit Leap; Complete Corridors; Next OS | View Map | Yes | \$348.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0012-000 | 95 | SR-94 Managed Lanes from I-5 to Euclid Avenue | Convert general purpose lanes and/or shoulder to three managed lanes. | Transit Leap; Complete Corridors; Next OS; Military | View Map | Yes | \$224.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0014-000 | 87 | SR-163 Managed Lanes from SR-52 to I-8 | Convert general purpose lanes to two managed lanes. | Transit Leap; Complete Corridors; Next OS | View Map | Yes | \$63.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0020-000 | 578 | I-805 Interchange and Transit Operational Improvements at Nobel Dr | Construct direct access ramps (DAR) to I-805. | Transit Leap; Complete Corridors; Next OS | View Map | Yes | \$49.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0021-000 | 572 | I-15 DAR at Clairmont Mesa Blvd | Construct direct access ramps (DAR) to I-15. | Transit Leap; Complete Corridors; Next OS | View Map | Yes | \$49.0 | Yes | Yes | No | High | NR | Higher Risk | 2035 |
| SB2S0023-000 | 582 | Congestion Pricing at I-805 DAR at Carroll Canyon Rd | Congestion pricing at existing direct access ramps. | Transit Leap; Complete Corridors; Next OS | View Map | No | \$1.9 | Yes | Yes | No | High | Strong Support | Lower Risk | 2025 |
| SB2S0024-000 | 835 | Congestion Pricing at I-805 DAR at E Palomar St | Congestion pricing at existing direct access ramps. | Transit Leap; Complete Corridors; Next OS | View Map | No | \$1.9 | Yes | Yes | No | High | NR | Lower Risk | 2025 |
| SB2S0025-000 | 590 | Freeway-Freeway Connector at I-5/SR-56 Interchange | Construct freeway to freeway interchange (West to North and South to East). | Complete Corridors | View Map | No | \$23.0 | Yes | No | No | High | NR | Higher Risk | 2025 |
| SB2S0026-000 | 534 | Managed Lane Connectors at I-5/SR-15 | Directly connect managed lanes for I-5 and SR-15 (all directions). | Transit Leap; Complete Corridors | View Map | Yes | \$548.0 | Yes | Yes | Yes | High | Strong Support | Higher Risk | 2035 |
| SB2S0028-000 | 586 | Managed Lane Connectors at I-5/I-805 (North) | Directly connect managed lanes for I-5 and I-805 (north to north and south to south). | Transit Leap; Complete Corridors | View Map | Yes | \$84.0 | Yes | Yes | No | High | NR | Higher Risk | 2035 |
| SB2S0029-000 | 575 | Managed Lane Connectors at I-805/SR-52 | Directly connect managed lanes for I-805 and SR-52 (west to north, south to east, north to west, and east to south). | Transit Leap; Complete Corridors | View Map | Yes | \$275.0 | Yes | Yes | No | High | NR | Higher Risk | 2035 |
| SB2S0030-000 | 568 | Managed Lane Connectors at I-805/SR-163 | Directly connect managed lanes for I-805 and SR 163 (north to north and south to south). | Transit Leap; Complete Corridors | View Map | Yes | \$267.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0031-000 | 565 | Managed Lane Connectors at I-805/I-8 | Directly connect managed lanes for I-805 and I-8 (all directions). | Transit Leap; Complete Corridors | View Map | Yes | \$808.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0032-000 | 557 | Managed Lane Connectors at I-805/SR-15 | Directly connect managed lanes for I-805 and I-15 (north to north and south to south). | Transit Leap; Complete Corridors | View Map | Yes | \$300.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0033-000 | 554 | Managed Lane Connectors at I-805/SR-94 | Directly connect managed lanes for I-805 and SR-94 (north to west and east to south). | Transit Leap; Complete Corridors | View Map | Yes | \$140.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|--|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0036-000 | 574 | Managed Lane Connectors at I-15/SR-52 | Directly connect managed lanes for I-15 and SR-52 (all directions). | Transit Leap; Complete Corridors | View Map | Yes | \$769.0 | Yes | Yes | No | High | NR | Higher Risk | 2035 |
| SB2S0037-000 | 567 | Managed Lane Connectors at I-15/I-8 | Directly connect managed lanes for I-15 and I-8 (all directions). | Transit Leap; Complete Corridors | View Map | Yes | \$808.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0038-000 | 552 | Managed Lane Connectors at I-15/SR-94 | Directly connect managed lanes for I-15 and SR 94 (south to west and east to north). | Transit Leap; Complete Corridors | View Map | No | \$87.3 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0039-000 | 90 | Managed Lanes on SR-75 | Add or convert HOV/BRT lane on SR-75 (from I-5 to Silver Strand Training Complex). | Transit Leap; Complete Corridors; Military | View Map | No | \$80.3 | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0039-701 | 92 | Protect SR-75 from Climate Change Impacts (Planning) | Use coastal restoration techniques to decrease impacts from sea level rise and erosion. Consider elevation of SR-75, armoring the Imperial Beach coastline, phased relocation/retreat, sand nourishment, hybrid dune and cobble and/or five groins with sand nourishment. Consider green infrastructure such as eelgrass restoration, oyster reefs, and living shorelines. | Complete Corridors; Goods Movement; Military | View Map | No | N/A | Yes | No | No | High | NR | Lower Risk | 2025 |
| SB2S0040-000 | 600 | Harbor Drive Multimodal Corridor Improvements | Harbor Dr. Multimodal Corridor Improvements, including intersection improvements, ITS systems, expanding the Designated Freight Route, removing height and weight conflicts along the truck route, pedestrian crossings and bridges, various truck improvements, bikeway accommodations, streetscape, safety, and parking improvements. | Complete Corridors; Active Transportation; Next OS; Goods Movement; Military | View Map | Yes | \$192.0 | Yes | Yes | Yes | High | Strong Support | Higher Risk | 2035 |
| SB2S0040-001 | 525 | 32nd Street | Grade Separated Improvements: a partially raised tee intersection for turning movement from Harbor Drive to 32nd Street, over the railroad tracks. | Complete Corridors; Next OS; Goods Movement; Military | View Map | No | \$78.0 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0040-002 | 526 | Civic Center Drive | Create connection with Harbor Drive and Tidelands Avenue, signalize Wilson Avenue at Civic Center Drive, add northbound lane on Wilson Avenue, widen northbound I-5 ramp. | Complete Corridors; Next OS; Goods Movement; Military | View Map | No | \$144.0 | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0040-003 | 444 | I-5 Waterfront Access Improvements (SR-94/SR-54) | Working Waterfront Access on I-5 from SR-94 to SR-54 (arterial, ramps & interchange improvements). Consider priority treatments for commercial vehicles/trucks. | Complete Corridors; Goods Movement; Military | View Map | Yes | \$50.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0040-004 | 528 | Access Improvements at Naval Base San Diego | Signal & Gate Access Improvements at Naval Base San Diego (at Main Street, S 28th Street and S 32nd Street). | Complete Corridors; Next OS; Resilience; Military | View Map | No | \$5.5 | Yes | No | No | High | Strong Support | Lower Risk | 2025 |
| SB2S0040-005 | 1268 | Operational improvements on I-5 between SR-54 and SR-15. | Ramp metering, new signage, restriping or pavement shields, speed harmonization at different locations to alleviate congestion in area. | Complete Corridors; Next OS; Military | View Map | No | \$6.3 | Yes | No | Yes | High | NR | Medium Risk | 2025 |
| SB2S0040-006 | 731 | Vesta Bridge Phase 1 | Vesta Bridge Phase 1 and operational improvements SR-15, Main, Harbor, and 32nd Streets. | Complete Corridors; Goods Movement; Military | View Map | Yes | \$55.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|--|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0040-501 | 601 | Harbor Drive 2.0 | Upgrade Harbor Blvd to a limited access highway and truck route between the 10th Avenue Marine Terminal with direct access to Interstate 15 and Interstate 5. Dedicated lanes (where feasible) and signal priority for truck freight along Harbor Drive between TAMT/Cesar Chavez Pkwy, NCMT and connections to I-5. Includes freight signal prioritization, queue jumps, delineators and signage. Generally aligned in the #1 lanes and median. | Complete Corridors; Next OS; Goods Movement; Military | View Map | Yes | \$32.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0040-502 | 710 | Freight Signal Prioritization (CEC/ Port Tenants) | Continuation of San Diego Port Tenants Association's Freight Signal Prioritization project (California Energy Commission pilot). | Complete Corridors; Goods Movement | View Map | No | \$1.0 | Yes | Yes | No | High | Support | Lower Risk | 2025 |
| SB2S0040-701 | 599 | Protect Harbor Dr from Climate Change Impacts (Planning) | Develop specific projects (such as sea walls or nature based solutions) to protect critical roadway networks. Current 100 yr. flood impacts projected south of Naval base to intersection of Harbor Dr. and Civic Center Dr with the on ramp to I-5 also at risk by 2050. | Complete Corridors; Goods Movement; Resilience; Military | View Map | No | N/A | Yes | No | No | High | Support | Medium Risk | 2025 |
| SB2S0041-000 | 342 | ZEV Infrastructure Expansion | Expand near zero- and zero-emission infrastructure in arterial and freeway corridors. Consider needs of goods movement as well as passenger vehicles. | Complete Corridors; Next OS; Goods Movement; Resilience | View Map | Yes | N/A | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0041-501 | 390 | I-8 Alternative Fuel Corridor | I-8 Alternative Fuel Corridor from San Diego to Imperial County border. | Complete Corridors; Goods Movement; Resilience | View Map | Yes | N/A | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0041-502 | 687 | I-15 Alternative Fuel Corridor | I-15 Alternative Fuel Corridor. | Complete Corridors; Goods Movement; Resilience | View Map | Yes | N/A | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0041-503 | 410 | I-5 Alternative Fuel Corridor from Orange County border to MX border | I-5 Alternative Fuel Corridor from Orange County border to Mexico border. | Complete Corridors; Goods Movement; Resilience | View Map | Yes | N/A | Yes | No | No | High | Support | Higher Risk | 2035 |
| SB2S0042-000 | 544 | Access Improvements at Naval Base Coronado (NBC) | Signal & Gate Access Improvements at Naval Base Coronado (at Fourth Street and at 1st Street). | Complete Corridors; Next OS; Military | View Map | No | \$5.5 | Yes | No | No | High | Strong Support | Lower Risk | 2025 |
| SB2S0044-000 | 98 | Otay Mesa Southbound Truck Route | Improvements to the Otay Mesa POE southbound truck route, including Otay Truck Route and La Media Road. | Complete Corridors; Goods Movement | View Map | Yes | \$49.0 | Yes | Yes | No | High | NR | Lower Risk | 2025 |
| SB2S0045-000 | 531 | Military Intersection Improvements | Improvements at the intersections of 32nd Street, Normal Scott Road and Wabash Street. | Complete Corridors; Next OS; Resilience; Military | View Map | No | \$0.8 | Yes | No | No | High | Strong Support | Lower Risk | 2025 |
| SB2S0046-000 | 99 | Bridge Construction at Fenton Pkwy | Construct bridge to provide alternate route from Fenton Pkwy to Camino Del Rio N over the San Diego River during flooding. | Complete Corridors | View Map | No | \$32.3 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0047-000 | 497 | Interchange Improvements Near the Border to Access I-5 & I-805 | Improve freeway interchanges at I-5 and I-805 near the U.S.-Mexico Border. | Complete Corridors | View Map | No | Incl | Yes | No | No | High | NR | Higher Risk | 2025 |
| SB2S0047-001 | 496 | Camino de la Plaza Rd (Bridge) to I-5 | Directly connect the Camino de la Plaza Bridge to I-805. | Complete Corridors | View Map | No | \$7.6 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0047-002 | 499 | I-5/ via de San Ysidro Interchange | Reconfigure the southbound off-ramp to connect to Calle Primera. | Complete Corridors | View Map | No | \$2.7 | Yes | No | No | High | NR | Medium Risk | 2025 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|---|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0047-003 | 100 | Dairy Mart Rd | Improvements along Dairy Mart Road from San Ysidro Blvd to Camino De La Plaza. | Complete Corridors | View Map | No | \$17.6 | Yes | No | No | High | NR | Lower Risk | 2025 |
| SB2S0047-004 | 498 | I-805 /East San Ysidro Boulevard Interchange | Reconfigure the I-805 northbound off-ramp at East San Ysidro Boulevard to align with Center Street to improve vehicular storage and overall operations. | Complete Corridors | View Map | No | \$1.9 | Yes | No | No | High | NR | Higher Risk | 2025 |
| SB2S0048-000 | 413 | Protect Arterial Routes in Imperial Beach from Climate Change Impacts (Planning) | Protect (potentially via green street design) Seacoast Drive, Palm Ave, and Imperial Beach Blvd to accommodate increased flooding due to climate change impacts. | Complete Corridors; Goods Movement; Resilience; Military | View Map | No | N/A | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0050-000 | 1284 | Safety and Operational Improvements to the Coronado Bridge | Improvements include suicide barrier, protection from climate change impacts and operational improvements to ease congestion. | Complete Corridors | View Map | No | \$170.0 | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0051-000 | 1285 | Reconfigure Southbound SR-163 between Friars Road and I-8 | Improvements to SR-163 to reduce or eliminate weaving between traffic entering on Friars Road on ramp and I-8 ramps. | Complete Corridors | View Map | No | \$16.4 | Yes | No | Yes | High | NR | Medium Risk | 2025 |
| SB2S0052-000 | 1286 | Cap Park on SR-94 | Cap park to connect communities across SR-94. | Complete Corridors; Active Transportation | View Map | No | \$433.0 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0054-000 | 1287 | Heritage Road Bridge | Widen Heritage Road from Main Street/Nirvana Avenue to Entertainment Circle, widen and lengthen bridge over Otay River from four-lane to six-lane bridge. | Complete Corridors | View Map | Yes | N/A | Yes | Yes | No | High | NR | Medium Risk | 2025 |
| SB2S0055-000 | 1288 | E Street Extension from Bay Boulevard to H Street | Extension of E Street and F Street west of Bay Boulevard, and the realignment of Gun Powder Point Drive for Chula Vista Bayfront redevelopment. | Complete Corridors; | View Map | Yes | N/A | Yes | Yes | No | High | NR | Higher Risk | 2025 |
| SB2S0056-000 | 1289 | Plaza Blvd Widening | Widen Plaza Blvd (Highland Ave to N Ave, and I-805 to Euclid) from two to three lanes, including a new traffic lane in each direction. | Complete Corridors | View Map | Yes | N/A | Yes | Yes | No | High | NR | Medium Risk | 2025 |
| SB2S0057-000 | 1290 | Otay Truck Route Widening (Ph. 4) | Add one lane for trucks and one lane for emergency vehicles from Britannia to La Media, add one lane for trucks along Britannia from Britannia Ct to Otay Truck Route. | Complete Corridors; Goods Movement | View Map | Yes | N/A | Yes | Yes | No | High | NR | Higher Risk | 2025 |
| SB2S0058-000 | 1291 | Palm Avenue/I-805 Interchange | Improvements to the Palm Avenue Bridge over I-805, including widening of the bridge, realignment of existing ramps, possible addition of northbound looping entrance ramp, restriping of traffic lanes, and signal modifications, improvements to northbound and southbound entrance ramps. | Complete Corridors | View Map | Yes | N/A | Yes | Yes | No | High | NR | Higher Risk | 2035 |
| SB2S0059-000 | 1311 | ATDM I-5 | Infrastructure costs (message boards, detectors/sensors, fiber backbone, etc.) that provide coordinated response and control for real-time operations across freeway, arterials and transit networks. | Complete Corridors; Next OS; Goods Movement | View Map | Yes | \$957.0 | Yes | Yes | Yes | High | NR | Lower Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|---|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0060-000 | 1312 | ATDM I-805 | Infrastructure costs (message boards, detectors/sensors, fiber backbone, etc.) that provide coordinated response and control for real-time operations across freeway, arterials and transit networks. | Complete Corridors; Next OS; Goods Movement | View Map | Yes | \$515.0 | Yes | Yes | Yes | High | NR | Lower Risk | 2035 |
| SB2S0063-000 | 777 | RBMS & Tolling Equipment | Regional Border Management System/SR-11 tolling equipment. | Complete Corridors; Next OS; Goods Movement | View Map | Yes | \$35.0 | Yes | Yes | No | High | NR | Higher Risk | 2025 |
| SB2S0064-000 | 1315 | SR-125/Otay Valley Road Interchange and Otay Valley Road Extension | New interchange at SR-125/Otay Valley Road; includes extension of Otay Valley Road. | Complete Corridors | View Map | No | \$9.3 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0065-000 | 1316 | SR-125/Lone Star Road Interchange and Lone Star Road Extension | New interchange at SR-125/Lone Star Road; includes new Lone Star Road connection near the interchange. | Complete Corridors | View Map | No | \$21.1 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0101-000 | 3 | Route 582 (Purple Line)-Sorrento Mesa to National City via City Heights | Add transit line from Sorrento Mesa to National City via Kearny Mesa, and City Heights. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$12,660.0 | Yes | Yes | No | High | Strong Support | Higher Risk | 2035 |
| SB2S0101-001 | 3 | Route 582 (Purple Line) - National City to Border | Add transit line from National City to Border. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$2,977.0 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0103-000 | 4 | Trolley (Blue, Green, Orange Line) Service Improvements | Expanded service hours to 24 hour service. | Transit Leap; Complete Corridors; Military | View Map | Yes | \$784.0 | Yes | Yes | Yes | High | Strong Support | Lower Risk | 2035 |
| SB2S0104-000 | 693 | Zero Emission Transit Vehicles | Upgrade entire bus fleet to zero emission vehicles. | Transit Leap; Next OS; Resilience | View Map | No | \$1,036.0 | Yes | No | Yes | High | Strong Support | Lower Risk | 2025 |
| SB2S0105-000 | 695 | Transit Charging Infrastructure | Add charging infrastructure for electric transit vehicles at maintenance facilities and stations. | Transit Leap; Next OS; Resilience | View Map | No | \$164.9 | Yes | No | Yes | High | Strong Support | Medium Risk | 2025 |
| SB2S0106-000 | 5 | I-805 BRT | BRT service from Otay West (Iris Transit Center) to Sorrento Valley. Add two BRT lanes on paved shoulders between Market Street and State Route 52. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | No | \$280.9 | Yes | Yes | No | High | Strong Support | Lower Risk | 2025 |
| SB2S0106-001 | 451 | I-805 Transit Priority Measures | Add flex lanes and transit priority signalization. | Transit Leap; Complete Corridors; Next OS | View Map | No | \$1.9 | Yes | Yes | Yes | High | NR | Lower Risk | 2025 |
| SB2S0106-601 | 672 | I-805 BRT - Transit Only Lane | I-805 BRT Transit only lanes. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | No | Incl | Yes | Yes | Yes | High | Support | Medium Risk | 2025 |
| SB2S0107-000 | 6 | I-5 BRT | Add Peak hour, express, non-stop service from Iris Transit Center to Santa Fe Depot (Downtown). | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | No | \$345.0 | Yes | Yes | Yes | High | Support | Lower Risk | 2025 |
| SB2S0107-601 | 7 | I-5 BRT Transit Only Lanes | I-5 BRT Transit Only Lanes. | Transit Leap; Complete Corridors; Next OS | View Map | No | Incl | Yes | Yes | No | High | NR | Lower Risk | 2025 |
| SB2S0108-000 | 8 | UCSD to Sorrento Valley Skyway | Add Skyway connecting UCSD to East Sorrento Mesa. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | No | \$141.0 | Yes | No | No | High | Strong Support | Higher Risk | 2035 |
| SB2S0109-000 | 9 | Route 583 - CMH to U.S. Border Commuter Rail | Add commuter rail service. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$7,581.0 | Yes | No | No | High | Strong Support | Higher Risk | 2035 |
| SB2S0110-000 | 10 | Blue Line (San Ysidro to UTC) | Straighten, double-track. | Transit Leap; Complete Corridors; Military | View Map | Yes | \$510.0 | Yes | Yes | Yes | High | Strong Support | Higher Risk | 2035 |
| SB2S0110-001 | 11 | Blue Line Grade Separation(s) | Add grade separations at crossings. | Transit Leap; Complete Corridors; Military | View Map | Yes | Incl | Yes | Yes | Yes | High | Strong Support | Higher Risk | 2035 |
| SB2S0110-701 | 415 | Protect Blue Line Trolley from Climate Change Impacts (Planning) | Analyze adaptation for flooding for Blue Line Trolley. Areas impacted within SB2S include S 27 th St – W 17 th St. | Transit Leap; Complete Corridors; Resilience | View Map | No | N/A | Yes | No | No | High | Support | Medium Risk | 2025 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|---|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0114-000 | 15 | Rapid Route 10 -SB2S Segment | Add route on University Avenue from 54th St to Arizona St. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$36.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2025 |
| SB2S0115-000 | 71 | Rapid Route 12 -SB2S Segment | Add route on Logan Avenue from Euclid Ave to 12th & Imperial Transit Center. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$18.0 | Yes | Yes | Yes | High | Support | Medium Risk | 2025 |
| SB2S0115-601 | 669 | Rapid Route 12 - Transit Queue Jump Lanes | Add transit queue jump lanes on Logan Avenue from Euclid Ave to 12th & Imperial Transit Center. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | Support | Medium Risk | 2025 |
| SB2S0115-602 | 649 | Rapid Route 12 - Transit Signal Priority | Add transit signal priority on Logan Avenue from Euclid Ave to 12th & Imperial Transit Center. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | Support | Lower Risk | 2025 |
| SB2S0116-000 | 73 | Rapid Route 28 - SB2S Segment | Add route from Clairemont Mesa Blvd & I-15 to Genesee Ave & Linda Vista Rd via Kearny Villa Rd and Balboa Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS; Military | View Map | Yes | \$105.0 | Yes | Yes | No | High | NR | Lower Risk | 2035 |
| SB2S0116-601 | 670 | Rapid Route 28 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Genesee Ave & Linda Vista Rd to Clairemont Mesa Blvd & I-15. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS; Military | View Map | Yes | Incl | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0116-602 | 650 | Rapid Route 28 – Transit Signal Priority | Add transit signal priority along the route from Genesee Ave & Linda Vista Rd to Clairemont Mesa Blvd & I-15. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS; Military | View Map | Yes | Incl | Yes | Yes | No | High | NR | Lower Risk | 2035 |
| SB2S0116-603 | 1319 | Rapid Route 28 – Transit Dedicated Lanes | Dedicated transit lanes along the route on Clairemont Mesa Blvd and Balboa Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS; Military | View Map | Yes | Incl | Yes | No | Yes | High | NR | Medium Risk | 2035 |
| SB2S0117-000 | 19 | Rapid Route 41 | Add route from Fashion Valley to UTC/UC San Diego via Linda Vista and Clairemont. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$58.0 | Yes | Yes | No | High | NR | Medium Risk | 2025 |
| SB2S0117-601 | 654 | Rapid Route 41 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Fashion Valley Transit Center to Villa La Jolla Dr & South Hospital Rd. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Medium Risk | 2025 |
| SB2S0117-602 | 634 | Rapid Route 41 - Transit Signal Priority | Add transit signal priority along the route from Fashion Valley Transit Center to Villa La Jolla Dr & South Hospital Rd. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Lower Risk | 2025 |
| SB2S0119-000 | 75 | SB2S Rapid Route 235 Segment | Add route from State Highway-52 & I-15 to Downtown San Diego via I-15. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$34.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0120-000 | 23 | Rapid Route 237A | Add route from UC San Diego to Miramar College Transit Station via Carroll Canyon Rd. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$77.6 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0120-601 | 655 | Rapid Route 237A - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Hillery Dr & I-15 to Gilman Dr & Villa La Jolla Dr. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2035 |
| SB2S0120-602 | 635 | Rapid Route 237A - Transit Signal Priority | Add transit signal priority along the route from Hillery Dr & I-15 to Gilman Dr & Villa La Jolla Dr. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | NR | Lower Risk | 2035 |
| SB2S0120-603 | 1320 | Rapid Route 237A - Transit Dedicated Lanes | Arterial transit dedicated lanes along the route on Carrol Canyon. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Higher Risk | 2035 |
| SB2S0121-000 | 26 | Rapid Route 238 | Add route from UC San Diego to Miramar College Transit Station via Mira Mesa Blvd. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$54.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0121-601 | 656 | Rapid Route 238 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Hillery Dr & I-15 to Gilman Dr & Villa La Jolla Dr. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Medium Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020) Millions | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|--|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0121-602 | 636 | Rapid Route 238 - Transit Signal Priority | Add transit signal priority along the route from Hillery Dr & I-15 to Gilman Dr & Villa La Jolla Dr. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Lower Risk | 2035 |
| SB2S0123-000 | 29 | Rapid Route 293 | Add route from Imperial Beach to Otay Ranch via Palomar St. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$111.0 | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0123-601 | 657 | Rapid Route 293 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Otay Ranch SH 125 to Seacoast Dr & Elder Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | No | No | High | Support | Medium Risk | 2035 |
| SB2S0123-602 | 637 | Rapid Route 293 - Transit Signal Priority | Add transit signal priority along the route from Otay Ranch SH 125 to Seacoast Dr & Elder Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | No | No | High | Support | Lower Risk | 2035 |
| SB2S0124-000 | 31 | Rapid Route 295 | Add route from South Bay to Sorrento Valley via La Mesa & Kearny Mesa. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$91.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0124-601 | 658 | Rapid Route 295 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Stadium Rd & I-15 to Clairemont Mesa Blvd & Clairemont Dr. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0124-602 | 638 | Rapid Route 295 - Transit Signal Priority | Add transit signal priority along the route from Stadium Rd & I-15 to Clairemont Mesa Blvd & Clairemont Dr. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | Strong Support | Lower Risk | 2035 |
| SB2S0126-000 | 34 | Rapid Route 625 | Add route from SDSU to Palomar Station via East San Diego, Southeast San Diego, National City. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$197.0 | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2025 |
| SB2S0126-601 | 659 | Rapid Route 625 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Palomar St Trolley Station to SDSU Transit Center. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | NR | Medium Risk | 2025 |
| SB2S0126-602 | 639 | Rapid Route 625 - Transit Signal Priority | Add transit signal priority along the route from Palomar St Trolley Station to SDSU Transit Center. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | NR | Lower Risk | 2025 |
| SB2S0127-000 | 36 | Rapid Route 630 | Add route from Iris Trolley/Palomar to Kearny Mesa via I-5/163 and City College. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$36.0 | Yes | Yes | Yes | High | Strong Support | Lower Risk | 2035 |
| SB2S0127-601 | 660 | Rapid Route 630 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Beyer Blvd & Iris Ave to Palomar St & I-5. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0127-602 | 640 | Rapid Route 630 - Transit Signal Priority | Add transit signal priority along the route from Beyer Blvd & Iris Ave to Palomar St & I-5. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Lower Risk | 2035 |
| SB2S0127-603 | 641 | Rapid Route 630 - Transit Signal Priority | Add transit signal priority along the route from SH 163 & Balboa Ave to Clairemont Mesa Blvd & I-15. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Lower Risk | 2035 |
| SB2S0127-604 | 1321 | Rapid Route 630 - Transit Dedicated Lanes | Dedicated transit lanes along the route on Clairemont Mesa Blvd and Balboa Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0128-000 | 39 | Rapid Route 635 | Add route from Eastlake to Palomar Trolley via Main St Corridor. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$116.0 | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0128-601 | 662 | Rapid Route 635 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Fenton St & Harold Pl to Palomar St Trolley Station. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0128-602 | 642 | Rapid Route 635 - Transit Signal Priority | Add transit signal priority along the route from Fenton St & Harold Pl to Palomar St Trolley Station. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | No | No | High | NR | Lower Risk | 2035 |
| SB2S0129-000 | 41 | Rapid Route 637 | Add route from North Park to 32nd St Trolley Station via Golden Hill. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$103.0 | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2035 |

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|--------------|------------------|---|--|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0129-601 | 663 | Rapid Route 637 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from 32nd St Trolley Station to 30th & Adams Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | Support | Medium Risk | 2035 |
| SB2S0129-602 | 643 | Rapid Route 637 - Transit Signal Priority | Add transit signal priority along the route from 32nd St Trolley Station to 30th & Adams Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | Support | Lower Risk | 2035 |
| SB2S0130-000 | 43 | Rapid Route 638 | Add route from Iris Trolley to Otay Mesa via Otay, Airway Dr, SR-905 Corridor. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$91.0 | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0130-601 | 664 | Rapid Route 638 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Siempre Viva Rd & Otay Center Dr to Caliente Ave & SH 905. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0130-602 | 644 | Rapid Route 638 - Transit Signal Priority | Add transit signal priority along the route from Siempre Viva Rd & Otay Center Dr to Caliente Ave & SH 905. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | No | No | High | NR | Lower Risk | 2035 |
| SB2S0131-000 | 45 | Rapid Route 640 | Add route from San Ysidro to Central Mobility Hub (CMH) via I-5 and City College. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS; | View Map | Yes | \$28.0 | Yes | Yes | Yes | High | Support | Lower Risk | 2035 |
| SB2S0132-000 | 46 | Rapid Route 709 | Add route from H St Trolley Station to Millennia via H St Corridor, Southwestern College. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$99.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0132-601 | 665 | Rapid Route 709 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from H St & Marina Pkwy to Otay Ranch. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | Support | Medium Risk | 2035 |
| SB2S0132-602 | 645 | Rapid Route 709 - Transit Signal Priority | Add transit signal priority along the route from H St & Marina Pkwy to Otay Ranch. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | Support | Lower Risk | 2035 |
| SB2S0133-000 | 48 | Rapid Route 870 - SB2S Segment | Add route on UTC via Santee, SR-52 & I-15. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$62.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0133-601 | 671 | Rapid Route 870 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from I-805 & Nobel Dr to UTC. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0133-602 | 651 | Rapid Route 870 - Transit Signal Priority | Add transit signal priority along the route from I-805 & Nobel Dr to UTC. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Lower Risk | 2035 |
| SB2S0134-000 | 50 | Rapid Route 890 - SB2S Segment | Add route on Sorrento Mesa via Santee, SR-52 & I-15. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$107.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0134-601 | 666 | Rapid Route 890 - Transit Queue Jump Lanes | Add transit queue jump lanes along the route from I-805 & Carroll Canyon Rd to Sorrento Mesa. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0134-602 | 646 | Rapid Route 890 - Transit Signal Priority | Add transit signal priority along the route from I-805 & Carroll Canyon Rd to Sorrento Mesa. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | NR | Lower Risk | 2035 |
| SB2S0135-000 | 53 | Rapid Route 910 | Add route from Coronado to Downtown via Coronado Bridge. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS; Military | View Map | Yes | \$51.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0136-000 | 54 | Rapid Route 950 | Add route from Otay Mesa POE to Imperial Beach via 905. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$6.0 | Yes | Yes | No | High | Strong Support | Medium Risk | 2035 |
| SB2S0136-601 | 667 | Rapid Route 950 Arterial Transit Queue Jump Lanes | Add transit queue jump lanes along the route from Beyer Blvd & SH 905 to Seacoast Dr & Elder Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | Support | Medium Risk | 2035 |
| SB2S0136-602 | 647 | Rapid Route 950 Arterial Transit Signal Priority | Add transit signal priority along the route from Beyer Blvd & SH 905 to Seacoast Dr & Elder Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | No | High | Support | Lower Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|--|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0139-000 | 58 | National City Service Improvements - 8th Avenue | Increased service, frequency and transit stops on 8th Street from Highland to Paradise Valley Road. | Transit Leap; Complete Corridors | View Map | No | \$26.8 | Yes | No | No | High | Support | Medium Risk | 2025 |
| SB2S0140-000 | 59 | National City Service Improvements - L Avenue | Increased service, frequency and transit stops on L Avenue from 8th to 30th Street. | Transit Leap; Complete Corridors | View Map | No | \$37.5 | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0141-000 | 60 | National City Service Improvements - 30th/Sweetwater | Increased service, frequency and transit stops on 30th/Sweetwater from National City Blvd to Bonita Road. | Transit Leap; Complete Corridors | View Map | No | \$21.4 | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0144-000 | 540 | East County to NASNI Express Bus | Add express bus service from east county residential to NASNI. | Transit Leap; Complete Corridors; Military | View Map | No | \$16.1 | Yes | No | No | High | Support | Lower Risk | 2035 |
| SB2S0145-000 | 452 | Chula Vista to North Island Express Bus | Add express bus service from Chula Vista to North Island. Includes access to the Palomar Street Station Park and Ride. | Transit Leap; Complete Corridors; Military | View Map | No | \$8.0 | Yes | No | No | High | Support | Medium Risk | 2035 |
| SB2S0146-000 | 539 | MTS service to NBC | Add MTS service to Naval Base Coronado. | Transit Leap; Complete Corridors; Military | View Map | No | \$88.0 | Yes | No | No | High | Support | Medium Risk | 2025 |
| SB2S0147-000 | 548 | Naval Base Circulator Service | Add circulating shuttle connecting all naval base facilities. | Transit Leap; Complete Corridors; Military | View Map | No | \$3.0 | Yes | No | No | High | Strong Support | Lower Risk | 2025 |
| SB2S0148-000 | 588 | Miramar to Miramar College Connection and Sorrento Valley COASTER Station | Connect Miramar to Miramar College and Sorrento Valley COASTER station. | Transit Leap; Complete Corridors; Active Transportation; Military | View Map | No | \$3.0 | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0149-000 | 449 | Route 901 Service Improvements | Add service improvements to bypass congestion for 901 route. | Transit Leap; Complete Corridors; Military | View Map | No | \$1.0 | Yes | No | No | High | NR | Lower Risk | 2025 |
| SB2S0150-000 | 730 | LOSSAN Corridor Improvements | LOSSAN Corridor Improvements within the SB2S Study Area. | Transit Leap; Complete Corridors | View Map | No | Incl | Yes | Yes | No | High | NR | Higher Risk | 2035 |
| SB2S0150-002 | 61 | COASTER: UTC Tunnel | Tunnel straightening COASTER alignment through UTC. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$2,687.0 | Yes | No | No | High | Strong Support | Higher Risk | 2035 |
| SB2S0150-003 | 62 | COASTER: Sorrento Mesa Tunnel | Tunnel connecting COASTER to Sorrento Mesa connecting with future Purple Line, then connecting to UTC. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$5,137.0 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0150-501 | 338 | LOSSAN Sorrento Valley Blvd Grade Separation | Grade separations along the LOSSAN corridor. | Transit Leap; Complete Corridors; Goods Movement | View Map | No | \$298.0 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0150-502 | 396 | LOSSAN Sorrento Valley Blvd Safety Improvements | LOSSAN Sorrento Valley Blvd Safety Improvements. | Transit Leap; Complete Corridors; Goods Movement | View Map | No | \$0.2 | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0150-503 | 397 | LOSSAN Sorrento Valley Crossover | LOSSAN Sorrento Valley Crossover. | Transit Leap; Complete Corridors; Goods Movement | View Map | No | \$0.5 | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0151-000 | 63 | Local Bus Service Improvements | Add service improvements to decrease headways/increase frequencies and span on local bus routes. | Transit Leap; Complete Corridors | View Map | Yes | N/A | Yes | Yes | No | High | Strong Support | Lower Risk | 2025 |
| SB2S0152-000 | 64 | Ferry: Trunk Route | Passenger ferry between Chula Vista, National City, Coronado, Downtown, and Harbor Island. Includes 3 new vessels and flex fleet connections at Pepper Park. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | No | \$63.0 | Yes | No | No | High | Support | Higher Risk | 2035 |
| SB2S0155-000 | 67 | Rapid Route 120 - SB2S Segment | Add route from Clairemont Mesa Blvd & I-15 to Genesee Ave & Linda Vista Rd via Kearny Villa Rd and Balboa Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | \$109.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0155-601 | 668 | Rapid Route 120 - Transit Queue Jump Lanes | Add transit queue jump lanes from Clairemont Mesa Blvd & I-15 to Genesee Ave & Linda Vista Rd via Kearny Villa Rd and Balboa Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |

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|--------------|------------------|---|--|--|--------------------------|---------------------|------------------------|----------------------------------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0155-602 | 648 | Rapid Route 120 - Transit Signal Priority | Add transit signal priority from Clairemont Mesa Blvd & I-15 to Genesee Ave & Linda Vista Rd via Kearny Villa Rd and Balboa Ave. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | Yes | Yes | High | NR | Lower Risk | 2035 |
| SB2S0155-603 | 1322 | Rapid Route 120 - Transit Dedicated Lanes | Dedicated transit lanes on Clairmont Mesa Blvd from I-15 to SR-163. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | Yes | Incl | Yes | No | Yes | High | NR | Medium Risk | 2035 |
| SB2S0157-000 | 602 | Active Transportation Feeder Network for Transit Stops Outside of Mobility Hubs | Commuter Rail/Light Rail/Next Gen Rapid Station active transportation catchment areas outside of Mobility Hubs including completing pedestrian and cycling missing links. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | No | \$157.0 | Yes | No | No | High | Strong Support | Higher Risk | 2025 |
| SB2S0158-000 | 999 | Next Gen Rapid Stop Amenities | Amenities and services recommended at key Next Gen Rapid stops: bike share, e-bike share, shared electric scooters, micromobility parking and charging infrastructure, next departure/trip planning info, waiting amenities (charging, Wi-Fi, shelter, wayfinding), lighting/ solar power. | Transit Leap; Flexible Fleets - MoHubs; Resilience | View Map | No | \$4.5 | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2025 |
| SB2S0159-000 | 1259 | San Ysidro Local Bus Route | Local bus route providing service to San Ysidro High School from Iris Transit Center utilizing Beyer Blvd. | Transit Leap | View Map | No | \$137.3 | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0160-000 | 1260 | Blue Line (San Ysidro to UTC) Express | Grade separated Express Blue Line service with stations at the Border, H Street, 8th Street, and 12 & Imperial. | Transit Leap; Military | View Map | No | \$9,061.2 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0161-000 | 1261 | Express Ferry/Water Taxi Service from Chula Vista to Downtown | Express ferry/water taxi service connecting Chula Vista to Downtown. | Transit Leap | View Map | No | \$12.0 | Yes | No | No | High | NR | Medium Risk | 2035 |
| SB2S0163-000 | 1263 | Extension of Mid-Coast Trolley to Connect to LOSSAN | Extend the Mid-Coast Trolley from its terminus in UTC to the Genesee Av bridge above Rose Canyon. Add another station for both the trolley and the COASTER and connect the two stations via stairs + elevator. Could also be a future CAHSR connection. | Transit Leap; Complete Corridors | View Map | No | \$125.2 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0164-000 | 1264 | Restore Amtrak Service to Sorrento Valley Station | Restore Amtrak Service to Sorrento Valley Station. | Transit Leap | View Map | No | N/A | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0165-000 | 1333 | I-805 BRT North Segment | BRT service from Kearny Mesa to Sorrento Valley. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | No | \$92.9 | No (route served by Purple Line) | No | Yes | High | NR | Lower Risk | 2025 |
| SB2S0165-001 | 1334 | I-805 Transit Priority Measures North Segment | Add flex lanes and transit priority signalization. | Transit Leap; Complete Corridors; Next OS | View Map | No | Incl | No (route served by Purple Line) | No | Yes | High | NR | Medium Risk | 2035 |
| SB2S0165-601 | 1335 | I-805 BRT - Transit Only Lane North Segment | I-805 BRT Transit only lanes. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | No | Incl | No (route served by Purple Line) | No | Yes | High | NR | Lower Risk | 2025 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|--|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0201-000 | 616 | Carmel Valley Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$1.6 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0201-301 | 783 | Carmel Valley Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$14.7 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0202-000 | 618 | Sorrento Valley Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$17.4 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0202-001 | 384 | Sorrento Valley Enhanced Service Areas within SB2S Study Corridor | Enhanced service areas within the South Bay to Sorrento study area around the planned passenger rail station and the existing Sorrento Valley COASTER station. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | Yes | No | High | Strong Support | Medium Risk | 2025 |
| SB2S0202-301 | 998 | Sorrento Valley Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$100.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0203-000 | 619 | University Community Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$10.5 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0203-001 | 383 | University Community Enhanced Service Areas within SB2S Study Corridor | Enhanced service areas within the South Bay to Sorrento study area around future trolley stations at Voigt Drive serving UCSD Health and Scripps Mercy hospitals and at Executive Drive/UTC mall. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | Yes | Yes | High | NR | Medium Risk | 2025 |
| SB2S0203-301 | 997 | University Community Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$64.8 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0203-302 | 1292 | Coastal Rail Trail San Diego – Roselle Canyon | Off-street improvements located in the University Community Hub AT Network, connecting I-5 NCC. | Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$12.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|---|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0204-000 | 620 | Kearny Mesa Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$29.1 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0204-001 | 378 | Kearny Mesa Enhanced Service Areas within SB2S Study Corridor | Three enhanced service areas around the two planned passenger rail stations as well as near Kaiser San Diego. Enhanced service areas include amenities that support transit, AT and flexible fleet services. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | No | Yes | High | NR | Medium Risk | 2025 |
| SB2S0204-301 | 784 | Kearny Mesa Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$163.3 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0205-000 | 621 | Mission Valley Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$18.9 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0205-001 | 375 | Mission Valley Enhanced Service Areas within the SB2S Study Corridor | Enhanced service areas around the planned passenger rail station at Westfield Mission Valley, the future SDSU Mission Valley campus, and the existing Grantville trolley station. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | Yes | Yes | High | NR | Medium Risk | 2025 |
| SB2S0205-301 | 785 | Mission Valley Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$26.5 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0206-000 | 622 | Urban Core Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$71.0 | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2035 |
| SB2S0206-001 | 366 | Urban Core Enhanced Service Areas within the SB2S Study Corridor | Enhanced service areas within the South Bay to Sorrento study area around a potential passenger rail station in University Heights, the 30th Street corridor between El Cajon Boulevard and University Avenue, the planned passenger rail station serving Normal Heights/City Heights, the existing 32nd/Commercial Station, and the existing Pacific Fleet Station trolley stop. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | Yes | Yes | High | NR | Medium Risk | 2025 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|--|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0206-301 | 786 | Urban Core Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Resilience; Military | View Map | Yes | \$259.2 | Yes | Yes | Yes | High | Support | Medium Risk | 2035 |
| SB2S0206-302 | 1294 | Central Avenue Bikeway | Off-street and on-street improvements within Urban Core Mobility Hub AT Network, connecting I-8, I-15, and SR-94. | Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$4.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2025 |
| SB2S0206-303 | 1295 | North Park/Mid-City Bikeways: Orange Bikeway | On-street improvements within Urban Core Mobility Hub AT Network connecting I-8 and I-15. | Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$11.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2025 |
| SB2S0206-304 | 1296 | North Park/Mid-City Bikeways: Howard Bikeway | On-street improvements within Urban Core Mobility Hub AT Network connecting I-8 and CMH. | Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$9.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2025 |
| SB2S0206-305 | 1298 | City Heights/Fairmount Corridor | Off-street and on-street improvements within Urban Core Mobility Hub AT Network, connecting I-8. | Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$44.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2025 |
| SB2S0207-301 | 788 | Coronado Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Resilience; Military | View Map | Yes | \$39.4 | Yes | Yes | No | High | Strong Support | Medium Risk | 2035 |
| SB2S0208-000 | 624 | Southeast San Diego Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$15.8 | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2035 |
| SB2S0208-001 | 370 | Southeast San Diego Enhanced Service Areas within the SB2S Study Corridor | Enhanced service area around the planned passenger rail station. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | No | Yes | High | NR | Medium Risk | 2025 |
| SB2S0208-301 | 789 | Southeast San Diego Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$116.2 | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2035 |
| SB2S0209-000 | 625 | National City Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$35.1 | Yes | Yes | Yes | High | Strong Support | Higher Risk | 2035 |
| SB2S0209-001 | 364 | National City Enhanced Service Areas within the SB2S Study Corridor | Enhanced service areas around the future passenger rail station, the existing 8th Street trolley station, and the existing 24th Street Transit Center. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | No | Yes | High | Strong Support | Medium Risk | 2025 |
| SB2S0209-301 | 790 | National City Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Military | View Map | Yes | \$119.5 | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2035 |
| SB2S0209-701 | 727 | Adaptation of Sweetwater Loop and River Trail | Project to analyze strategies for adapting bikeways including elevating, separating trail from river with flood-proof wall, and/or relocating them inland. | Flexible Fleets - MoHubs; Active Transportation; Resilience | View Map | No | N/A | Yes | No | Yes | High | Strong Support | Higher Risk | 2025 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|--|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0210-000 | 626 | Downtown Chula Vista Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$13.8 | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2035 |
| SB2S0210-001 | 360 | Downtown Chula Vista Enhanced Service Areas within the SB2S Study Corridor | Enhanced service areas around the planned passenger rail station serving the 4th Avenue corridor, the existing H Street transit center, and the existing E Street station. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | No | Yes | High | Strong Support | Medium Risk | 2025 |
| SB2S0210-301 | 627 | Downtown Chula Vista Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$82.0 | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0211-000 | 358 | Southwest Chula Vista Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$14.7 | Yes | Yes | No | High | Strong Support | Medium Risk | 2035 |
| SB2S0211-001 | 511 | Southwest Chula Vista Enhanced Service Areas within the SB2S Study Corridor | Enhanced service areas around the planned passenger rail station and the existing Palomar Street transit center. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | No | No | High | Strong Support | Medium Risk | 2025 |
| SB2S0211-301 | 823 | Southwest Chula Vista Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$82.9 | Yes | Yes | No | High | Strong Support | Medium Risk | 2025 |
| SB2S0211-302 | 1297 | Chula Vista (J Street) | On-street improvements within Southwest Chula Vista Mobility Hub AT Network. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs | View Map | Yes | \$9.0 | Yes | Yes | No | High | NR | Lower Risk | 2025 |
| SB2S0212-000 | 628 | Imperial Beach Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$17.4 | Yes | Yes | No | High | Strong Support | Higher Risk | 2035 |
| SB2S0212-001 | 355 | Imperial Beach Enhanced Service Areas within the SB2S Study Corridor | Enhanced service areas around Seacoast Drive and the Imperial Beach Pier, the existing Palm Avenue trolley station, and the existing Iris Avenue transit center. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | Yes | No | High | Strong Support | Medium Risk | 2025 |
| SB2S0212-301 | 792 | Imperial Beach Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Resilience; Military | View Map | Yes | \$98.7 | Yes | Yes | No | High | Strong Support | Medium Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|--|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0213-000 | 629 | Otay Ranch Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$7.1 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0213-001 | 361 | Otay Ranch Enhanced Service Areas within the SB2S Study Corridor | Enhanced service area around the existing Santa Venetia rapid station. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0213-301 | 791 | Otay Ranch Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$28.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0214-000 | 630 | U.S.-Mexico Border Mobility Hub | Recommended mobility hub area to be coordinated with local jurisdictions. Features could include enhanced accommodations for bicycle, pedestrian, transit, drone, electric vehicle, carshare, and carpool services, such as upgraded infrastructure, technology solutions and other service amenities. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$16.9 | Yes | Yes | No | High | Strong Support | Medium Risk | 2035 |
| SB2S0214-001 | 352 | U.S.-Mexico Border Enhanced Service Areas within the SB2S Study Corridor | Enhanced service areas around the existing San Ysidro port of entry and trolley station, the existing Cross-Border Express, and the Otay Mesa port of entry. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | Yes | No | High | Strong Support | Medium Risk | 2025 |
| SB2S0214-002 | 1310 | San Ysidro Mobility Hub | Mobility Hub surrounding the San Ysidro Transit Center. Near term solutions address pedestrian safety and connectivity as well as capacity constraints for the Blue Line Trolley Service. Longer term solutions integrate shared mobility services, transit supportive land uses, and supporting technology to increase mobility options and enhance equity, safety and accessibility. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation; Next OS; Goods Movement | View Map | Yes | \$200.0 | Yes | Yes | No | High | NR | Medium Risk | 2035 |
| SB2S0214-003 | 1299 | Pedestrian/Bicycle Bridge Over I-5/I-805 at San Ysidro POE | Pedestrian/Bicycle bridge over I-5/I-805 adjacent to U.S.-Mexico Border in community of San Ysidro supporting transit, flex fleet and active transportation connectivity as well as community space. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS | View Map | No | \$110.3 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0214-301 | 793 | U.S.-Mexico Border Mobility Hub AT Network | Active transportation options such as bicycle and pedestrian facilities. Complete missing pedestrian and bicycle linkages. | Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$204.0 | Yes | Yes | No | High | Support | Medium Risk | 2035 |
| SB2S0215-000 | 359 | Additional Enhanced Service Areas outside of Regional Mobility Hubs and within the SB2S Study Corridor | One additional enhanced service area in the vicinity of the existing East Palomar Transit Station serving Sharp Chula Vista. | Transit Leap; Flexible Fleets - MoHubs; Active Transportation | View Map | No | Incl | Yes | No | Yes | High | NR | Medium Risk | 2025 |
| SB2S0301-000 | 119 | Carmel Valley - University Community Connection | North-South regional bike connection: 1. Carmel Valley Rd to N Torrey Pines Rd | Complete Corridors; Active Transportation | View Map | No | \$27.7 | Yes | No | No | Medium | NR | Medium Risk | 2025 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020) Millions | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|--|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0302-000 | 132 | Carmel Valley - Sorrento Valley Connection | North-South regional bike connection: 1. Sorrento Valley Rd 2. Vista Sorrento Pkwy | Complete Corridors; Active Transportation | View Map | No | \$3.8 | Yes | No | No | Low | NR | Medium Risk | 2025 |
| SB2S0302-001 | 1300 | Coastal Rail Trail San Diego – Carmel Valley to Roselle via Sorrento | Off-street improvements located in the Carmel Valley - Sorrento Valley Connection, connecting I-5 NCC, SR-56. | Active Transportation | View Map | Yes | \$20.0 | Yes | Yes | No | Medium | NR | Medium Risk | 2035 |
| SB2S0303-000 | 419 | University Community - Sorrento Valley Connection | East-West regional bike connection: 1. Roselle St to Dunhill St 2. Eastgate Mall 3. Miramar Rd to La Jolla Village Dr 4. Miramar Rd to Nobel Dr | Complete Corridors; Active Transportation | View Map | No | \$3.4 | Yes | Yes | No | Medium | NR | Medium Risk | 2025 |
| SB2S0304-000 | 146 | University Community - Kearny Mesa Connection | North-South regional bike connection: 1. New trail connection from Nobel Dr along I-805 to Copley Dr 2. Genesee Ave to trail through San Clemente Park along CA-52 to Ruffin Rd 3. Genesee Ave to Clairemont Mesa Blvd 4. Genesee Ave to Balboa Ave 5. Genesee Ave to Marlesta Dr to Beagle St | Complete Corridors; Active Transportation | View Map | No | \$81.1 | Yes | No | Yes | High | NR | Higher Risk | 2025 |
| SB2S0305-000 | 420 | Kearny Mesa - Mission Valley Connection | North-South regional bike connection: 1. Linda Vista Rd to Ulrich St to Friars Rd 2. Murray Ridge Rd to Mission Center Rd 3. Murray Ridge Rd to Raejean Ave to Sandmark Ave 4. Mission Village Dr 5. Aero Dr to Murphy Canyon Rd to Murphy Canyon Trail | Complete Corridors; Active Transportation | View Map | No | \$30.9 | Yes | No | Yes | High | NR | Medium Risk | 2025 |
| SB2S0307-000 | 425 | Urban Core - Coronado Connection | East-West regional bike connection: 1. Island Ave to W Harbor Dr to N Harbor Dr to Embarcadero to Broadway Pier to ferry to Coronado. 2. Imperial Ave to 11th Ave/MTS Center Way to AT connection along MTS-Orange Line, across Harbor Dr Pedestrian Bridge, to Park Blvd Trail to S Embarcadero to ferry to Coronado. | Complete Corridors; Active Transportation; Military | View Map | No | \$20.5 | Yes | No | No | Medium | Strong Support | Medium Risk | 2025 |
| SB2S0308-000 | 118 | Urban Core - Southeast San Diego Connection | North-South and East-West regional bike connection: 1. Fairmount Ave to 47th St 2. Home Ave 3. Market St 4. Imperial Ave 5. Ocean View Blvd 6. National Ave 7. Main St to Vesta St | Complete Corridors; Active Transportation | View Map | No | \$8.0 | Yes | No | Yes | High | Strong Support | Medium Risk | 2025 |
| SB2S0310-000 | 124 | National City - Downtown Chula Vista Connection | North-South regional bike connection: 1. Trail from Marina Way to Bayshore Bikeway 2. Hoover Ave to trail to Bayshore Bikeway 3. National City Blvd 4. Highland Ave 5. N 2nd Ave | Complete Corridors; Active Transportation | View Map | No | \$17.6 | Yes | No | Yes | Medium | Strong Support | Medium Risk | 2025 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|--|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0311-000 | 127 | Downtown Chula Vista - Southwest Chula Vista Connection | North-South regional bike connection: 1. Bayshore Bikeway to L St 2. Bayshore Bikeway to Palomar St 3. 5th Ave 4. 4th Ave 5. Hilltop Dr | Complete Corridors; Active Transportation | View Map | No | \$13.3 | Yes | No | No | Medium | Strong Support | Medium Risk | 2025 |
| SB2S0312-000 | 130 | National City - Otay Ranch Connection | East-West regional bike connection: 1. Sweetwater Trail to Plaza Bonita Rd to Bonita Rd to Otay Lakes Rd to La Media Rd. | Complete Corridors; Active Transportation | View Map | No | \$33.8 | Yes | No | No | Medium | NR | Medium Risk | 2025 |
| SB2S0313-000 | 131 | Downtown Chula Vista - Otay Ranch Connection | East-West regional bike connection: 1. Bonita Rd to trail along I-805 to E J St to Paseo Ranchero to Heritage Rd to Olympic Pkwy 2. H St to E H St to Otay Lakes Rd to La Media Rd 3. J St to E J St to Paseo Ranchero to Telegraph Canyon Rd to La Media Rd | Complete Corridors; Active Transportation | View Map | No | \$40.7 | Yes | No | No | Medium | NR | Medium Risk | 2025 |
| SB2S0314-000 | 133 | Southwest Chula Vista - Otay Ranch Connection | East-West regional bike connection: 1. L St to E L St to Telegraph Canyon Rd to La Media Rd 2. E Oxford St to Nolan Ave to E Palomar St to Palomar Bike Path 3. E Palomar St to Palomar Bike Path 4. E Orange Ave to Olympic Pkwy | Complete Corridors; Active Transportation | View Map | No | \$79.3 | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0315-000 | 428 | Coronado - Imperial Beach Connection | North-South regional bike connection: 1. Bayshore Bikeway/Silver Strand Bikeway to 7th St 2. Bayshore Bikeway/Silver Strand Bikeway to 13th St | Complete Corridors; Active Transportation; Resilience; Military | View Map | No | \$72.9 | Yes | No | No | Low | Strong Support | Medium Risk | 2025 |
| SB2S0315-701 | 438 | Bayshore Bikeway Resilience Project | Planning and design of a 1.2-mile, multi-benefit coastal resilience corridor along the north end of Imperial Beach that protects low-lying neighborhoods from sea level rise impacts from the San Diego Bay. Explore other areas of Bayshore Bikeway in Coronado and City of San Diego for similar benefits. | Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Resilience | View Map | No | N/A | Yes | Yes | No | Low | NR | Higher Risk | 2035 |
| SB2S0316-000 | 137 | Southwest Chula Vista - Imperial Beach Connection | North-South regional bike connection: 1. Palomar St to Bay Blvd to W Frontage Rd to Bayshore Bikeway to 7th St 2. Palomar St to Bay Blvd to W Frontage Rd to Bayshore Bikeway to 13th St 3. Main St to Saturn Blvd 4. Hollister St to Palm Ave 5. Beyer Blvd to Coronado Ave 6. Beyer Blvd to Palm Ave | Complete Corridors; Active Transportation; Resilience | View Map | No | \$24.0 | Yes | No | No | Medium | Support | Medium Risk | 2025 |
| SB2S0316-001 | 1302 | Bayshore Bikeway: 8B Ada Street to Palomar Street | Off-street improvements located in the Southwest Chula Vista - Imperial Beach Connection. | Complete Corridors; Active Transportation; Resilience | View Map | Yes | \$3.0 | Yes | Yes | No | Low | NR | Medium Risk | 2025 |
| SB2S0316-002 | 1303 | Bayshore Bikeway: Segment 8B Main Street to Ada Street | Off-street improvements located in the Southwest Chula Vista - Imperial Beach Connection. | Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$5.0 | Yes | Yes | No | Low | NR | Medium Risk | 2035 |
| SB2S0316-701 | 723 | Develop Alternate Bike Routes | Develop alternative bike routes to account for effects from climate change. | Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Resilience | View Map | No | N/A | Yes | Yes | No | Low | NR | Higher Risk | 2025 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|---|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0317-000 | 139 | Imperial Beach – U.S.-Mexico Border Connection | North-South & East-West regional bike connection: 1. Beyer Blvd 2. Oro Vista Rd to Iris Ave to Howard Ave 3. Tocayo Ave to Oro Vista Rd to International Rd to Wardlow Ave to Valentino St to Servando Ave to Dairy Mart Rd | Complete Corridors; Active Transportation | View Map | No | \$37.1 | Yes | Yes | No | High | Strong Support | Medium Risk | 2025 |
| SB2S0318-000 | 140 | Otay Ranch – U.S.-Mexico Border Connection | North-South regional bike connection: 1. Trail from La Media Rd along the 125 2. Olympic Pkwy to Heritage Rd to Otay Valley Rd 3. Santa Victoria Rd to Heritage Rd to Otay Valley Rd | Complete Corridors; Active Transportation | View Map | No | \$11.4 | Yes | No | No | Medium | NR | Medium Risk | 2025 |
| SB2S0319-000 | 1308 | GO by BIKE | Transportation Demand Management policy/program. | Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$1.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0320-000 | 1309 | E-bike incentive | Transportation Demand Management policy/program. | Complete Corridors; Flexible Fleets - MoHubs; Active Transportation | View Map | Yes | \$35.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0321-000 | 1307 | Encanto to Chula Vista National City connections | On-street improvements, connecting I-15. | Active Transportation | View Map | Yes | \$35.0 | Yes | Yes | No | Medium | NR | Medium Risk | 2035 |
| SB2S0401-000 | 688 | Corridor Wide Flexible Fleet Services | Corridor-wide flexible fleet services that operate within and between mobility hubs to serve the greater area including ridehailing and rideshare services. | Transit Leap; Flexible Fleets - MoHubs | View Map | No | \$0.6 | Yes | Yes | Yes | High | Strong Support | Medium Risk | 2035 |
| SB2S0501-000 | 432 | National City Marine Terminal (NCMT) Improvements | National City Marine Terminal (NCMT) Improvements. | Flexible Fleets - MoHubs; Next OS; Goods Movement | View Map | Yes | Incl | Yes | No | No | High | Support | Higher Risk | 2035 |
| SB2S0501-001 | 440 | NCMT Optimization Plan | National City Marine Terminal rail improvements. Includes electrical and other infrastructure and equipment. | Flexible Fleets - MoHubs; Next OS; Goods Movement | View Map | Yes | \$15.0 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0501-002 | 708 | NCMT Cargo Staging | National City Marine Terminal (NCMT) Marine Cargo Staging and Handling Projects, including but not limited to: vertical storage solutions or intermodal transfer facilities, zero and near-zero infrastructure and equipment, on-dock shorepower, wharf extension, and improvements to facilitate "marine highway" cargo. | Flexible Fleets - MoHubs; Next OS; Goods Movement | View Map | Yes | \$132.0 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0501-003 | 703 | NCMT Rail Improvements | Additional rail storage facilities in the vicinity of the balloon track. | Flexible Fleets - MoHubs; Goods Movement | View Map | Yes | \$4.0 | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0501-004 | 441 | NCMT Truck Parking / Staging | Truck parking and staging alternatives for National City Marine Terminal. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | No | High | Support | Medium Risk | 2035 |
| SB2S0502-000 | 817 | Otay Mesa Port of Entry Improvements | Otay Mesa Port of Entry Improvements for truck and commercial activity. | Goods Movement | View Map | No | Incl | Yes | No | No | High | NR | Medium Risk | 2025 |
| SB2S0502-001 | 404 | OME POE Pilot Programs | Pilot programs for streamlining commercial vehicle operations for reducing wait times at Otay Mesa East Port of Entry. | Next OS; Goods Movement | View Map | Yes | \$20.0 | Yes | Yes | No | High | NR | Lower Risk | 2025 |
| SB2S0502-004 | 409 | Otay Mesa POE Truck Bridge to CVEF | Otay Mesa Port of Entry: Bridge between POE and Commercial Vehicle Enforcement Facility (CVEF) to coincide with improvements at both facilities. | Goods Movement | View Map | Yes | \$50.0 | Yes | Yes | No | High | NR | Higher Risk | 2025 |
| SB2S0502-005 | 1283 | Otay Mesa East Port of Entry Improvements | Addition of toll lanes + Port of entry at Otay Mesa East. | Complete Corridors; Next OS; Goods Movement | View Map | Yes | \$482.0 | Yes | Yes | No | High | NR | Medium Risk | 2025 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020) Millions | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|---|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0503-000 | 347 | Truck Parking Supportive Policies | Develop and implement strategies and policies that support goods movement in the region and on truck routes and arterials. Modernizing existing truck parking/staging areas for near-zero to zero infrastructure truck shore power. | Next OS; Goods Movement | View Map | No | N/A | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0504-000 | 346 | New Truck Parking Opportunities | New dynamic truck parking/staging areas. | Next OS; Goods Movement | View Map | No | N/A | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0505-000 | 343 | Curb Management for Urban Deliveries | Develop a curbside and sidewalk management strategy for urban deliveries; Commercial zone management for parcel delivery. | Flexible Fleets - MoHubs; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | High | NR | Higher Risk | 2035 |
| SB2S0506-000 | 344 | UAS Delivery Strategy | Develop a strategy for unmanned aircraft system deliveries; Freight, commodity, drone delivery. | Flexible Fleets - MoHubs; Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | High | NR | Higher Risk | 2035 |
| SB2S0507-000 | 336 | Air Quality Improvement Program Stakeholder Engagement | Collaborate with stakeholders, including community members, public agencies, and commercial industry representatives on the implementation of air quality improvement programs. | Flexible Fleets - MoHubs; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | High | NR | Higher Risk | 2035 |
| SB2S0508-000 | 831 | Freight Hub Access Improvements | Improving access road connections and highway access to major freight hubs -airports, seaport, pipeline, border crossings, etc. First/last mile package delivery management. | Goods Movement | View Map | Yes | N/A | Yes | Yes | Yes | High | Strong Support | Higher Risk | 2035 |
| SB2S0509-000 | 833 | Cargo Crossing at Cross Border Express (CBX) | Move light cargo through the CBX. | Goods Movement | View Map | No | N/A | Yes | No | No | High | NR | Higher Risk | 2035 |
| SB2S0510-000 | 1278 | Tenth Avenue Marine Terminal (TAMT) Improvements | Truck routing improvements as they exit I-5 South on Cesar Chavez exit to access Tenth Avenue Marine Terminal. | Goods Movement | View Map | No | Incl | Yes | Yes | Yes | High | NR | Medium Risk | 2035 |
| SB2S0510-001 | 1279 | TAMT Optimization Plan | Tenth Avenue Marine Terminal Optimization Plan: Enhanced electrical infrastructure/equipment and enhanced and additional on-dock rail. | Goods Movement | View Map | Yes | \$39.0 | Yes | No | Yes | High | NR | Medium Risk | 2035 |
| SB2S0510-002 | 1280 | TAMT Rail Improvements | TAMT Freight Rail Improvements, including but not limited to track upgrades and increased staging area for rail cargo and loading. | Goods Movement | View Map | Yes | \$39.0 | Yes | No | Yes | High | NR | Medium Risk | 2035 |
| SB2S0510-003 | 1281 | TAMT Cargo Staging | Tenth Ave Marine Terminal (TAMT) Marine Cargo Staging and Handling Projects, including but not limited to: enhanced open storage, shed demolition, cargo handling infrastructure improvements, deployment of zero and near-zero infrastructure and equipment, wharf reinforcements, additional crane(s), on dock shorepower, improvements to facilitate "marine highway" cargo, and front gate technology enhancements. | Goods Movement | View Map | Yes | \$123.0 | Yes | No | Yes | High | NR | Higher Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|---|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0511-000 | 1277 | Advance the Deployment of Heavy-Duty, On-road Electric Trucks | Demonstrate operation feasibility and reduce emissions within the Portside Community and other disadvantaged communities with: - Short-haul on-road electric truck pilot program to/from port tidelands and installation of charging facilities (include DC Fast charging and wireless). - Electric vehicle (EV) Truck charging needs assessment and EV Strategy for region, including opportunities in portside communities. - Community (off port) Operators Mitigation Strategy to coordinate with operators for their transition to ZEVs, infrastructure, truck routes and truck operations. | Complete Corridors; Goods Movement; Resilience | View Map | No | \$25.0 | Yes | Yes | Yes | High | NR | Higher Risk | 2035 |
| SB2S0601-000 | 751 | Next OS- Mobility as a Service (MaaS) | Application to plan, book, and pay across public and private shared services. | Complete Corridors; Next OS | View Map | Yes | \$5.0 | Yes | Yes | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0601-001 | 757 | Transit Traveler Information | Links Riders to Transit Information. | Transit Leap; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0602-000 | 776 | Next OS - Regional Border Management System (RBMS) | Regional Border Management System with wait times and dynamic tolling to reduce crossborder wait times. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | Yes | No | NC | NR | Higher Risk | 2025 |
| SB2S0602-001 | 737 | ATDM-RBMS | Border Management System for all travelers. | Next OS | View Map | No | Incl | Yes | Yes | No | NC | NR | Higher Risk | 2035 |
| SB2S0602-003 | 1276 | Expanded Trusted Traveler Program (Border) | Commuter Pass for daily or frequent crossers commuting for work purposes. Application would be required for prequalification (low or subsidized fee for those under an income threshold). This strategy may complement existing trusted traveler programs (Global Entry, SENTRI) and future pre-crossing check-in systems. | Next OS | View Map | No | Incl | Yes | No | No | NC | NR | Higher Risk | 2035 |
| SB2S0602-501 | 775 | Border Wait Times (Freight) | Providing accurate time predictions that are specific to freight. | Next OS; Goods Movement | View Map | No | Incl | Yes | Yes | No | Medium | NR | Higher Risk | 2035 |
| SB2S0603-000 | 736 | Next OS - Next-Gen Integrated Corridor Management System (ICMS) | Provide coordinated response and control for real-time operations across freeway, arterials and transit networks. | Complete Corridors; Next OS | View Map | Yes | \$4.0 | Yes | Yes | Yes | NC | Strong Support | Higher Risk | 2035 |
| SB2S0603-001 | 732 | Adaptive Ramp Metering | Manage freeways entrance and exit via on-ramps. | Complete Corridors; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-002 | 755 | Queue Management and Warning | Real-Time Warning Messages to motorists on speed monitoring. | Complete Corridors; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-003 | 756 | Speed Harmonization | Stop-and-Go Traffic Prevention at merge and congestion points. | Complete Corridors; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-004 | 767 | Variable Speed Limitation (VSL) | Adjust permissible drive speeds on roads, traffic and conditions. | Complete Corridors; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-005 | 738 | Changeable Message Signs (CMS) | Displays urgent communication and information to motorists. | Complete Corridors; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-006 | 739 | Comprehensive ATMS | A flexible ITS Software System that collects and analyzes data to provide active freeway management, incident management, and traveler information that fully integrates operations and ITS field devices. | Complete Corridors; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020) Millions | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|---|---|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0603-007 | 759 | Travel Times | Travel times information to motorists between two points. | Complete Corridors; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-008 | 743 | Emergency Alerts | Emergency Information alerts to travelers and response agencies. | Complete Corridors; Next OS | View Map | No | Incl | Yes | No | Yes | NC | Support | Higher Risk | 2035 |
| SB2S0603-009 | 747 | In-Vehicle Display for Connected Vehicles | Integration of roadside data with older vehicle technology. | Complete Corridors; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-010 | 740 | Cross Jurisdiction Coordination | Work zone coordination and communication. | Complete Corridors; Next OS | View Map | No | N/A | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-011 | 753 | Pre-event Planning | Coordination of event planning staff and jurisdictional agencies. | Complete Corridors; Next OS | View Map | No | N/A | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-012 | 733 | After Action Review | Coordination of post events to improve on response and impacts for future events. | Complete Corridors; Next OS | View Map | No | N/A | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0603-501 | 745 | Freight Origin-Destination Data Collection | Collect freight trip data to analyze how their flow patterns can assist with planning decisions. | Complete Corridors; Next OS; Goods Movement | View Map | Yes | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0604-000 | 750 | Next OS - Transit Optimization | Dynamic transit routing, scheduling and communications. | Complete Corridors; Next OS | View Map | Yes | \$3.0 | Yes | Yes | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0605-000 | 779 | Next OS - Curb Access Management | Dynamic management of curb including access and pricing rules. | Transit Leap; Next OS | View Map | Yes | \$2.0 | Yes | Yes | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0605-001 | 780 | Parking Information | Provide drivers with parking availability in downtown, at special events, parking stations and airport. | Transit Leap; Next OS | View Map | No | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0606-000 | 749 | Next OS - Smart Intersection System | Intersection safety and signal timing systems that give priority to transit, freight, and emergency vehicles and reduce intersection vehicle and pedestrian conflicts. | Complete Corridors; Next OS | View Map | Yes | \$3.0 | Yes | Yes | Yes | NC | NR | Higher Risk | 2025 |
| SB2S0608-000 | 742 | 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 (TNC). | Complete Corridors; Next OS | View Map | Yes | \$5.0 | Yes | Yes | Yes | NC | NR | Higher Risk | 2025 |
| SB2S0608-001 | 774 | Border Crossing Queue Data | Provide Border Crossing Queue Data to a variety of agencies. | Next OS; Goods Movement | View Map | Yes | Incl | Yes | No | No | NC | NR | Higher Risk | 2035 |
| SB2S0608-501 | 748 | Maritime Port Data | Provide port data for truckers needing to access San Diego ports. | Next OS; Goods Movement | View Map | Yes | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0608-502 | 734 | Airport Data | Provide airport data for truckers needing to access San Diego ports. | Next OS; Goods Movement | View Map | Yes | Incl | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0609-000 | 758 | Next OS - Systems and Software Operations | Enables regional transportation system operators to collect, analyze, and share data to improve transportation systems management and operations. Includes ongoing operations and future system upgrades. | Complete Corridors; Next OS | View Map | Yes | \$28.0 | Yes | Yes | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0610-000 | 762 | Truck Parking Information Management System | Provide adequate truck parking information to help drivers find appropriate parking for staging, layovers, and rest. | Next OS; Goods Movement | View Map | Yes | \$10.0 | Yes | No | Yes | Medium | NR | Higher Risk | 2035 |
| SB2S0610-501 | 761 | Truck Parking and Rest Area Data | Provide truck parking data to help support a system that will assist truck drivers in finding available truck parking on their routes. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | Medium | NR | Higher Risk | 2035 |
| SB2S0610-502 | 766 | Truck Stop and Fuel Price Data | Provide data for truck stop locations and fuel prices. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | Medium | Strong Support | Higher Risk | 2035 |
| SB2S0610-503 | 763 | Truck Repair Facilities and Services Data | Provide data for truck repair facility locations. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | Medium | NR | Higher Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|--|--|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0611-000 | 735 | Truck Traveler Information | Help freight operators find alternative routes in the case of an incident. | Next OS; Goods Movement | View Map | No | \$1.0 | Yes | No | Yes | Medium | Support | Higher Risk | 2035 |
| SB2S0611-501 | 760 | Truck Information System Front-End Application/Data Provision | Create application for freight industry containing sources with relevant regional truck travel information. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | Medium | NR | Higher Risk | 2035 |
| SB2S0611-502 | 778 | Roadside Safety Inspections Data | Provide data for roadside safety enforcement and regulatory information. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | NC | NR | Medium Risk | 2035 |
| SB2S0611-503 | 752 | Permits Requirements & Data | Provide data for permit requirements for truck drivers. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0611-504 | 746 | Hazardous Material Safe Parking Data | Provide data for where to find parking when hauling hazardous materials. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0611-505 | 744 | Emergency Response and Other Data | Provide real-time data for truck drivers when needing emergency response. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0611-506 | 754 | Public Scale/Weigh Station Data | Provide real-time data for truck drivers to know where to weight their trucks to meet federal, state, and local truck weight and safety regulations. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | Medium | NR | Higher Risk | 2035 |
| SB2S0611-507 | 741 | Current/Forecasted Weather Data | Provide road weather conditions information and alerts tailored specifically for trucks. | Next OS; Goods Movement; Resilience | View Map | Yes | N/A | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0611-508 | 764 | Truck Route Data | Provide one source for regional truck route data. | Next OS; Goods Movement | View Map | Yes | N/A | Yes | No | Yes | Medium | NR | Higher Risk | 2035 |
| SB2S0611-509 | 765 | Truck Routing Restrictions, Extra-Legal, HazMat and Alternative Route Data | Provide coordinated source for regional truck route restrictions. | Next OS; Goods Movement; Resilience | View Map | Yes | N/A | Yes | Yes | Yes | Medium | NR | Higher Risk | 2035 |
| SB2S0701-000 | 804 | Regional Beach Sand Project (RBSP) III | Protect transportation infrastructure, for example I-75 and Seacoast Drive, with beach nourishment strategies. | Resilience | View Map | No | N/A | Yes | No | No | NC | Support | Higher Risk | 2035 |
| SB2S0702-000 | 445 | Sand Retention Strategy Pilot | Determine effectiveness of select sand retention strategies to supplement and coordinate with beach nourishment projects to protect coastal transit infrastructure from erosion and sea level rise. Pilot protects S Moffett Road, Sherman Road, Ocean Blvd, and I-75 along the coast in Coronado as well as Seacoast Drive in Imperial Beach. | Resilience; Military | View Map | No | N/A | Yes | No | No | Medium | Strong Support | Higher Risk | 2035 |
| SB2S0703-000 | 798 | Update Shoreline Preservation Strategy (SPS) | Adapt beach nourishment strategies to account for rises in sea level and protect transportation infrastructure such as I-75 and other coastal roads. | Resilience | View Map | No | N/A | Yes | No | No | NC | NR | Higher Risk | 2035 |
| SB2S0704-000 | 806 | Revise Sand Compatibility and Opportunistic Use Program (SCOUP) Plan | Explore if regulatory processes for beach nourishment are too stringent, and if regional biological shoreline monitoring could reduce regulatory/cost burden on localities. | Resilience | View Map | No | N/A | Yes | No | No | NC | NR | Higher Risk | 2035 |
| SB2S0705-000 | 796 | Enhance Accessible Transportation Services During Wildfire Response | Identify housing subdivisions that lack an adequate secondary egress route in Very High Fire Hazard Severity Zones, procedure for large animal evacuations, establish Neighborhood Evacuation Team Program. | Transit Leap; Complete Corridors; Resilience | View Map | No | N/A | Yes | No | Yes | NC | Support | Higher Risk | 2035 |

| Strategy ID | Reference Number | Strategy Name | Description | Priority Focus Areas | Map Link | In 2021 RTP Network | Cost (\$2020 Millions) | In ALT1 | In ALT2 | In ALT3 | SB1 Alignment | Public Support | Implementation Risk | SB2S Phasing |
|--------------|------------------|--|---|---|--------------------------|---------------------|------------------------|---------|---------|---------|---------------|----------------|---------------------|--------------|
| SB2S0706-000 | 705 | Policy-based Adaptation Strategies | Policies include: Protect Coastal-dependent District Mission-Driven Uses; limit redevelopment in at-risk locations; Design Standards to include minimum elevation requirements for structures/utilities; Provide Adequate Setbacks. | Active Transportation; Goods Movement; Resilience; Military | View Map | No | N/A | Yes | No | Yes | NC | Support | Higher Risk | 2035 |
| SB2S0707-000 | 701 | Nature-based Adaptation Projects | General strategy to protect infrastructure at risk of climate change including: living shorelines/breakwaters, bioenhancing concrete, beach nourishment, wetland terraces, sediment augmentation, and restoration. | Resilience | View Map | No | N/A | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0708-000 | 807 | Shoreline Projects | General strategy to protect infrastructure at risk of climate change including: revetments, breakwaters, bulkheads, seawalls, groins, and floating sector gate. | Resilience | View Map | No | N/A | Yes | No | No | NC | NR | Higher Risk | 2035 |
| SB2S0709-000 | 715 | Urban Infrastructure Projects | General strategy to protect infrastructure at risk of climate change including: embankments, retractable barriers/aquafence, elevating structures, and floodable parks. | Complete Corridors; Resilience | View Map | No | N/A | Yes | No | Yes | NC | Support | Higher Risk | 2035 |
| SB2S0710-000 | 714 | Regional Monitoring Program | Program -SD Unified Port District project - Develop and Implement Monitoring Program for adaptation strategies in San Diego Bay. | Resilience | View Map | No | N/A | Yes | No | No | NC | Support | Medium Risk | 2035 |
| SB2S0711-000 | 712 | Hazard Mitigation Management Practices Program | Review and update plans in coordination local governing officials; use GIS to identify hazard-prone structures; incorporate recommendations from coastal cities into hazard mitigation plan; seek pre-disaster mitigation funding for coastal erosion projects. | Complete Corridors; Active Transportation; Goods Movement; Resilience; Military | View Map | No | N/A | Yes | No | No | NC | Support | Medium Risk | 2035 |
| SB2S0712-000 | 696 | Green Streets Program | Design all roads to capture and treat stormwater. | Complete Corridors; Resilience | View Map | No | N/A | Yes | No | Yes | NC | NR | Higher Risk | 2035 |
| SB2S0713-000 | 797 | Adaptation of Asphalt Grades | Adapt design standards of asphalt grades based on anticipated warmer temperatures. | Complete Corridors; Resilience | View Map | No | N/A | Yes | No | No | High | Support | Higher Risk | 2035 |
| SB2S0714-000 | 1270 | Resilient and Reliable Power to Critical Transportation Infrastructure | Localized improvements to the transportation electrical network (e.g., solar, battery, etc. to sustain a localized system) to support technology improvements throughout the SB2S area (managed lanes, ITS, Next OS, etc.). | Complete Corridors; Next OS; Resilience | View Map | No | N/A | Yes | No | No | NC | NR | Higher Risk | 2035 |

Notes:
 ATDM = Active Transportation and Demand Management
 Incl = Included in complimentary (parent/child) strategy
 LOSSAN = Los Angeles-San Diego-San Luis Obispo
 MTS = Metropolitan Transit System
 N/A = not sufficiently defined to cost
 NASNI = Naval Air Station North Island
 NC = Not candidate for SB 1 program
 NCC = North Coast Corridor
 NR= No response from public
 POE = Port of Entry

SDSU = San Diego State University

UCSD = University of California San Diego

UTC = University Town Center

ZEV = Zero Emission Vehicle

Cells highlighted in green identify opportunities where implementation could be lower risk due to decreased complexity, public support or potential funding alignment.

APPENDIX B PERFORMANCE MEASURES RESULTS

| | | | | Base | Project No. Build DS 38 | Alternative 1 DS 38 | Alternative 2 DS 38 | Alternative 3 DS 38 |
|---|---|------------------------------------|---------------------------|------------------|-------------------------|---------------------|---------------------|---------------------|
| | | | | 2016 | 2035 | 2035 | 2035 | 2035 |
| Scenario ID | | | | 458 | 554 | 562 | 611 | 603 |
| Multimodal Focus | Mode Share (commute trips, all trips) | Commuter Trips | Drive Alone | 79.1% | 65.2% | 62.9% | 63.6% | 64.1% |
| | | | Shared Ride 2 | 9.7% | 11.0% | 10.3% | 10.4% | 10.7% |
| | | | Shared Ride 3+ | 3.3% | 4.9% | 4.9% | 4.9% | 5.0% |
| | | | Transit | 4.3% | 11.4% | 14.2% | 13.7% | 12.6% |
| | | | Bike | 1.6% | 4.0% | 4.3% | 3.9% | 4.1% |
| | | | Walk | 1.7% | 3.0% | 2.9% | 2.8% | 3.0% |
| | | All Trips | Drive Alone | 46.1% | 41.6% | 40.8% | 41.0% | 41.3% |
| | | | Shared Ride 2 | 25.0% | 24.8% | 24.4% | 24.5% | 24.6% |
| | | | Shared Ride 3+ | 18.4% | 16.0% | 15.8% | 15.9% | 15.9% |
| | | | Transit | 2.2% | 5.2% | 6.6% | 6.4% | 5.8% |
| | | | Bike | 0.7% | 1.5% | 1.6% | 1.5% | 1.6% |
| | | | Walk | 6.2% | 9.0% | 8.9% | 8.9% | 9.0% |
| | Percentage of Change in Mode Share (commute trips, all trips) | Commuter Trips | Drive Alone | | | -2.3% | -1.6% | -1.1% |
| | | | Shared Ride 2 | | | -0.6% | -0.6% | -0.3% |
| | | | Shared Ride 3+ | | | 0.0% | 0.0% | 0.1% |
| | | | Transit | | | 2.8% | 2.3% | 1.2% |
| | | | Bike | | | 0.3% | -0.1% | 0.1% |
| | | | Walk | | | -0.1% | -0.2% | 0.0% |
| | | All Trips | Drive Alone | | | -0.9% | -0.6% | -0.4% |
| | | | Shared Ride 2 | | | -0.4% | -0.3% | -0.2% |
| | | | Shared Ride 3+ | | | -0.2% | -0.1% | 0.0% |
| Transit | | | | | 1.4% | 1.2% | 0.6% | |
| Bike | | | | | 0.1% | 0.0% | 0.1% | |
| Walk | | | | | -0.1% | -0.1% | 0.0% | |
| Mode Share For Short Trips (3 miles or less for all trip types) | All Trips | Drive Alone | 34.4% | 30.5% | 30.0% | 30.1% | 30.3% | |
| | | Shared Ride 2 | 25.6% | 23.8% | 23.6% | 23.6% | 23.7% | |
| | | Shared Ride 3+ | 19.2% | 15.7% | 15.6% | 15.6% | 15.6% | |
| | | Transit | 1.2% | 2.7% | 3.7% | 3.6% | 3.1% | |
| | | Bike | 1.1% | 2.0% | 2.0% | 2.0% | 2.0% | |
| | | Walk | 16.7% | 22.6% | 22.5% | 22.5% | 22.5% | |
| Multimodal Focus | Person Trips (commute trips, all trips) | Commuter Trips | Drive Alone | 426,363 | 388,072 | 376,273 | 380,035 | 382,589 |
| | | | Shared Ride 2 | 52,196 | 65,249 | 61,828 | 62,348 | 63,610 |
| | | | Shared Ride 3+ | 18,044 | 29,173 | 29,303 | 29,585 | 29,867 |
| | | | Transit | 23,319 | 67,807 | 84,910 | 82,180 | 75,335 |
| | | | Bike | 8,420 | 23,823 | 25,491 | 23,164 | 24,655 |
| | | | Walk | 9,089 | 17,651 | 17,322 | 16,991 | 17,633 |
| | | Total | 538,921 | 595,327 | 598,502 | 597,788 | 597,207 | |
| | | All Trips | Drive Alone | 2,440,162 | 2,443,078 | 2,396,669 | 2,408,599 | 2,422,044 |
| | | | Shared Ride 2 | 1,323,774 | 1,455,069 | 1,435,093 | 1,439,152 | 1,443,952 |
| | | | Shared Ride 3+ | 972,862 | 937,353 | 929,551 | 933,441 | 935,357 |
| | | | Transit | 117,638 | 303,659 | 387,119 | 375,516 | 341,035 |
| | | | Bike | 35,102 | 88,480 | 94,201 | 87,250 | 91,787 |
| | Walk | | 327,970 | 527,751 | 524,936 | 525,814 | 525,516 | |
| | Total | 5,287,630 | 5,866,563 | 5,878,558 | 5,880,826 | 5,870,591 | | |
| | Person Trips for Short Trips (3 miles or less for all trip types) | All Trips | Drive Alone | 673,068 | 713,357 | 701,209 | 704,486 | 707,231 |
| | | | Shared Ride 2 | 500,946 | 556,534 | 551,696 | 552,780 | 553,899 |
| | | | Shared Ride 3+ | 376,369 | 367,252 | 363,604 | 364,101 | 364,855 |
| | | | Transit | 23,826 | 62,376 | 86,209 | 83,139 | 73,403 |
| | | | Bike | 21,252 | 46,320 | 45,898 | 45,786 | 46,535 |
| | | | Walk | 327,970 | 527,751 | 524,936 | 525,814 | 525,516 |
| | | | Total | 1,958,222 | 2,335,515 | 2,336,843 | 2,338,777 | 2,333,584 |
| Economic Development and Goods Movement | Percentage of Residents that can Access Tiers 1 and 2 Employment Centers or Higher Education Centers within 30 and 45 | Tier 1 Employment Centers – 30 min | Study Area Total | 41.76% | 49.99% | 64.95% | 54.09% | 53.0% |
| | | | Low Income population | 45.69% | 54.37% | 71.51% | 58.47% | 57.2% |
| | | | Non-Low-Income population | 39.21% | 47.80% | 61.66% | 51.89% | 50.9% |
| | | | Minority population | 36.45% | 46.05% | 62.33% | 49.96% | 48.9% |

| | | | | Base | Project No. Build DS 38 | Alternative 1 DS 38 | Alternative 2 DS 38 | Alternative 3 DS 38 | |
|---|---|---|---------------------------|--------------------|-------------------------|---------------------|---------------------|---------------------|------------|
| | | | | 2016 | 2035 | 2035 | 2035 | 2035 | |
| | | | | Scenario ID | 458 | 554 | 562 | 611 | 603 |
| Minutes by Transit (Social Equity Analysis) | | Non-Minority population | 53.49% | 62.07% | 72.98% | 66.72% | 65.7% | | |
| | | | Senior population | 39.12% | 50.91% | 65.57% | 55.62% | 54.4% | |
| | | | Non-Senior population | 41.94% | 49.88% | 64.87% | 53.90% | 52.8% | |
| | | Tier 2 – 30 min | Study Area Total | 60.75% | 58.31% | 74.20% | 67.71% | 64.6% | |
| | | | Low Income population | 69.41% | 69.86% | 81.00% | 75.32% | 73.6% | |
| | | | Non-Low-Income population | 55.13% | 52.53% | 70.79% | 63.90% | 60.0% | |
| | | | Minority population | 63.02% | 59.19% | 74.82% | 67.71% | 64.7% | |
| | | | Non-Minority population | 55.72% | 55.63% | 72.29% | 67.71% | 64.2% | |
| | | | Senior population | 59.79% | 57.35% | 74.63% | 68.26% | 64.9% | |
| | | | Non-Senior population | 60.82% | 58.43% | 74.15% | 67.64% | 64.5% | |
| | | Higher Education Centers – 30 min | Study Area Total | 66.97% | 68.73% | 74.69% | 73.25% | 70.1% | |
| | | | Low Income population | 73.31% | 76.77% | 80.47% | 79.15% | 77.7% | |
| | | | Non-Low-Income population | 62.86% | 64.70% | 71.79% | 70.29% | 66.3% | |
| | | | Minority population | 67.46% | 67.67% | 73.75% | 72.14% | 69.0% | |
| | | | Non-Minority population | 65.89% | 71.97% | 77.57% | 76.64% | 73.5% | |
| | | | Senior population | 65.90% | 68.12% | 74.17% | 72.73% | 69.5% | |
| | | | Non-Senior population | 67.05% | 68.80% | 74.75% | 73.31% | 70.2% | |
| | | Tier 1 Employment Center – 45 min | Study Area Total | 74.85% | 81.79% | 92.47% | 84.62% | 83.0% | |
| | | | Low Income population | 82.44% | 87.38% | 96.03% | 89.70% | 88.4% | |
| | | | Non-Low-Income population | 69.92% | 78.99% | 90.69% | 82.07% | 80.3% | |
| | | | Minority population | 73.58% | 80.67% | 92.44% | 83.77% | 81.9% | |
| | Non-Minority population | | 77.65% | 85.23% | 92.57% | 87.20% | 86.3% | | |
| | Senior population | | 74.83% | 82.05% | 92.40% | 84.78% | 83.3% | | |
| | Non-Senior population | | 74.85% | 81.76% | 92.48% | 84.60% | 83.0% | | |
| | Tier 2 – 45 min | Study Area Total | 87.48% | 87.64% | 94.32% | 91.07% | 89.6% | | |
| | | Low Income population | 94.26% | 93.82% | 97.69% | 95.71% | 94.8% | | |
| | | Non-Low-Income population | 83.08% | 84.54% | 92.64% | 88.74% | 87.0% | | |
| | | Minority population | 88.65% | 87.38% | 94.85% | 90.94% | 89.4% | | |
| | | Non-Minority population | 84.91% | 88.44% | 92.71% | 91.47% | 90.2% | | |
| | | Senior population | 88.08% | 87.84% | 93.58% | 91.28% | 89.8% | | |
| | | Non-Senior population | 87.44% | 87.62% | 94.41% | 91.04% | 89.6% | | |
| | Higher Education Centers – 45 min | Study Area Total | 92.40% | 89.52% | 94.96% | 91.90% | 89.8% | | |
| | | Low Income population | 96.62% | 93.92% | 97.66% | 95.43% | 94.1% | | |
| | | Non-Low-Income population | 89.67% | 87.31% | 93.61% | 90.14% | 87.6% | | |
| | | Minority population | 93.37% | 89.27% | 95.26% | 91.94% | 89.5% | | |
| | | Non-Minority population | 90.26% | 90.27% | 94.06% | 91.78% | 90.5% | | |
| | | Senior population | 92.82% | 89.41% | 94.72% | 91.71% | 89.6% | | |
| | | Non-Senior population | 92.37% | 89.53% | 94.99% | 91.93% | 89.8% | | |
| | Freight - Average Amount of Time in Congestion (Vehicle hours of delay) | All day - All Heavy Duty (HHD + MHD + LHD) | Highway (SHS) | 961 | 1,272 | 1,005 | 1,051 | 1,104 | |
| | | | Arterial | 4,292 | 4,319 | 4,048 | 4,133 | 4,258 | |
| | | | Total | 5,252 | 5,591 | 5,053 | 5,184 | 5,362 | |
| | | AM and PM peak - All Heavy Duty (HHD + MHD + LHD) | Highway (SHS) | 751 | 853 | 683 | 698 | 737 | |
| Arterial | | | 1,824 | 1,801 | 1,735 | 1,761 | 1,834 | | |
| Total | | | 2,575 | 2,654 | 2,418 | 2,459 | 2,571 | | |
| System Operations and Congestion Relief | Daily Vehicle Hour Delay by Vehicle Class | All Day | SOV | 121,324 | 104,999 | 93,418 | 96,281 | 97,996 | |
| | | | HOV | 25,597 | 24,716 | 22,212 | 22,794 | 23,179 | |
| | | | Bus | 438 | 438 | 869 | 810 | 533 | |
| | | AM and PM peak | SOV | 78,589 | 63,664 | 55,684 | 57,399 | 58,573 | |
| | | | HOV | 16,154 | 14,739 | 13,016 | 13,354 | 13,661 | |
| | | | Bus | 216 | 214 | 428 | 406 | 252 | |
| | Daily Vehicle Delay per Capita (min) | | 12.0 | 9.1 | 8.1 | 8.3 | 8.4 | | |
| | Low-income and Disadvantaged | Percentage of Population within 0.5 Mile of High | Study Area Total | 67.0% | 69.1% | 82.2% | 81.1% | 69.4% | |
| | | | Low Income population | 76.7% | 76.9% | 85.8% | 85.2% | 77.3% | |

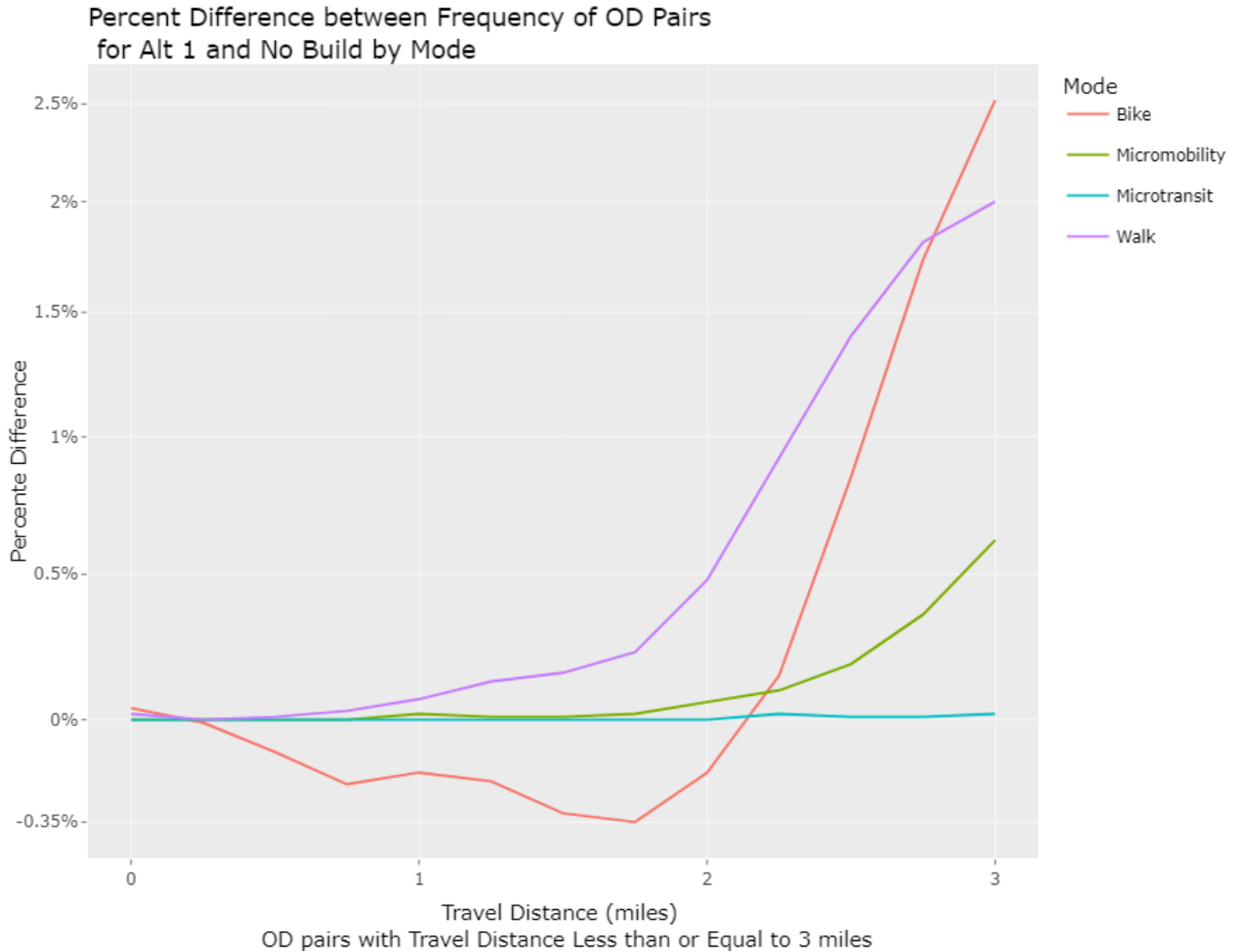
| | | | | Base | Project No. Build DS 38 | Alternative 1 DS 38 | Alternative 2 DS 38 | Alternative 3 DS 38 | |
|---|--|--|----------------------------------|-------------|-------------------------|---------------------|---------------------|---------------------|--------|
| | | | | 2016 | 2035 | 2035 | 2035 | 2035 | |
| | | | | 458 | 554 | 562 | 611 | 603 | |
| | | | | Scenario ID | | | | | |
| Community Focus | Frequency Transit Stop (Social Equity Analysis) | Non-Low-Income population | | 60.4% | 65.2% | 80.3% | 78.9% | 65.2% | |
| | | Minority population | | 70.2% | 70.2% | 83.2% | 82.2% | 70.6% | |
| | | Non-Minority population | | 59.0% | 66.1% | 79.1% | 77.9% | 65.9% | |
| | | Senior population | | 67.1% | 69.1% | 82.3% | 81.4% | 69.4% | |
| | | Non-Senior population | | 67.0% | 69.1% | 82.2% | 81.1% | 69.4% | |
| | Accessible Investments in Disadvantaged Communities (investment amount or percent) | \$ invested in disadvantaged community (percentage of all \$\$ invested) | | | | \$40.55 B (69%) | \$18.18 B (68%) | \$7.08 B (60%) | |
| Reduce Greenhouse Gas Emissions and VMT | Daily VMT | Study Area Total | | 22,288,021 | 23,283,875 | 22,922,123 | 23,146,154 | 23,259,520 | |
| | | SB743 VMT per resident | | 15.79 | 14.2 | 13.81 | 13.94 | 14.02 | |
| | | SB743 VMT per employee | | 26.33 | 22.16 | 21.59 | 21.78 | 21.93 | |
| | | Lane Mile | | 6,447 | 6,339 | 5,828 | 5,931 | 6,007 | |
| | GHG Emissions | Study Area Total | | | 3380.49 | 3233.04 | 3255.67 | 3281.56 | |
| | Reduction in GHG Emissions from Zero-emission Vehicles | Daily GHG Reduction (short tons) | Freight Vehicles | | | | 368.99 | 367.78 | 372.68 |
| | | | Transit Vehicles | | | | 107.08 | 86.24 | 28.14 |
| Improve Air Quality and Public Health | On-road Smog-Forming Pollutants (pounds/day) per Capita (ROG, NOx) (summer) | ROG | | | 0.356 | 0.332 | 0.335 | 0.338 | |
| | | NOx | | | 0.894 | 0.883 | 0.882 | 0.893 | |
| | Average PM _{2.5} Exposure | Study Area Total | | | 0.386 | 0.368 | 0.370 | 0.373 | |
| | Near-roadway Population Exposure (social equity analysis) | Study Area Total | | 2.2% | 2.8% | 2.2% | 4.9% | 3.8% | |
| | | Low Income population | | 2.5% | 3.0% | 2.2% | 6.1% | 3.7% | |
| | | Non-Low-Income population | | 2.0% | 2.7% | 2.3% | 4.3% | 3.9% | |
| | | Minority population | | 2.3% | 2.9% | 2.3% | 5.2% | 3.6% | |
| | | Non-Minority population | | 2.0% | 2.6% | 2.1% | 4.1% | 4.4% | |
| | Senior population | | 2.1% | 2.9% | 2.3% | 4.8% | 4.2% | | |
| | Non-Senior population | | 2.2% | 2.8% | 2.2% | 5.0% | 3.8% | | |
| Active Transportation and Micromobility | Bicycle and Pedestrian Miles Traveled | Pedestrian | | 529,130 | 899,905 | 971,461 | 948,400 | 922,266 | |
| | | Bicycle | | 124,480 | 396,487 | 416,955 | 387,968 | 419,245 | |
| | Percentage of The Population Engaged in 20 Minutes or More of Transportation Related Physical Activity | | 17.5% | 25.7% | 27.9% | 27.10% | 26.6% | | |
| Improve Jobs-Housing Balance | Population in Multifamily Residences within 0.25 Mile of a Transit Stop | Number | | 287,562 | 409,606 | 436,177 | 432,919 | 410,901 | |
| | | Percent | | 82.4% | 79.9% | 85.1% | 84.50% | 80.2% | |
| | Average Peak Commute Time to Work (min) | Drive Alone | | 22.6 | 21.9 | 21.3 | 21.4 | 21.5 | |
| | | Shared Ride 2 | | 21.4 | 20.4 | 19.7 | 19.7 | 19.8 | |
| | | Shared Ride 3+ | | 22.0 | 20.2 | 19.2 | 19.3 | 19.6 | |
| | | Transit | | 56.9 | 55.5 | 47.9 | 50.4 | 52.9 | |
| | | Bike | | 20.0 | 22.2 | 23.4 | 22 | 22.7 | |
| Walk | | 22.2 | 20.9 | 19.9 | 20.6 | 19.9 | | | |
| Increase Supply of Affordable Housing | Multifamily Housing within 0.5 Mile Of High Frequency Transit | Number | | 106,453 | 170,408 | 193,242 | 192,874 | 172,960 | |
| | | Percent | | 84.0% | 84.3% | 95.6% | 95.40% | 85.6% | |
| System Operations and Congestion Relief | Corridor Total Person Throughput (screen lines) | Screen line 1 | University City | 454,456 | 474,634 | 479,817 | 483,397 | 485,565 | |
| | | Screen line 2 | Kearny Mesa | 985,487 | 961,728 | 956,516 | 962,022 | 967,684 | |
| | | Screen line 3 | Central San Diego | 1,375,332 | 1,396,552 | 1,386,124 | 1,392,797 | 1,396,190 | |
| | | Screen line 4 | Southeast San Diego and Coronado | 1,006,963 | 979,174 | 968,218 | 971,544 | 977,162 | |
| | | Screen line 5 | South Bay | 735,946 | 739,014 | 716,720 | 727,533 | 732,518 | |
| | | Screen line 6 | Border | 303,101 | 363,379 | 344,265 | 336,501 | 344,914 | |
| | Corridor Total Person Throughput | Screen line 1 | University City | 3,248 | 7,796 | 30,011 | 24,692 | 11,078 | |
| | | Screen line 2 | Kearny Mesa | 9,819 | 29,679 | 60,320 | 55,063 | 44,230 | |
| | | Screen line 3 | Central San Diego | 43,230 | 123,780 | 142,270 | 145,070 | 140,639 | |

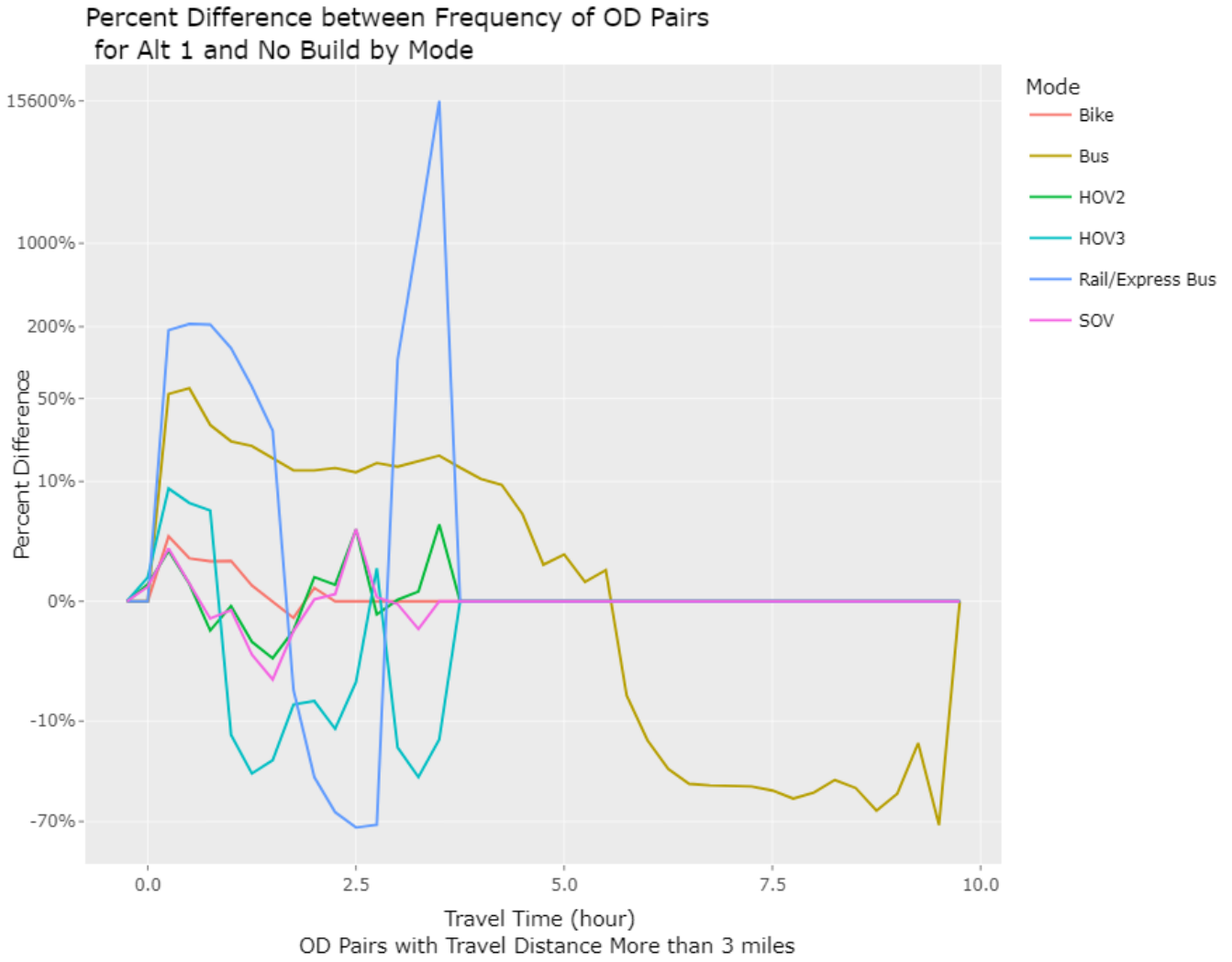
| | | | | Base | Project No. Build DS 38 | Alternative 1 DS 38 | Alternative 2 DS 38 | Alternative 3 DS 38 |
|------------------------------|---|---|----------------------------------|--------------------|-------------------------|---------------------|---------------------|---------------------|
| | | | | 2016 | 2035 | 2035 | 2035 | 2035 |
| | | | | 458 | 554 | 562 | 611 | 603 |
| | | | | Scenario ID | | | | |
| | (screen lines) by Transit | Screen line 4 | Southeast San Diego and Coronado | 44,815 | 99,168 | 123,989 | 115,282 | 112,098 |
| | | Screen line 5 | South Bay | 44,521 | 83,968 | 106,844 | 97,795 | 92,591 |
| | | Screen line 6 | Border | 33,224 | 73,805 | 101,851 | 84,427 | 76,470 |
| Social Equity/Fairness | Percentage of Social Equity Focus Population with Access to Flexible Fleet Options (within mobility hubs) | | | | | 19.8% | 19.8% | 0% |
| | Percentage of Social Equity Focus Population within 0.25 Mile of an AT Facility | | | | | 97.8% | 92.7% | 9.3% |
| Support Economic Opportunity | Frequency of High-Quality Transit Service Options to Border Crossings | (peak vehicles per hour/off-peak vehicles per hour) | | | | 88/88 | 40/40 | 28/28 |
| Efficient Land Use | Employment (jobs) within 0.25 Mile of Study Area Transit Stops | Number | | | 477,875 | 563,215 | 554,597 | 474,551 |
| | | Percent | | | 65.8% | 77.6% | 76.4% | 65.4% |

\$/\$\$ = dollar(s)
 DS 38 = ABM2+ version 14.2.2 with DS38 SCS forecast
 HHD = heavy heavy-duty truck
 LHD = light heavy-duty truck
 min = minute
 MHD = medium heavy-duty truck
 SHS = State Highway System

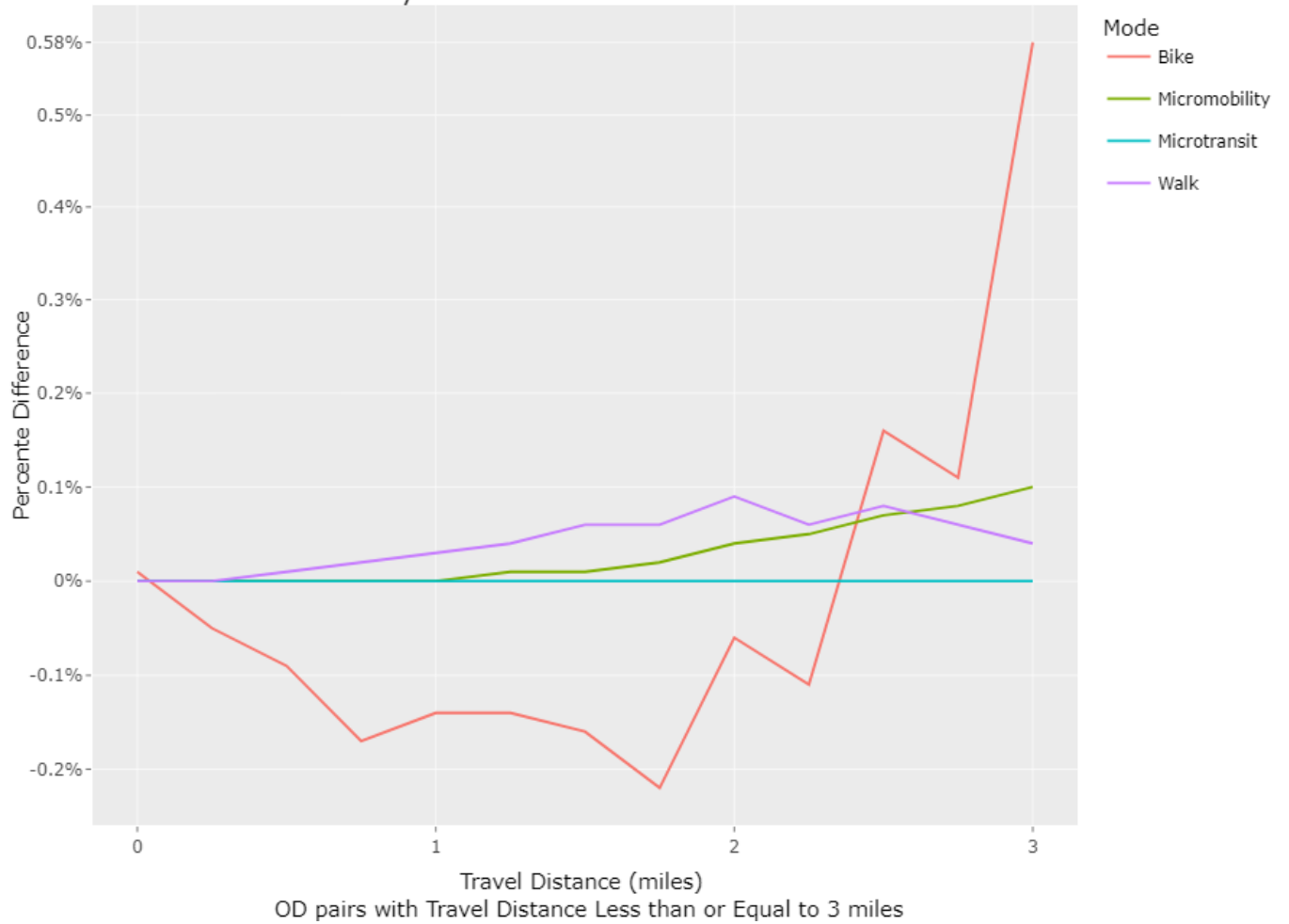
SYSTEM COMPLETENESS

System completeness measures the distribution of origin and destination pairs accessible by different modes. The charts below show system completeness for each of the 2035 study alternatives compared to the 2035 No Build scenario.



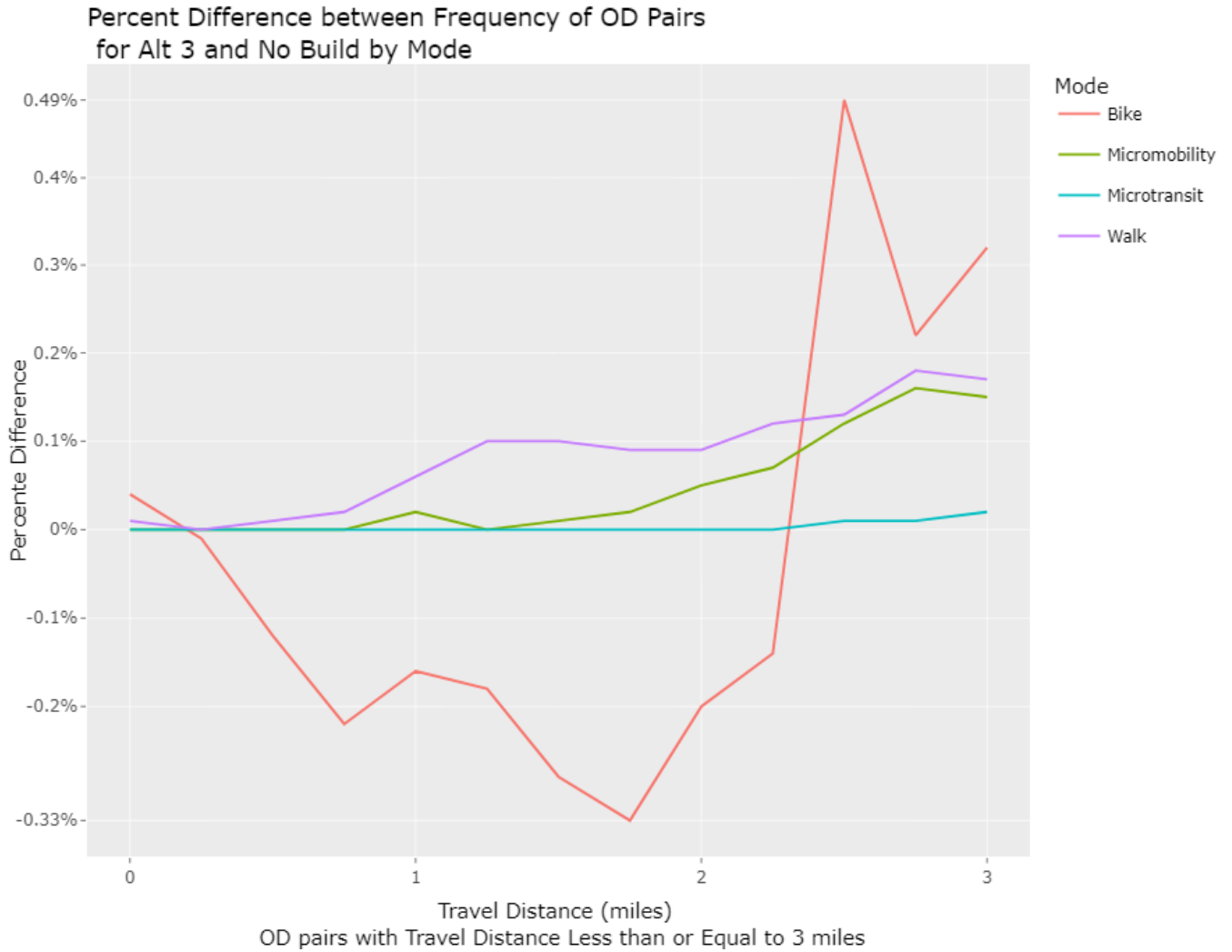


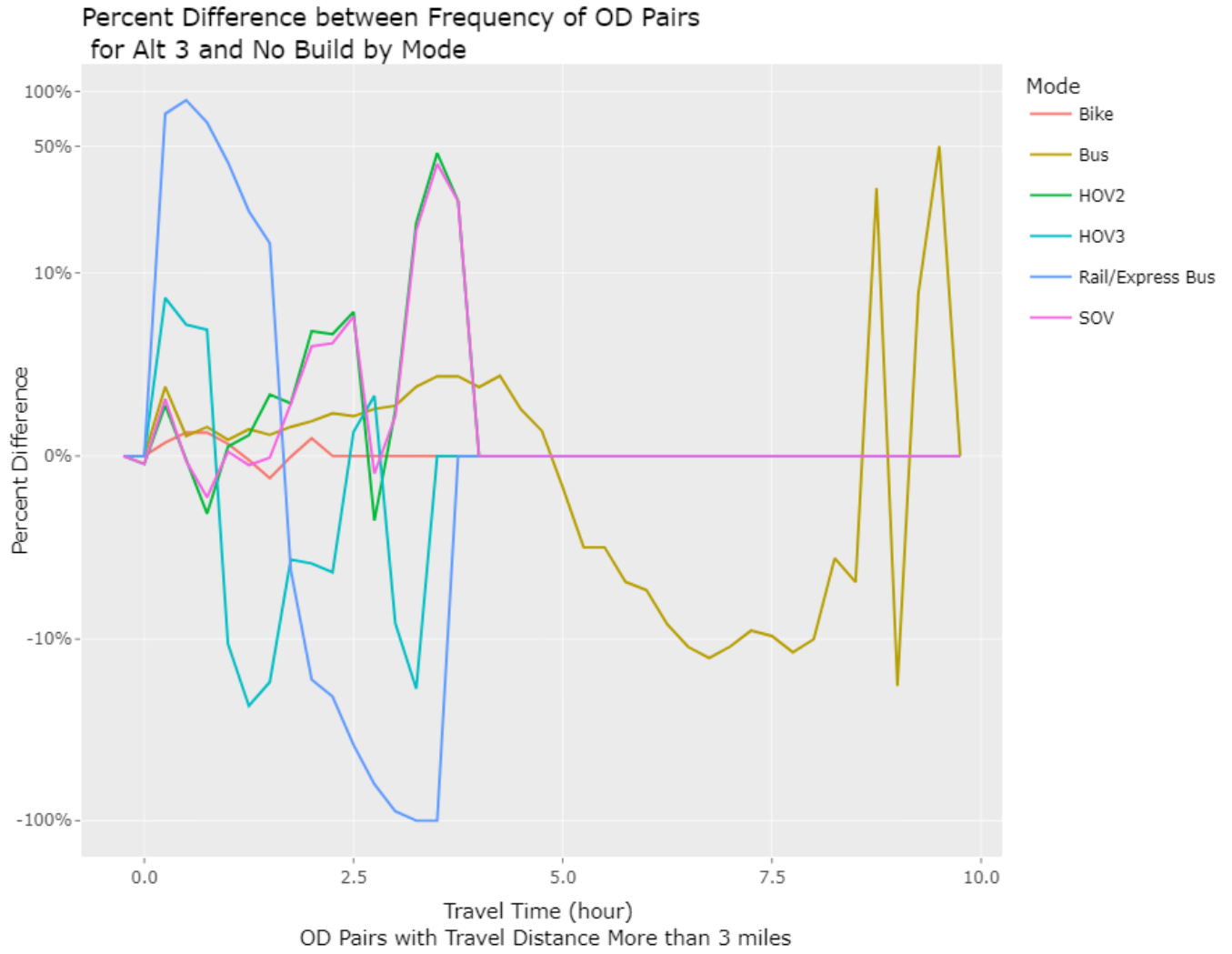
Percent Difference between Frequency of OD Pairs for Alt 2 and No Build by Mode



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MODE SHIFT FROM DRIVE ALONE (OFF-MODEL PROCESS RESULTS)

Though ABM2+ accounts for more innovative mobility strategies that SANDAG is pursuing (e.g., mobility hubs, microtransit, micromobility) at a regional level, it is not sensitive enough to accurately model changes in traveler behavior caused by these strategies within mobility hubs, where the combination of programs and infrastructure can substantially influence mode choice. To account for the presence of these strategies in mobility hubs the project team developed an off-model process to further refine mode choice outputs from ABM2+. The process estimates additional mode shift from driving alone to non-SOV modes including micromobility, microtransit, and pooled vehicles after improving network connectivity and accessibility to those modes. Pooled vehicles includes both carpools and ride-hailing pools. For instance, enhancing the accessibility to transit by providing a microtransit service may encourage users to take transit instead of driving alone.

Table B-1 shows the shift in person trips from drive alone to micromobility, microtransit, and pooled rides. Person trips shown include trips that either originated or ended in the study area. The reason for this is that as long as one end of the trip is within the study area, the trip could be made via alternative modes because the SB2S strategies improve access on one end of the trip.

As shown, implementing more innovative strategies would reduce drive alone trips by an additional 8 to 10% from what was reported in the ABM2+.

Table B-1 Mode Share Change Due to Off-Model Refinements

| Scenario | Mode | Alt 1 (person trips) | Alt 2 (person trips) | Alt 3 (person trips) |
|------------------------------------|---------------|-------------------------|-------------------------|-------------------------|
| Original (ABM) | Drive Alone | 4,724,785 | 4,737,419 | 4,756,126 |
| Refined (Off-Model) | Drive Alone | 4,307,887 | 4,259,204 | 4,300,199 |
| | Micromobility | 226,465 | 259,300 | 245,596 |
| | Microtransit | 30,001 | 29,104 | 27,782 |
| | Pooled | 160,432 | 189,811 | 182,549 |
| Change in Drive Alone Trips | | -8.8% | -10.1% | -9.6% |

APPENDIX C FEASIBILITY CRITERIA AND RESULTS

| Criteria | Rating | Mode/Move (if applicable) ¹ | Metric | Methodology |
|--|-------------|--|---|--|
| Anticipated Environmental Clearance Process | Low | Need determined by project type | Categorical Exemption | All Flex Fleets, Next OS. It is assumed that these strategies would be in existing transportation right-of-way and would not impact the physical environment. |
| | Medium | | EA/ND/MND | Transit Priority Rapid, AT, Mobility Hubs. It is assumed that these strategies would generally be within existing transportation right-of-way but may encroach into private right-of-way at specific locations. The footprint of these strategies outside of existing public right-of-way would be small compared to larger capital projects like fixed guideway transit or highway infrastructure. Less environmental impacts expected. |
| | High | | EIS/EIR | Fixed Guideway BRT, Tunneling, Managed Lanes, Grade Separations/Double Track, DARs, ML Connectors, AT with pedestrian bridges. These are anticipated to be large-scale projects that have the potential to cause substantial right-of-way and other environmental impacts. |
| Expected Timing of Environmental Clearance | Near-Term | Not applicable | 0 to 2 years | Determined by Anticipated Environmental Clearance Needs: CE = Near-Term, EA = Medium-Term, EIS/EIR = Long Term |
| | Medium-Term | Not applicable | 2 years to 5 years | |
| | Long-Term | Not applicable | > 5 years | |
| Anticipated Right of Way (ROW) Needs | Minor | Active Transportation | All improvements within existing ROW | AT project determined to follow existing roadways/trails completely. |
| | | Mobility Hubs/Flex Fleets | All facilities and features within existing or dedicated ROW | Automatic Minor for micromobility. |
| | | Transit | All improvements within existing ROW; or minor widening into area with no development potential; fleet upgrade; or service improvement strategy only; or transit signal priority (TSP); or flexible lanes | Automatic Minor if existing service improvements or mixed traffic rapid, Charging Infrastructure, Ferry Projects. For Transit Priority Rapids assume 500 feet per station, for dedicated guideway Rapid assume 500 feet per station plus dedicated guideway length. For Light Rail Transit (LRT) assume length of grade separations, 1,000 feet for new stations. Quantities will be split into natural breaks to determine ratings. |
| | | Highways/Streets | All improvements within existing ROW; or minor widening into area with no development potential; or easement possible | Intersection Improvements, Policies, ITS improvements utilizing existing systems. |
| | | Next OS | All improvements within existing ROW or easement possible | Policies, ITS improvements utilizing existing systems. |
| | | Goods Movement | All improvements within existing ROW | Policies, EV Trucks, Applications. |
| | Moderate | Active Transportation | Requires ROW acquisition of less than 10' for ≤ 30% of project length without impacting existing or potential development | Calculate proportion of AT outside of exiting ROW. Utilize proximity to existing roadway to determine ROW. |
| | | Mobility Hubs/Flex Fleets | Requires ROW for EV charging, car share, micromobility parking/charging, etc. without impacting existing or potential development | Calculate length of Class 2-4 roadway within the MoHub area then multiply by .5, then the result would be multiplied by 100 feet to determine anticipated needs. |
| | | Transit | Moderate widening into area with development potential; queue jump lanes; skyways in street medians | For Transit Priority Rapids assume 500 feet per station, for dedicated guideway Rapid assume 500 feet per station plus dedicated guideway length. For LRT assume length of grade separations, 1,000 feet for new stations. Quantities will be split into natural breaks to determine ratings. |

¹ Appendix F, Strategies, SB2S_refined_strategies_05172022

| Criteria | Rating | Mode/Move (if applicable) ¹ | Metric | Methodology |
|--------------------------------|---|--|--|---|
| | | Highways/Streets | Acquisition of land with development potential; or multiple property owners affected | Spatial query around project locations identified as new infrastructure, outside of existing ROW. Since no new ROW is anticipated for highway projects this will focus on arterials, with the exception of DARs and Connectors. |
| | | Next OS | Installation of infrastructure (e.g., dynamic message signs for parking/travel information) outside of existing ROW | Installation of infrastructure (e.g., dynamic message signs for parking/travel information) outside of existing ROW. |
| | | Goods Movement | Moderate widening into area with development potential | Spatial query around project locations identified as new infrastructure, outside of existing ROW. |
| | Extensive | Active Transportation | > 30% of facility length requires 10' or more of new ROW; or ped/bike bridge will require expanded landing areas | Calculate proportion of AT outside of exiting ROW. Utilize proximity to existing roadway to determine ROW. |
| | | Mobility Hubs/Flex Fleets | Not applicable - No extensive ROW is anticipated for mobility hubs and flexible fleets strategies. | Mohubs based on level of investment, Flex Fleets N/A. |
| | | Transit | New guideways completely outside existing ROW; tunneling projects | For tunneling assume automatic high, For Transit Priority Rapids assume 500' per station, for dedicated guideway Rapid assume 500' per station plus dedicated guideway length. For LRT assume length of grade separations, 1000 feet for new stations. Quantities will be split into natural breaks to determine ratings. |
| | | Highways/Streets | Major acquisition or condemnation possible impacting existing or potential development | Spatial query around project locations identified as new infrastructure, outside of existing ROW. Since no new ROW is anticipated for highway projects this will focus on arterials, with the exception of DARs and Connectors. |
| | | Next OS | Not applicable - No extensive ROW is anticipated for Next OS strategies. | N/A |
| | | Goods Movement | Major acquisition or condemnation possible | Spatial query around project locations identified as new infrastructure, outside of existing ROW. |
| | Regulatory and Policy Accommodation / Design Exception | Low | Not applicable | Project type done before with no anticipated regulatory or policy barriers and uncertainties |
| Medium | | Not applicable | Concept previously implemented in region but likely requires policy/programmatic support/changes | |
| High | | Not applicable | New concept, facing higher policy or regulatory barriers/uncertainties | |
| Construction Complexity | Low | Active Transportation | Signing and striping of an at-grade facility within existing roadway section | Qualitative Assessment based on project type and cost. |
| | | Mobility Hubs/Flex Fleets | Only requires reconfiguration of existing curb space; hubs in lower density areas | |
| | | Transit | No separate transit lanes, bus/BRT stops within existing ROW, service enhancements, transit signal priority (TSP) | |
| | | Highways/Streets | Repurposed lanes, minor signal modifications including adaptive conversion | |
| | | Next OS | Use of existing trenches for communications infrastructure; or online system implementation only | |
| | | Goods Movement | Repurposes lanes for freight use, or minor signal modifications including adaptive conversion; or package lockers; or policies | |
| | Medium | Active Transportation | Separated bikeway at-grade within existing roadway section or minor curb relocation required | |
| | | Mobility Hubs/Flex Fleets | Hubs in higher density or coastal areas where curb space is typically more of a premium | |

| Criteria | Rating | Mode/Move (if applicable) ¹ | Metric | Methodology | | |
|------------------|--|--|---|---|--|---|
| | | Transit | Conversion of existing general purpose lane to transit only, minor widening to accommodate stop/station, new inline bus stops on existing ramps; skyways | | | |
| | | Highways/Streets | Widening of street segments, street extensions through undeveloped areas; infrastructure to prevent flood inundation of streets, reconfiguration of an existing interchange ramp; stormwater treatments | | | |
| | | Next OS | New trenching for communications infrastructure; or installation of above-ground system infrastructure | | | |
| | | Goods Movement | New truck parking and rail improvements in terminal areas | | | |
| | High | Active Transportation | Includes new ped/bike bridges, widening of bridge overcrossings, or major corridor reconstruction | | | |
| | | Mobility Hubs/Flex Fleets | Not applicable - No highly complex construction is anticipated for mobility hubs and flexible fleets strategies. | | | |
| | | Transit | Grade-separated trolley or BRT guideways (i.e., w bridges and/or tunnels), new underground stations; double tracking | | | |
| | | Highways/Streets | New or reconstructed interchange grade separation, new managed lanes, direct connector ramp; park cap over roadway | | | |
| | | Next OS | New trenching for communications infrastructure; or installation of above-ground system infrastructure | | | |
| | | Goods Movement | New toll lanes or truck-specific roadways or bridges | | | |
| | Operational Complexity & Risk | Low | Active Transportation | | N/A | N/A |
| | | | Mobility Hubs/Flex Fleets | | Challenges associated with private vendors/operators | Anticipated service is extensively available and policy framework is in place in the jurisdiction of operation. |
| Transit | | | Length of route, number of stops, headways, system integration complexity, and mode (bus improvements/rapid = Low) | Calculate length of route, number of stops, and determine mode. For service improvements to existing routes assume low operation complexity and risk if OTP is >70%. | | |
| Highways/Streets | | | 1 jurisdiction in addition to the operator, system development complexity | Utilize Municipal boundaries from SanGIS to determine the count of the number of jurisdictions encompassed by each project. Include Military/Border | | |
| Next OS | | | 1 jurisdiction, system development complexity | | | |
| Goods Movement | | | 1 jurisdiction, system development complexity | | | |
| Medium | | Active Transportation | N/A | N/A | | |
| | | Mobility Hubs/Flex Fleets | Challenges associated with private vendors/operators | Anticipated service is minimally available and limited policy framework is in place in the jurisdiction of operation. | | |
| | | Transit | Length of route, number of stops, headways, system integration complexity, and new mode (LRT = Medium) | Calculate length of route, number of stops, and determine mode. For service improvements to existing routes assume low operation complexity and risk if OTP is >= 50% and <70%. | | |
| | | Highways/Streets | 2 jurisdictions, system development complexity | Utilize Municipal boundaries from SanGIS to determine the count of the number of jurisdictions encompassed by each project. | | |
| | | Next OS | 2 jurisdictions, system development complexity | | | |
| | | Goods Movement | 2 jurisdictions, system development complexity | | | |
| High | | Active Transportation | N/A | N/A | | |
| | | Mobility Hubs/Flex Fleets | Challenges associated with private vendors/operators | Anticipated service does not exist and policy framework is not in place in the jurisdiction of operation. | | |
| | | Transit | Length of route, number of stops, headways, system integration complexity, and new mode (CR = High) | Calculate length of route, number of stops, and determine mode. For service improvements to existing routes assume low operation complexity and risk if OTP is <50%. | | |

| Criteria | Rating | Mode/Move (if applicable) ¹ | Metric | Methodology |
|-----------------------------------|--------|--|--|---|
| | | Highways/Streets | > 2 jurisdictions, system development complexity | Utilize Municipal boundaries from SanGIS to determine the count of the number of jurisdictions encompassed by each project. |
| | | Next OS | > 2 jurisdictions, system development complexity | |
| | | Goods Movement | > 2 jurisdictions, system development complexity | |
| Range of Construction Cost | Low | Not applicable | < \$5M | Calculated based on Cost Estimation methodology. |
| | Medium | Not applicable | \$5M to \$25M | |
| | High | Not applicable | > \$25M | |
| Public Support | Low | Not applicable | Low public Support | Based on public feedback, safety concerns, neighborhood concerns. Utilize project types and past experience. |
| | Medium | Not applicable | Medium level of public support | |
| | High | Not applicable | High levels of public support | |

| Strategy ID | Strategy Name | Anticipated Environmental Clearance Process | Expected Timing of Environmental Clearance | Operational Complexity | Anticipated Right of Way Needs | Construction Complexity | Regulatory and Policy Accommodation |
|--------------|---|---|--|------------------------|--------------------------------|-------------------------|-------------------------------------|
| SB2S0001-000 | I-5 Managed Lanes from SR-905 to H Street | EIS/EIR | > 5 years | High | Minor | Low | Low |
| SB2S0001-501 | I-5 V2I (AV Support) from SR-905 to H Street | Categorical Exemption | 0 to 2 years | High | Minor | Low | High |
| SB2S0002-000 | I-5 Managed Lanes from H Street to Pacific Highway | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0002-501 | I-5 V2I (AV Support) from H Street to Pacific Highway | Categorical Exemption | 0 to 2 years | Medium | Minor | Low | High |
| SB2S0002-503 | I-5 Dynamically Managed Lanes for Trucks H Street to Pacific Highway | EIS/EIR | > 5 years | Medium | Minor | Low | Medium |
| SB2S0002-701 | Protect I-5 (from H Street to Pacific Highway) from Sea Level Rise (Planning) | N/A | N/A | Low | Minor | Low | Low |
| SB2S0003-000 | I-5 Managed Lanes from Genesee Ave to Carmel Valley Rd/ SR-56 | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0003-502 | I-5 Dynamically Managed Lanes for Trucks Genesee Ave to Carmel Valley Rd | EIS/EIR | > 5 years | Medium | Minor | Low | High |
| SB2S0004-000 | I-15 Managed Lanes from I-5 to I-8 | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0004-501 | I-15 V2I (AV Support) (I-5 to I-8) | Categorical Exemption | 0 to 2 years | High | Minor | Low | High |
| SB2S0005-000 | I-15 Managed Lanes from I-8 to SR-163 | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0005-501 | I-15 V2I (AV Support) (I-8 to SR-163) | Categorical Exemption | 0 to 2 years | Medium | Minor | Low | High |
| SB2S0006-000 | I-805 Managed Lanes from SR-905 to Palm Avenue | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0007-000 | I-805 Managed Lanes from Palm Avenue to I-15 | EIS/EIR | > 5 years | High | Minor | Low | Medium |
| SB2S0007-501 | I-805 V2I (AV Support) from Palm Avenue to I-15 | Categorical Exemption | 0 to 2 years | High | Minor | Low | High |
| SB2S0008-000 | I-805 Managed Lanes from I-15 to Balboa Avenue | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0008-501 | I-805 V2I (AV Support) from I-15 to Balboa Avenue | Categorical Exemption | 0 to 2 years | High | Minor | Low | High |
| SB2S0009-000 | I-805 Managed Lanes from Balboa Avenue to NB Bypass Lane (I-5) | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0009-501 | I-805 Dynamically Managed Lanes for Trucks Balboa Ave to I-5 | EIS/EIR | > 5 years | Medium | Minor | Low | High |
| SB2S0010-000 | I-8 Managed Lanes from I-805 to I-15 | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0011-000 | SR-52 Managed Lanes from I-805 to SR-125 | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0012-000 | SR-94 Managed Lanes from I-5 to Euclid Avenue | EIS/EIR | > 5 years | Medium | Minor | Low | Medium |
| SB2S0014-000 | SR-163 Managed Lanes from SR-52 to I-8 | EIS/EIR | > 5 years | Low | Minor | Low | Medium |
| SB2S0020-000 | I-805 Interchange and Transit Operational Improvements at Nobel Dr | EIS/EIR | > 5 years | Low | Moderate | High | Low |
| SB2S0021-000 | I-15 DAR at Clairmont Mesa Blvd | EIS/EIR | > 5 years | Low | Moderate | High | Low |
| SB2S0023-000 | Congestion Pricing at I-805 DAR at Carroll Canyon Rd | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Low |
| SB2S0024-000 | Congestion Pricing at I-805 DAR at E Palomar St | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Low |
| SB2S0025-000 | Freeway-Freeway Connector at I-5/SR-56 Interchange | EA/ND/MND | 2 to 5 years | Low | Moderate | High | Low |
| SB2S0026-000 | Managed Lane Connectors at I-5/SR-15 | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0028-000 | Managed Lane Connectors at I-5/I-805 (North) | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0029-000 | Managed Lane Connectors at I-805/SR-52 | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0030-000 | Managed Lane Connectors at I-805/SR-163 | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0031-000 | Managed Lane Connectors at I-805/I-8 | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0032-000 | Managed Lane Connectors at I-805/SR-15 | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0033-000 | Managed Lane Connectors at I-805/SR-94 | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0036-000 | Managed Lane Connectors at I-15/SR-52 | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0037-000 | Managed Lane Connectors at I-15/I-8 | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0038-000 | Managed Lane Connectors at I-15/SR-94 | EIS/EIR | > 5 years | Low | Minor | High | Medium |
| SB2S0039-000 | Managed Lanes on SR-75 | EIS/EIR | > 5 years | Medium | Minor | Medium | Medium |
| SB2S0039-701 | Protect SR-75 from Climate Change Impacts (Planning) | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Low |
| SB2S0040-000 | Harbor Drive Multimodal Corridor Improvements | EA/ND/MND | 2 to 5 years | Medium | Moderate | High | Low |
| SB2S0040-001 | 32nd Street | EIS/EIR | > 5 years | Low | Moderate | High | Low |

| Strategy ID | Strategy Name | Anticipated Environmental Clearance Process | Expected Timing of Environmental Clearance | Operational Complexity | Anticipated Right of Way Needs | Construction Complexity | Regulatory and Policy Accommodation |
|--------------|--|---|--|------------------------|--------------------------------|---|-------------------------------------|
| SB2S0040-002 | Civic Center Drive | EA/ND/MND | 2 to 5 years | Low | Moderate | Medium | Low |
| SB2S0040-003 | I-5 Waterfront Access Improvements (SR-94/SR-54) | EA/ND/MND | 2 to 5 years | Medium | Minor | Low | Low |
| SB2S0040-004 | Access Improvements at Naval Base San Diego | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Low |
| SB2S0040-005 | Operational improvements on I-5 between SR-54 and SR-15. | Categorical Exemption | 0 to 2 years | Medium | Minor | Low | Low |
| SB2S0040-006 | Vesta Bridge Phase 1 | EA/ND/MND | 2 to 5 years | Low | High | High | Low |
| SB2S0040-501 | Harbor Drive 2.0 | Categorical Exemption | 0 to 2 years | Medium | Minor | Moderate | Medium |
| SB2S0040-502 | Freight Signal Prioritization (CEC/ Port Tenants) | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0040-701 | Protect Harbor Dr from Climate Change Impacts (Planning) | Categorical Exemption | 0 to 2 years | Medium | Minor | Low | Low |
| SB2S0041-000 | ZEV Infrastructure Expansion | Categorical Exemption | 0 to 2 years | High | Moderate | High | High |
| SB2S0041-501 | I-8 Alternative Fuel Corridor | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Medium |
| SB2S0041-502 | I-15 Alternative Fuel Corridor | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Signal Priority Modifications | Medium |
| SB2S0041-503 | I-5 Alternative Fuel Corridor from Orange County border to MX border | Categorical Exemption | 0 to 2 years | High | Minor | Low | Medium |
| SB2S0042-000 | Access Improvements at Naval Base Coronado (NBC) | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Low |
| SB2S0044-000 | Otay Mesa Southbound Truck Route | EA/ND/MND | 2 to 5 years | Low | Minor | Low | Low |
| SB2S0045-000 | Military Intersection Improvements | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Low |
| SB2S0046-000 | Bridge Construction at Fenton Pkwy | EIS/EIR | > 5 years | Low | Extensive | High | Low |
| SB2S0047-000 | Interchange Improvements Near the Border to Access I-5 & I-805 | EA/ND/MND | 2 to 5 years | Low | Minor | High | Low |
| SB2S0047-001 | Camino de la Plaza Rd (Bridge) to I-5 | EIS/EIR | > 5 years | Low | Moderate | High | Low |
| SB2S0047-002 | I-5/ via de San Ysidro Interchange | EA/ND/MND | 2 to 5 years | Low | Minor | Medium | Low |
| SB2S0047-003 | Dairy Mart Rd | EA/ND/MND | 2 to 5 years | Low | Minor | Low | Low |
| SB2S0047-004 | I-805 /East San Ysidro Boulevard Interchange | EA/ND/MND | 2 to 5 years | Low | Moderate | High | Low |
| SB2S0048-000 | Protect Arterial Routes in Imperial Beach from Climate Change Impacts (Planning) | Categorical Exemption | 0 to 2 years | Medium | Minor | Medium | Medium |
| SB2S0050-000 | Safety and Operational Improvements to the Coronado Bridge | EA/ND/MND | 2 to 5 years | Medium | Minor | Medium | Low |
| SB2S0051-000 | Reconfigure Southbound SR-163 between Friars Road and I-8 | EA/ND/MND | 2 to 5 years | Low | Minor | Medium | Low |
| SB2S0052-000 | Cap Park on SR-94 | EA/ND/MND | > 5 years | Low | Minor | High | Low |
| SB2S0054-000 | Heritage Road Bridge | EIS/EIR | > 5 years | Low | Minor | Medium | Low |
| SB2S0055-000 | E Street Extension from Bay Boulevard to H Street | EA/ND/MND | 2 to 5 years | Low | Extensive | Medium | Low |
| SB2S0056-000 | Plaza Blvd Widening | EA/ND/MND | 2 to 5 years | Low | Minor | Medium | Low |
| SB2S0057-000 | Otay Truck Route Widening (Ph. 4) | EA/ND/MND | 2 to 5 years | Low | Moderate | High | Medium |
| SB2S0058-000 | Palm Avenue/I-805 Interchange | EA/ND/MND | 2 to 5 years | Low | Moderate | High | Low |
| SB2S0059-000 | ATDM I-5 | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Low |
| SB2S0060-000 | ATDM I-805 | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Low |
| SB2S0063-000 | RBMS & Tolling Equipment | N/A | N/A | High | Low | Low | Low |
| SB2S0064-000 | SR-125/Otay Valley Road Interchange and Otay Valley Road Extension | EIS/EIR | > 5 years | Medium | Extensive | High | Low |
| SB2S0065-000 | SR-125/Lone Star Road Interchange and Lone Star Road Extension | EIS/EIR | > 5 years | Medium | Extensive | High | Low |
| SB2S0101-000 | Route 582 (Purple Line)-Sorrento Mesa to National City via City Heights | EIS/EIR | > 5 years | High | Extensive | High | Low |
| SB2S0101-001 | Route 582 (Purple Line) - National City to Border | EIS/EIR | > 5 years | High | Extensive | High | Low |
| SB2S0103-000 | Trolley (Blue, Green, Orange Line) Service Improvements | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0104-000 | Zero Emission Transit Vehicles | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Zero Emissions Fleet | Low |

| Strategy ID | Strategy Name | Anticipated Environmental Clearance Process | Expected Timing of Environmental Clearance | Operational Complexity | Anticipated Right of Way Needs | Construction Complexity | Regulatory and Policy Accommodation |
|--------------|--|---|--|------------------------|--------------------------------|---|-------------------------------------|
| SB2S0105-000 | Transit Charging Infrastructure | Categorical Exemption | 0 to 2 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0106-000 | I-805 BRT | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0106-001 | I-805 Transit Priority Measures | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0106-601 | I-805 BRT - Transit Only Lane | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate | Low |
| SB2S0107-000 | I-5 BRT | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0107-601 | I-5 BRT Transit Only Lanes | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Restriping modifications to interstate facilities | Low |
| SB2S0108-000 | UCSD to Sorrento Valley Skyway | EA/ND/MND | 2 to 5 years | High | Moderate | High | High |
| SB2S0109-000 | Route 583 - CMH to U.S. Border Commuter Rail | EA/ND/MND | 2 to 5 years | High | Extensive | Low - Routes on Existing Stops / Stations | Medium |
| SB2S0110-000 | Blue Line (San Ysidro to UTC) | EIS/EIR | > 5 years | High | High | High - Straightening, double tracking and grade separation enhancements | Medium |
| SB2S0110-001 | Blue Line Grade Separation(s) | EIS/EIR | > 5 years | High | High | High - Grade separation | Medium |
| SB2S0110-701 | Protect Blue Line Trolley from Climate Change Impacts (Planning) | Categorical Exemption | 0 to 2 years | Medium | Minor | Low - Flood Impacts Analysis | Low |
| SB2S0114-000 | Rapid Route 10 -SB2S Segment | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0115-000 | Rapid Route 12 -SB2S Segment | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0115-601 | Rapid Route 12 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0115-602 | Rapid Route 12 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0116-000 | Rapid Route 28 - SB2S Segment | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0116-601 | Rapid Route 28 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0116-602 | Rapid Route 28 – Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0116-603 | Rapid Route 28 – Transit Dedicated Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Minor widening to accommodate transit | Medium |
| SB2S0117-000 | Rapid Route 41 | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0117-601 | Rapid Route 41 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0117-602 | Rapid Route 41 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0119-000 | SB2S Rapid Route 235 Segment | EA/ND/MND | 2 to 5 years | Medium | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0120-000 | Rapid Route 237A | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0120-601 | Rapid Route 237A - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |

| Strategy ID | Strategy Name | Anticipated Environmental Clearance Process | Expected Timing of Environmental Clearance | Operational Complexity | Anticipated Right of Way Needs | Construction Complexity | Regulatory and Policy Accommodation |
|--------------|--|---|--|------------------------|--------------------------------|---|-------------------------------------|
| SB2S0120-602 | Rapid Route 237A - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0120-603 | Rapid Route 237A - Transit Dedicated Lanes | EIS/EIR | > 5 years | Medium | High | High - New transit dedicated lanes along Carrol Canyon | Medium |
| SB2S0121-000 | Rapid Route 238 | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0121-601 | Rapid Route 238 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0121-602 | Rapid Route 238 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0123-000 | Rapid Route 293 | EA/ND/MND | 2 to 5 years | Medium | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0123-601 | Rapid Route 293 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0123-602 | Rapid Route 293 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0124-000 | Rapid Route 295 | EA/ND/MND | 2 to 5 years | Medium | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0124-601 | Rapid Route 295 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0124-602 | Rapid Route 295 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0126-000 | Rapid Route 625 | EA/ND/MND | 2 to 5 years | Medium | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0126-601 | Rapid Route 625 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0126-602 | Rapid Route 625 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0127-000 | Rapid Route 630 | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0127-601 | Rapid Route 630 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0127-602 | Rapid Route 630 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0127-603 | Rapid Route 630 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0127-604 | Rapid Route 630 - Transit Dedicated Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0128-000 | Rapid Route 635 | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0128-601 | Rapid Route 635 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0128-602 | Rapid Route 635 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0129-000 | Rapid Route 637 | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0129-601 | Rapid Route 637 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |

| Strategy ID | Strategy Name | Anticipated Environmental Clearance Process | Expected Timing of Environmental Clearance | Operational Complexity | Anticipated Right of Way Needs | Construction Complexity | Regulatory and Policy Accommodation |
|--------------|--|---|--|------------------------|--------------------------------|--|-------------------------------------|
| SB2S0129-602 | Rapid Route 637 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0130-000 | Rapid Route 638 | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0130-601 | Rapid Route 638 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0130-602 | Rapid Route 638 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0131-000 | Rapid Route 640 | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0132-000 | Rapid Route 709 | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0132-601 | Rapid Route 709 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0132-602 | Rapid Route 709 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0133-000 | Rapid Route 870 - SB2S Segment | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0133-601 | Rapid Route 870 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0133-602 | Rapid Route 870 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0134-000 | Rapid Route 890 - SB2S Segment | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0134-601 | Rapid Route 890 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0134-602 | Rapid Route 890 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0135-000 | Rapid Route 910 | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0136-000 | Rapid Route 950 | EA/ND/MND | 2 to 5 years | Medium | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0136-601 | Rapid Route 950 Arterial Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0136-602 | Rapid Route 950 Arterial Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0139-000 | National City Service Improvements - 8th Avenue | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0140-000 | National City Service Improvements - L Avenue | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0141-000 | National City Service Improvements - 30th/Sweetwater | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0144-000 | East County to NASNI Express Bus | EIS/EIR | > 5 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0145-000 | Chula Vista to North Island Express Bus | EIS/EIR | > 5 years | Medium | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0146-000 | MTS service to NBC | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - upgrade of existing stops and construction of new stops | Low |

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|--------------|---|---|--|------------------------|--------------------------------|--|-------------------------------------|
| SB2S0147-000 | Naval Base Circulator Service | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0148-000 | Miramar to Miramar College Connection and Sorrento Valley COASTER Station | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - minor widening to accommodate stops / stations | Low |
| SB2S0149-000 | Route 901 Service Improvements | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0150-000 | LOSSAN Corridor Improvements | EA/ND/MND | 2 to 5 years | High | Extensive | High - Tunnel construction, grade separation, and other rail modifications | Medium |
| SB2S0150-002 | COASTER: UTC Tunnel | EIS/EIR | > 5 years | High | Extensive | High - Tunnel construction or modifications | Medium |
| SB2S0150-003 | COASTER: Sorrento Mesa Tunnel | EIS/EIR | > 5 years | High | Extensive | High - Tunnel construction or modifications | Medium |
| SB2S0150-501 | LOSSAN Sorrento Valley Blvd Grade Separation | EIS/EIR | > 5 years | High | Extensive | High - Rail Grade Separation | Medium |
| SB2S0150-502 | LOSSAN Sorrento Valley Blvd Safety Improvements | EA/ND/MND | 2 to 5 years | Medium | Minor | Low - Safety Modifications | Low |
| SB2S0150-503 | LOSSAN Sorrento Valley Crossover | EIS/EIR | > 5 years | Medium | Moderate | Medium - Rail Crossover Construction | Low |
| SB2S0151-000 | Local Bus Service Improvements | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0152-000 | Ferry: Trunk Route | EA/ND/MND | 2 to 5 years | Medium | Extensive | Moderate - Park and Ride Facility Construction | Medium |
| SB2S0155-000 | Rapid Route 120 - SB2S Segment | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0155-601 | Rapid Route 120 - Transit Queue Jump Lanes | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Transit Queue Jumps | Medium |
| SB2S0155-602 | Rapid Route 120 - Transit Signal Priority | EA/ND/MND | 2 to 5 years | Low | Minor | Low - Signal Priority Modifications | Low |
| SB2S0155-603 | Rapid Route 120 - Transit Dedicated Lanes | EIS/EIR | > 5 years | Medium | Moderate | Moderate - minor widening to accommodate transit | Medium |
| SB2S0157-000 | Active Transportation Feeder Network for Transit Stops Outside of Mobility Hubs | EA/ND/MND | 2 to 5 years | High | Extensive | Moderate - Service Area Enhancements | Low |
| SB2S0158-000 | Next Gen Rapid Stop Amenities | Categorical Exemption | 0 to 2 years | Medium | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0159-000 | San Ysidro Local Bus Route | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Minor widening to accommodate stops / stations | Low |
| SB2S0160-000 | Blue Line (San Ysidro to UTC) Express | EIS/EIR | > 5 years | High | Extensive | High - Blue Line Grade Separation | Medium |
| SB2S0161-000 | Express Ferry/Water Taxi Service from Chula Vista to Downtown | EIS/EIR | > 5 years | Medium | Minor | Low - Routes on Existing Stops / Stations | Medium |
| SB2S0163-000 | Extension of Mid-Coast Trolley to Connect to LOSSAN | EA/ND/MND | 2 to 5 years | Medium | Extensive | High - Mid-Coast Trolley Extension and Station Construction | Medium |
| SB2S0164-000 | Restore Amtrak Service to Sorrento Valley Station | Categorical Exemption | 0 to 2 years | Medium | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0165-000 | I-805 BRT North Segment | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0165-001 | I-805 Transit Priority Measures North Segment | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Flex Lanes and TSP on existing ROW | Medium |

| Strategy ID | Strategy Name | Anticipated Environmental Clearance Process | Expected Timing of Environmental Clearance | Operational Complexity | Anticipated Right of Way Needs | Construction Complexity | Regulatory and Policy Accommodation |
|--------------|--|---|--|------------------------|--------------------------------|--|-------------------------------------|
| SB2S0165-601 | I-805 BRT - Transit Only Lane North Segment | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Routes on Existing Stops / Stations | Low |
| SB2S0201-000 | Carmel Valley Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0201-301 | Carmel Valley Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0202-000 | Sorrento Valley Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0202-001 | Sorrento Valley Enhanced Service Areas within SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0202-301 | Sorrento Valley Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0203-000 | University Community Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0203-001 | University Community Enhanced Service Areas within SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0203-301 | University Community Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0203-302 | Coastal Rail Trail San Diego – Roselle Canyon | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - On and Off Street Improvements | Low |
| SB2S0204-000 | Kearny Mesa Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0204-001 | Kearny Mesa Enhanced Service Areas within SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0204-301 | Kearny Mesa Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0205-000 | Mission Valley Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0205-001 | Mission Valley Enhanced Service Areas within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0205-301 | Mission Valley Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0206-000 | Urban Core Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0206-001 | Urban Core Enhanced Service Areas within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0206-301 | Urban Core Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Medium | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0206-302 | Central Avenue Bikeway | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - On and Off Street Improvements | Low |
| SB2S0206-303 | North Park/Mid-City Bikeways: Orange Bikeway | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 3.25 miles of bike infrastructure | Low |
| SB2S0206-304 | North Park/Mid-City Bikeways: Howard Bikeway | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 3.9 miles of bike infrastructure | Low |
| SB2S0206-305 | City Heights/Fairmount Corridor | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - On and Off Street Improvements | Low |
| SB2S0207-301 | Coronado Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Medium | Moderate | Low - Active Transportation and Amenities Improvements | Low |

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|--------------|---|---|--|------------------------|--------------------------------|--|-------------------------------------|
| SB2S0208-000 | Southeast San Diego Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0208-001 | Southeast San Diego Enhanced Service Areas within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0208-301 | Southeast San Diego Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0209-000 | National City Mobility Hub | EA/ND/MND | 2 to 5 years | High | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0209-001 | National City Enhanced Service Areas within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0209-301 | National City Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0209-701 | Adaptation of Sweetwater Loop and River Trail | EA/ND/MND | 2 to 5 years | Low | Extensive | High - Bikeway protection (Floodwall, elevation, relocation) | Low |
| SB2S0210-000 | Downtown Chula Vista Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0210-001 | Downtown Chula Vista Enhanced Service Areas within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0210-301 | Downtown Chula Vista Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0211-000 | Southwest Chula Vista Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0211-001 | Southwest Chula Vista Enhanced Service Areas within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0211-301 | Southwest Chula Vista Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0211-302 | Chula Vista (J Street) | Categorical Exemption | 0 to 2 years | Low | Minor | Low - Minor on-street improvements | Low |
| SB2S0212-000 | Imperial Beach Mobility Hub | EA/ND/MND | 2 to 5 years | High | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0212-001 | Imperial Beach Enhanced Service Areas within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Medium | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0212-301 | Imperial Beach Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Medium | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0213-000 | Otay Ranch Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0213-001 | Otay Ranch Enhanced Service Areas within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0213-301 | Otay Ranch Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0214-000 | U.S.-Mexico Border Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0214-001 | U.S.-Mexico Border Enhanced Service Areas within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0214-002 | San Ysidro Mobility Hub | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Mobility Hub Construction | Low |
| SB2S0214-003 | Pedestrian/Bicycle Bridge Over I-5/I-805 at San Ysidro POE | EIS/EIR | > 5 years | Low | Extensive | High - Pedestrian Bridge Construction - Construction of | Low |

| Strategy ID | Strategy Name | Anticipated Environmental Clearance Process | Expected Timing of Environmental Clearance | Operational Complexity | Anticipated Right of Way Needs | Construction Complexity | Regulatory and Policy Accommodation |
|--------------|--|---|--|------------------------|--------------------------------|--|-------------------------------------|
| | | | | | | 1.25 miles of bike infrastructure and 0.15 mile pedestrian bridge | |
| SB2S0214-301 | U.S.-Mexico Border Mobility Hub AT Network | EA/ND/MND | 2 to 5 years | Low | Moderate | Low - Active Transportation and Amenities Improvements | Low |
| SB2S0215-000 | Additional Enhanced Service Areas outside of Regional Mobility Hubs and within the SB2S Study Corridor | EA/ND/MND | 2 to 5 years | Low | Minor | Moderate - Service Area Enhancements | Low |
| SB2S0301-000 | Carmel Valley - University Community Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 15.9 Miles of bike infrastructure adjacent to the Torrey Pines State Reserve | Low |
| SB2S0302-000 | Carmel Valley - Sorrento Valley Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 3.2 Miles of bike infrastructure adjacent to Sorrento Valley | Low |
| SB2S0302-001 | Coastal Rail Trail San Diego – Carmel Valley to Roselle via Sorrento | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - Off-Street improvements along a 5.77 mile segment of trail along Torrey Pines Reserve | Low |
| SB2S0303-000 | University Community - Sorrento Valley Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 4.0 Miles of bike infrastructure | Low |
| SB2S0304-000 | University Community - Kearny Mesa Connection | EA/ND/MND | 2 to 5 years | Low | High | Moderate - 25.3 Miles of bike infrastructure | Low |
| SB2S0305-000 | Kearny Mesa - Mission Valley Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 17.75 Miles of bike infrastructure | Low |
| SB2S0307-000 | Urban Core - Coronado Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 5.75 Miles of bike infrastructure | Low |
| SB2S0308-000 | Urban Core - Southeast San Diego Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 11.25 miles of bike infrastructure | Low |
| SB2S0310-000 | National City - Downtown Chula Vista Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 8.75 miles of bike infrastructure | Low |
| SB2S0311-000 | Downtown Chula Vista - Southwest Chula Vista Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 3.8 miles of bike infrastructure | Low |
| SB2S0312-000 | National City - Otay Ranch Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 9.5 miles of bike infrastructure | Low |
| SB2S0313-000 | Downtown Chula Vista - Otay Ranch Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 16.25 miles of bike infrastructure | Low |
| SB2S0314-000 | Southwest Chula Vista - Otay Ranch Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 38.35 miles of bike infrastructure | Low |
| SB2S0315-000 | Coronado - Imperial Beach Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 9.67 miles of bike infrastructure | Low |
| SB2S0315-701 | Bayshore Bikeway Resilience Project | EIS/EIR | > 5 years | High | Moderate | Moderate - Construction of a 1.2 mile coastal resilience corridor | Low |
| SB2S0316-000 | Southwest Chula Vista - Imperial Beach Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 8.57 miles of bike infrastructure | Low |
| SB2S0316-001 | Bayshore Bikeway: 8B Ada Street to Palomar Street | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 0.7 miles of bike infrastructure | Low |
| SB2S0316-002 | Bayshore Bikeway: Segment 8B Main Street to Ada Street | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 0.15 miles of bike infrastructure | Low |
| SB2S0316-701 | Develop Alternate Bike Routes | Categorical Exemption | 0 to 2 years | High | Low | Low | Low |

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|--------------|---|---|--|------------------------|--------------------------------|---|-------------------------------------|
| SB2S0317-000 | Imperial Beach – U.S.-Mexico Border Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 17.9 miles of bike infrastructure | Low |
| SB2S0318-000 | Otay Ranch – U.S.-Mexico Border Connection | EA/ND/MND | 2 to 5 years | Low | Moderate | Moderate - 18.2 miles of bike infrastructure | Low |
| SB2S0319-000 | GO by BIKE | N/A | N/A | High | N/A | N/A | Low |
| SB2S0320-000 | E-bike incentive | N/A | N/A | High | N/A | N/A | Low |
| SB2S0321-000 | Encanto to Chula Vista National City connections | Categorical Exemption | 0 to 2 years | Low | Low | Moderate - Modifications to roadway in existing ROW | Low |
| SB2S0401-000 | Corridor Wide Flexible Fleet Services | N/A | N/A | Medium | N/A | N/A | Low |
| SB2S0501-000 | National City Marine Terminal (NCMT) Improvements | EIS/EIR | > 5 years | Low | Extensive | Medium | Low |
| SB2S0501-001 | NCMT Optimization Plan | EA/ND/MND | 2 to 5 years | Low | Extensive | Medium | Low |
| SB2S0501-002 | NCMT Cargo Staging | EA/ND/MND | 2 to 5 years | Low | Extensive | Medium | Low |
| SB2S0501-003 | NCMT Rail Improvements | EA/ND/MND | 2 to 5 years | Low | Extensive | Medium | Low |
| SB2S0501-004 | NCMT Truck Parking / Staging | EA/ND/MND | 2 to 5 years | Low | Moderate | Medium | Low |
| SB2S0502-000 | Otay Mesa Port of Entry Improvements | EA/ND/MND | 2 to 5 years | Low | Low | Medium | Low |
| SB2S0502-001 | OME POE Pilot Programs | Categorical Exemption | 0 to 2 years | Low | Low | Low | Low |
| SB2S0502-004 | Otay Mesa POE Truck Bridge to CVEF | EIS/EIR | > 5 years | Low | Extensive | High | High |
| SB2S0502-005 | Otay Mesa East Port of Entry Improvements | Categorical Exemption | 0 to 2 years | Low | Low | Medium | Low |
| SB2S0503-000 | Truck Parking Supportive Policies | N/A | N/A | High | N/A | Medium | Low |
| SB2S0504-000 | New Truck Parking Opportunities | EIS/EIR | > 5 years | High | Extensive | Medium | Low |
| SB2S0505-000 | Curb Management for Urban Deliveries | N/A | N/A | High | Minor | Low | Low |
| SB2S0506-000 | UAS Delivery Strategy | N/A | N/A | High | N/A | N/A | High |
| SB2S0507-000 | Air Quality Improvement Program Stakeholder Engagement | N/A | N/A | High | N/A | N/A | High |
| SB2S0508-000 | Freight Hub Access Improvements | Categorical Exemption | 0 to 2 years | High | Extensive | Medium | Low |
| SB2S0509-000 | Cargo Crossing at Cross Border Express (CBX) | N/A | N/A | Low | Minor | High | High |
| SB2S0510-000 | Tenth Avenue Marine Terminal (TAMT) Improvements | N/A | N/A | Low | Minor | Low | Medium |
| SB2S0510-001 | TAMT Optimization Plan | N/A | N/A | Low | Minor | Low | Medium |
| SB2S0510-002 | TAMT Rail Improvements | Categorical Exemption | 0 to 2 years | Low | Minor | Low | Medium |
| SB2S0510-003 | TAMT Cargo Staging | EIS/EIR | > 5 years | Low | Extensive | Low | Medium |
| SB2S0511-000 | Advance the Deployment of Heavy-Duty, On-road Electric Trucks | N/A | N/A | High | Moderate | High | High |
| SB2S0601-000 | Next OS- Mobility As A Service (MaaS) | N/A | N/A | High | Low | Low | Low |
| SB2S0601-001 | Transit Traveler Information | N/A | N/A | High | N/A | Low | Low |
| SB2S0602-000 | Next OS - Regional Border Management System (RBMS) | N/A | N/A | High | Low | Low | Low |
| SB2S0602-001 | ATDM-RBMS | N/A | N/A | High | Low | Low | Low |
| SB2S0602-003 | Expanded Trusted Traveler Program (Border) | N/A | N/A | High | Low | Low | Low |
| SB2S0602-501 | Border Wait Times (Freight) | N/A | N/A | High | Low | Low | Low |
| SB2S0603-000 | Next OS - Next-Gen Integrated Corridor Management System (ICMS) | N/A | N/A | High | Low | Low | Low |
| SB2S0603-001 | Adaptive Ramp Metering | N/A | N/A | High | Low | Low | Low |
| SB2S0603-002 | Queue Management and Warning | N/A | N/A | High | Low | Low | Low |
| SB2S0603-003 | Speed Harmonization | N/A | N/A | High | Low | Low | Low |
| SB2S0603-004 | Variable Speed Limitation (VSL) | N/A | N/A | High | Low | Low | Low |
| SB2S0603-005 | Changeable Message Signs (CMS) | N/A | N/A | High | Low | Low | Low |
| SB2S0603-006 | Comprehensive ATMS | N/A | N/A | High | Low | Low | Low |
| SB2S0603-007 | Travel Times | N/A | N/A | High | Low | Low | Low |
| SB2S0603-008 | Emergency Alerts | N/A | N/A | High | Low | Low | Low |
| SB2S0603-009 | In-Vehicle Display for Connected Vehicles | N/A | N/A | High | Low | Low | Low |
| SB2S0603-010 | Cross Jurisdiction Coordination | N/A | N/A | High | Low | Low | Low |

| Strategy ID | Strategy Name | Anticipated Environmental Clearance Process | Expected Timing of Environmental Clearance | Operational Complexity | Anticipated Right of Way Needs | Construction Complexity | Regulatory and Policy Accommodation |
|--------------|--|---|--|------------------------|--------------------------------|-------------------------|-------------------------------------|
| SB2S0603-011 | Pre-event Planning | N/A | N/A | High | Low | Low | Low |
| SB2S0603-012 | After Action Review | N/A | N/A | High | Low | Low | Low |
| SB2S0603-501 | Freight Origin-Destination Data Collection | N/A | N/A | High | Low | Low | Low |
| SB2S0604-000 | Next OS - Transit Optimization | N/A | N/A | High | Low | Low | Low |
| SB2S0605-000 | Next OS - Curb Access Management | N/A | N/A | High | Low | Low | Low |
| SB2S0605-001 | Parking Information | N/A | N/A | High | Low | Low | Low |
| SB2S0606-000 | Next OS - Smart Intersection System | N/A | N/A | High | Low | Low | Low |
| SB2S0608-000 | Next OS - Data Hub | N/A | N/A | High | Low | Low | Low |
| SB2S0608-001 | Border Crossing Queue Data | N/A | N/A | High | Low | Low | Low |
| SB2S0608-501 | Maritime Port Data | N/A | N/A | High | Low | Low | Low |
| SB2S0608-502 | Airport Data | N/A | N/A | High | Low | Low | Low |
| SB2S0609-000 | Next OS - Systems and Software Operations | N/A | N/A | High | Low | Low | Low |
| SB2S0610-000 | Truck Parking Information Management System | N/A | N/A | High | Low | Low | Low |
| SB2S0610-501 | Truck Parking and Rest Area Data | N/A | N/A | High | Low | Low | Low |
| SB2S0610-502 | Truck Stop and Fuel Price Data | N/A | N/A | High | Low | Low | Low |
| SB2S0610-503 | Truck Repair Facilities and Services Data | N/A | N/A | High | Low | Low | Low |
| SB2S0611-000 | Truck Traveler Information | N/A | N/A | High | Moderate | Low | Low |
| SB2S0611-501 | Truck Information System Front-End Application/Data Provision | N/A | N/A | High | Low | Low | Low |
| SB2S0611-502 | Roadside Safety Inspections Data | N/A | N/A | Medium | Low | Low | Low |
| SB2S0611-503 | Permits Requirements & Data | N/A | N/A | High | Low | Low | Low |
| SB2S0611-504 | Hazardous Material Safe Parking Data | N/A | N/A | High | Low | Low | Low |
| SB2S0611-505 | Emergency Response and Other Data | N/A | N/A | High | Low | Low | Low |
| SB2S0611-506 | Public Scale/Weigh Station Data | N/A | N/A | High | Low | Low | Low |
| SB2S0611-507 | Current/Forecasted Weather Data | N/A | N/A | High | Low | Low | Low |
| SB2S0611-508 | Truck Route Data | N/A | N/A | High | Low | Low | Low |
| SB2S0611-509 | Truck Routing Restrictions, Extra-Legal, HazMat and Alternative Route Data | N/A | N/A | High | N/A | Low | Low |
| SB2S0701-000 | Regional Beach Sand Project (RBSP) III | N/A | N/A | High | N/A | Low | Low |
| SB2S0702-000 | Sand Retention Strategy Pilot | N/A | N/A | High | N/A | Low | Low |
| SB2S0703-000 | Update Shoreline Preservation Strategy (SPS) | N/A | N/A | High | N/A | Low | Low |
| SB2S0704-000 | Revise Sand Compatibility and Opportunistic Use Program (SCOUP) Plan | N/A | N/A | High | N/A | Low | Low |
| SB2S0705-000 | Enhance Accessible Transportation Services During Wildfire Response | N/A | N/A | High | N/A | Low | Low |
| SB2S0706-000 | Policy-based Adaptation Strategies | N/A | N/A | High | N/A | High | High |
| SB2S0707-000 | Nature-based Adaptation Projects | N/A | N/A | High | N/A | High | Low |
| SB2S0708-000 | Shoreline Projects | N/A | N/A | High | N/A | High | Low |
| SB2S0709-000 | Urban Infrastructure Projects | N/A | N/A | High | N/A | High | Low |
| SB2S0710-000 | Regional Monitoring Program | N/A | N/A | N/A | N/A | N/A | N/A |
| SB2S0711-000 | Hazard Mitigation Management Practices Program | N/A | N/A | N/A | N/A | N/A | N/A |
| SB2S0712-000 | Green Streets Program | N/A | N/A | N/A | N/A | High | Medium |
| SB2S0713-000 | Adaptation of Asphalt Grades | N/A | N/A | N/A | N/A | High | Medium |
| SB2S0714-000 | Resilient and Reliable Power to Critical Transportation Infrastructure | N/A | N/A | High | N/A | Medium | Medium |

Notes:

N/A= Not Applicable

APPENDIX D COST METHODOLOGY

Strategies from the Regional Plan or Other Studies

Strategies from the Regional Plan in the SB2S CMCP study area used costs developed in the Regional Plan study. If the Regional Plan strategies have been modified, then the costs have been modified accordingly. Some strategy costs have been carried forward from previous studies. Those studies include:

- Military Multimodal Access Strategy (SANDAG, 2019b)
- City of San Diego Bicycle Master Plan (City of San Diego, 2013)
- City of Chula Vista Active Transportation Plan (City of Chula Vista, 2020)

Complete Corridors and Goods Movement

Strategies associated with Complete Corridors and Goods Movement were estimated using a Caltrans 11-page estimate. The costs were based on standard Caltrans items with average Caltrans District 11 (San Diego County) unit prices. Contract cost data from Caltrans can be found at the following website. The costs were based on the scope of work for each strategy and grouped into the following general categories:

| | |
|--------------------|----------------------|
| Earthwork | Roadway Mobilization |
| Pavement Structure | Supplemental Work |
| Drainage | Structures |
| Specialty Items | Support Costs |
| Environmental | Right of Way |
| Traffic Items | Contingency (30%) |
| Detours | |

Transit Leap

Costs for Transit Leap were developed using the Federal Transit Administrations (FTA) Capital Cost Database, which is intended for range of magnitude estimates. The costs are adjusted for regional differences and year of completion. Scope items included with transit estimates are as follows:

- Guideway and track (at grade, below grade, or aerial structure)
- Stations (at grade, below grade, or ariel structure)
- Sitework and Special Conditions
- Systems
- Right of Way (ROW)

- Professional Services
- Contingency (30%)

Route lengths and stations were found using study area models. It was also assumed that each below grade and aerial structure station included two elevators and four escalators.

Mobility Hubs and Flexible Fleet Services in Hubs

Mobility hubs are a geographic area that include a range of amenities that facilitate intermodal connectivity to transit stations and stops, as well as intra- and inter-community origins and destinations. Within and outside of these hubs, flexible fleet services will be provided by transit agencies and private operators that include multiple modal options including micromobility, microtransit, ridehailing, etc. The cost estimates prepared for the Regional Plan were used as a basis for establishing cost estimates for mobility hubs and flexible fleets services within the SB2S study area. The mobility hubs or portions thereof included in the SB2S include:

- Carmel Valley
- Sorrento Valley
- University
- Kearny Mesa
- Mission Valley
- Coronado
- Urban Core
- Southeast San Diego
- National City
- Downtown Chula Vista
- Southwest Chula Vista
- Imperial Beach
- Otay Ranch
- U.S.-Mexico Border

The process for SB2S required parsing out costs for only those hubs within the study area and including land acquisition costs for Mobility Hub amenities at anchor transit stations that were previously included under transit in the Regional Plan. Anchor transit stations are those that include Tier 1 transit service such as commuter rail.

The process for estimating costs for Mobility Hub amenities, land acquisition, and flexible feet operations through 2035 are included below.

Mobility Hub Amenities

Individual amenity costs were taken from the *2021 Regional Plan*. The approach for calculating these quantities and costs is described in the *2021 Regional Plan*, Appendix U: Cost Estimation Methodology. Amenities included in each Mobility Hub within the study area are as follows:

- Electric vehicle charging infrastructure
- Pick up and drop off areas (PUDOs)
- Micromobility charging and parking
- Interactive travel kiosks
- Parcel delivery lockers

- Carshare parking

The total cost for each of these elements includes costs for equipment, construction, and professional services (i.e., engineering, design, and project management) plus a contingency factor of 30%. Public-Private Partnership investments were not included in the costs.

Land Acquisition Costs

In consultation with SANDAG, the project team determined that additional land will need to be purchased at anchor transit stations within the study area. The *2021 Regional Plan* included a \$13.1 million acquisition cost for each of five total sites. That per site cost was applied to all the anchor stations within the SB2S study area. The number of Tier 1 stations by Mobility Hub are shown in Table D-1. Three hubs including Carmel Valley, Coronado, and Otay Ranch do not have anchor stations, and no acquisition costs were included for those locations.

Table D-1 The Number of Tier 1 Anchor Stations by Mobility Hub

| Mobility Hub | Count |
|------------------------|-------|
| U.S.-Mexico Border | 1 |
| Imperial Beach | 1 |
| Southwest Chula Vista | 1 |
| Downtown Chula Vista | 1 |
| National City | 1 |
| Southeastern San Diego | 1 |
| Urban Core | 2 |
| Mission Valley | 1 |
| Kearny Mesa | 2 |
| University Community | 1 |
| Sorrento Valley | 1 |

Flexible Fleet Operating Costs within Mobility Hubs

Most of the flexible fleet vehicles and services provided within mobility hubs were provided. This will limit the public investment required for flexible fleet services, but some level of operating subsidy is expected to be required for select services. These services include:

- Micromobility (including chargers, parking corrals and secure parking spaces)
- Microtransit
- Neighborhood Electric Vehicle (NEV)

The costs for these services were originally developed for the *2021 Regional Plan*, and they are documented in the *2021 Regional Plan*, Appendix U: Cost Estimation Methodology. In that document, the cost methodology for micromobility assumes shared number of vehicles per population and average trips per day per vehicle. Similarly, for microtransit and NEV, estimates were based on cost per revenue hour of service and an assumed service plan. Initial

deployment, plus a 60% growth factor and flex fleet refresh were included in the costs. A 10% contingency factor was included in the total operating cost.

The SB2S cost estimates only include flexible fleet service costs through 2035 from the 2021 *Regional Plan* for mobility hubs within the study area. This involved assigning the individual microtransit service areas to their corresponding mobility hubs and excluding those service areas outside the study area, as well as those outside mobility hubs.

Flexible Fleet Services Outside Hubs

Some flexible fleet services will operate across mobility hub boundaries and in some cases will cover entire areas between Mobility Hubs. Accordingly, a strategy was previously identified in this study that would support flexible fleet operations for portions of the study area outside of mobility hubs. This includes costs for microtransit, as well as micromobility amenities at NextGen bus stops. Each additional cost is described below.

Microtransit Outside Mobility Hubs

The following microtransit service areas are outside of a Mobility Hub but within the SB2S study area:

- Miramar-Carroll Canyon
- Serra Mesa

As a result, operating costs for these two microtransit service areas are included as other flexible fleet operating costs.

Micromobility Amenities at NextGen Bus Stops Outside Mobility Hubs

Standard features at all NextGen bus stops such as shelters, payment/information kiosks, Wi-Fi, etc. are included in the cost estimates under the Transit category. Beyond those features, amenities such as micromobility charging and parking are included for all NextGen stops within mobility hubs (see Section 2.4.1). Because it will be desirable to provide these additional amenities at those stops outside mobility hubs within the study area, supplemental costs were estimated for the flexible fleets support strategy noted above. Specifically, costs were estimated for micromobility charging, parking corrals, and secure parking spaces.

Charging and secure spaces is included for only those stops in commercial or industrial areas, while parking corrals are included for all NextGen stops within the study area but outside a Mobility Hub.

Active Transportation

AT costs are assumed to be the network of paths and streets that allow people to travel by foot, bike, or any means other than a car. For this study it was assumed that all separated Class I facilities would be led by SANDAG and all other types of bicycle facilities would be led by City, County or State agencies. When bicycle facilities are included within a larger project lead by other agencies then that typically leads to a reduced total cost. Distances of each network path were obtained from a model of the study area.

Next OS

Next OS is considered the “brain” of the transportation system and includes a wide range of technological improvements. Any strategy that includes a physical infrastructure component has been included within the associated move. Table D-2 presents all the Next OS strategies and cost recommendations.

Table D-2 Next OS Cost Recommendations

| Strategy ID | Element | Recommendation |
|--------------|------------------------------------|--|
| SB2S0608-000 | Data Hub | Includes a per-capita estimate of future deployment only |
| SB2S0605-000 | Curb Access and Parking | Includes a per-capita estimate of future deployment only |
| SB2S0604-000 | Transit Optimization | Includes all initial development and a per-capita estimate of future deployment |
| SB2S0601-000 | Mobility as a Service | Includes all initial development and a per-capita estimate of future deployment |
| SB2S0606-000 | Smart Intersections | Includes a per-capita estimate of future deployment only |
| SB2S0603-000 | Next Generation ICMS | Includes all initial development and a per-capita estimate of future deployment |
| SB2S0602-000 | Regional Boarder Management System | No cost included, Advanced Transportation and Congestion Management Technologies Deployment grant will cover this cost |
| SB2S0609-000 | Systems, Software, and Operations | Included as a per-capita cost |

A per-capita estimate is a proportioned cost of the regional plan dollars based on population of the study area compared to the total regional study area.

Resilience

Resilience strategies include strategies that will protect infrastructure from effects of climate change and protection of natural resources. At this time all Resilience strategies have been determined to be too broad in nature to develop costs. It’s recommended that all these strategies be further defined for future study and costing.

APPENDIX E FUNDING ASSESSMENT

A funding assessment that determined which strategies would be eligible to apply for funding under several SB1 funding programs, as well each strategy's relative likelihood to be approved for funding compared to other SB2S strategies was performed to inform the development of a recommended transportation solution set. Strategies could also be eligible for other federal, state, or local funding which are not part of this assessment.

The following specific programs included in the assessment were either developed under SB1 or have funding augmented by SB1 that could be used to fund recommended strategies:

- Active Transportation Program (ATP)
- Local Partnership Program (LPP)
- Solutions for Congested Corridors Program (SCCP)
- State Highway Operation and Protection Program (SHOPP)
- Trade Corridor Enhancement Program (TCEP)
- Transit and Intercity Rail Capital Program (TIRCP)

The assessment evaluates each strategy as a standalone project and estimates potential funding competitiveness among individual strategies within the SB2S corridor. It does not compare them to other projects outside of the SB2S study area, either within or outside of the San Diego region.

The assessment included the steps described below.

Step 1. Confirm strategy categories (by element or mode)

Funding eligibility and competitiveness was efficiently determined according to the element or mode each strategy belongs to (Complete Corridors, Transit Leap, MoHubs/Flex Fleets, Active Transportation, Next OS, Goods Movement)². Categories for each strategy were determined through the parent/child numbering scheme.

Step 2. Determine Funding Eligibility

Strategy categories from Step 1 were then examined to determine whether they would be eligible to receive funding under each SB1 program, based on each program's respective eligibility criteria. For example, goods movement strategies would not be eligible under the ATP because they would not meet program goals (e.g., increasing the number of people walking or biking). Table E-1 shows which strategy categories would be eligible under each program.

Table E-1 SB1 Funding Eligibility by Element / Mode

² Resilience strategies could not be evaluated against the criteria and are not included in this analysis.

| Funding Option | Active Transportation | MoHubs /Flex Fleets | Transit Leap | Complete Corridors | Next OS | Goods Movement |
|----------------|-----------------------|---------------------|--------------|--------------------|---------|----------------|
| ATP | Yes | Yes | Yes | Yes | Yes | No |
| LPP | Yes | Yes | Yes | Yes | No | Yes |
| SCCP | Yes | Yes | Yes | Yes | Yes | Yes |
| SHOPP | No | No | Yes | Yes | No | No |
| TCEP | No | Yes | No | Yes | Yes | Yes |
| TIRCP | Yes | Yes | Yes | Yes | Yes | No |

Step 3. Estimate Potential Funding Competitiveness

Strategies that were deemed eligible for funding under each program were then analyzed to determine the relatively likelihood of securing SB1 funding compared to other eligible SB2S strategies. Geospatial analysis was conducted with available project data to determine funding competitiveness. If geospatial analysis could not reasonably be conducted, the following key assumptions were identified:

- LPP
 - AT Strategies: all eligible strategies would have medium funding competitiveness
 - MoHubs/Flex Fleets: all eligible strategies would have high funding competitiveness
 - Transit Leap: all eligible strategies would have high funding competitiveness
 - Complete Corridors: all eligible strategies would have high funding competitiveness
 - Goods Movement: all eligible strategies would have low funding competitiveness
- SCCP
 - Goods movement strategies would have high funding competitiveness.
- TCEP
 - MoHubs/Flex Fleets: eligible strategies would have low funding competitiveness. This assumes some freight-related strategies like parcel delivery lockers could qualify for funding, although they would not compete well compared to Complete Corridor, Next OS, or Goods Movement strategies designed to improve freight mobility.
 - Complete Corridors: eligible strategies directly serving trucks (e.g., dynamically managed truck lanes) would have high funding competitiveness; strategies with secondary benefits for freight vehicles (e.g., managed lanes) would have low funding competitiveness.
 - Next OS: eligible strategies would have medium funding competitiveness. This is because they provide more direct benefits to goods movement than Complete

Corridor strategies but are less likely to compete well against strategies (e.g., dynamically managed truck lanes) that enhance freight mobility.

- Goods Movement: eligible strategies would have high funding competitiveness.

Using SB1 eligibility criteria as a guide, the project team identified metrics that could reasonably be estimated at this stage of study through geospatial analysis. Only some criteria for ATP, SCCP, and TIRCP could be reasonably calculated. For example, the ATP “benefit to disadvantaged communities” criterion was evaluated based on individual strategy proximity to social equity focus populations, however the “potential safety benefits” criterion could not be analyzed because site-specific strategy characteristics (e.g., intersection safety treatments along a proposed bicycle route) are not identified at this time. The evaluation criteria that can reasonably be estimated for element/mode categories and the approach used to estimate metrics for each criterion were provided to SANDAG separately as part of an interim memo.

Once an eligibility criteria metric was calculated for an element / mode, they were evenly allocated as having either “low,” “medium,” or “high” funding competitiveness in relation to other strategies in the element / mode. For example, if a metric was calculated for 15 strategies, 5 strategies would receive scores of low funding competitiveness, 5 would receive a score of medium funding competitiveness, and 5 would receive a ranking of high funding competitiveness. Results are included in the following pages.

| Strategy ID | Reference No. | Strategy Name | ATP | LPP | SCCP | SHOPP | TCEP | TIRCP | SB1 Alignment |
|--------------|---------------|---|--------|------|--------|-------|------|-------|---------------|
| SB2S0001-000 | 77 | I-5 Managed Lanes from SR-905 to H Street | Medium | High | Low | x | Low | x | High |
| SB2S0001-501 | 398 | I-5 V2I (AV Support) from SR-905 to H Street | x | High | x | x | x | x | High |
| SB2S0002-000 | 89 | I-5 Managed Lanes from H Street to Pacific Highway | High | High | High | x | Low | x | High |
| SB2S0002-501 | 399 | I-5 V2I (AV Support) from H Street to Pacific Highway | x | High | x | x | x | x | High |
| SB2S0002-503 | 1003 | I-5 Dynamically Managed Lanes for Trucks H Street to Pacific Highway | x | High | x | x | High | x | High |
| SB2S0002-701 | 411 | Protect I-5 (from H Street to Pacific Highway) from Sea Level Rise (Planning) | x | High | x | High | x | x | High |
| SB2S0003-000 | 94 | I-5 Managed Lanes from Genesee Ave to Carmel Valley Rd/SR-56 | Low | High | Medium | x | Low | x | High |
| SB2S0003-502 | 1012 | I-5 Dynamically Managed Lanes for Trucks Genesee Ave to Carmel Valley Rd | x | High | x | x | High | x | High |
| SB2S0004-000 | 78 | I-15 Managed Lanes from I-5 to I-8 | High | High | Medium | x | Low | x | High |
| SB2S0004-501 | 818 | I-15 V2I (AV Support) (I-5 to I-8) | High | High | Medium | x | x | x | High |
| SB2S0005-000 | 79 | I-15 Managed Lanes from I-8 to SR-163 | Medium | High | Medium | x | Low | x | High |
| SB2S0005-501 | 819 | I-15 V2I (AV Support) (I-8 to SR-163) | Medium | High | Medium | x | x | x | High |
| SB2S0006-000 | 80 | I-805 Managed Lanes from SR-905 to Palm Avenue | Medium | High | Low | x | Low | x | High |
| SB2S0007-000 | 81 | I-805 Managed Lanes from Palm Avenue to I-15 | High | High | Medium | x | Low | x | High |
| SB2S0007-501 | 389 | I-805 V2I (AV Support) from Palm Avenue to I-15 | x | High | x | x | x | x | High |
| SB2S0008-000 | 82 | I-805 Managed Lanes from I-15 to Balboa Avenue | High | High | Medium | x | Low | x | High |
| SB2S0008-501 | 388 | I-805 V2I (AV Support) from I-15 to Balboa Avenue | x | High | x | x | x | x | High |
| SB2S0009-000 | 83 | I-805 Managed Lanes from Balboa Avenue to NB Bypass Lane (I-5) | Medium | High | High | x | Low | x | High |
| SB2S0009-501 | 1011 | I-805 Dynamically Managed Lanes for Trucks Balboa Ave to I-5 | x | High | x | x | High | x | High |
| SB2S0010-000 | 1271 | I-8 Managed Lanes from I-805 to I-15 | Low | High | Low | x | Low | x | High |
| SB2S0011-000 | 1273 | SR-52 Managed Lanes from I-805 to SR-125 | Medium | High | Medium | x | Low | x | High |
| SB2S0012-000 | 95 | SR-94 Managed Lanes from I-5 to Euclid Avenue | Medium | High | Medium | x | Low | x | High |
| SB2S0014-000 | 87 | SR-163 Managed Lanes from SR-52 to I-8 | Medium | High | High | x | Low | x | High |
| SB2S0020-000 | 578 | I-805 Interchange and Transit Operational Improvements at Nobel Dr | Low | High | Low | x | x | x | High |
| SB2S0021-000 | 572 | I-15 DAR at Clairmont Mesa Blvd | Low | High | Low | x | x | x | High |
| SB2S0023-000 | 582 | Congestion Pricing at I-805 DAR at Carroll Canyon Rd | Low | High | x | x | Low | x | High |
| SB2S0024-000 | 835 | Congestion Pricing at I-805 DAR at E Palomar St | Low | High | Low | x | Low | x | High |
| SB2S0025-000 | 590 | Freeway-Freeway Connector at I-5/SR-56 Interchange | Low | High | Low | x | x | x | High |
| SB2S0026-000 | 534 | Managed Lane Connectors at I-5/SR-15 | Low | High | Medium | x | Low | x | High |
| SB2S0028-000 | 586 | Managed Lane Connectors at I-5/I-805 (North) | Low | High | Low | x | Low | x | High |
| SB2S0029-000 | 575 | Managed Lane Connectors at I-805/SR-52 | Low | High | Low | x | Low | x | High |
| SB2S0030-000 | 568 | Managed Lane Connectors at I-805/SR-163 | Low | High | Low | x | Low | x | High |
| SB2S0031-000 | 565 | Managed Lane Connectors at I-805/I-8 | Low | High | Low | x | Low | x | High |
| SB2S0032-000 | 557 | Managed Lane Connectors at I-805/SR-15 | Low | High | Low | x | Low | x | High |
| SB2S0033-000 | 554 | Managed Lane Connectors at I-805/SR-94 | Low | High | Low | x | Low | x | High |
| SB2S0036-000 | 574 | Managed Lane Connectors at I-15/SR-52 | Low | High | Low | x | Low | x | High |
| SB2S0037-000 | 567 | Managed Lane Connectors at I-15/I-8 | Low | High | Low | x | Low | x | High |
| SB2S0038-000 | 552 | Managed Lane Connectors at I-15/SR-94 | x | High | x | x | Low | x | High |
| SB2S0039-000 | 90 | Managed Lanes on SR-75 | Medium | High | Low | x | Low | x | High |
| SB2S0039-701 | 92 | Protect SR-75 from Climate Change Impacts (Planning) | x | High | x | High | x | x | High |
| SB2S0040-000 | 600 | Harbor Drive Multimodal Corridor Improvements | Medium | High | Medium | x | x | x | High |
| SB2S0040-001 | 525 | 32nd Street | Low | High | Medium | x | x | x | High |
| SB2S0040-002 | 526 | Civic Center Drive | Low | High | Low | x | x | x | High |
| SB2S0040-003 | 444 | I-5 Waterfront Access Improvements (SR-94/SR-54) | Medium | High | High | x | x | x | High |
| SB2S0040-004 | 528 | Access Improvements at Naval Base San Diego | Medium | High | Medium | x | x | x | High |
| SB2S0040-005 | 1268 | Operational improvements on I-5 between SR-54 and SR-15. | x | High | x | x | x | x | High |
| SB2S0040-006 | 731 | Vesta Bridge Phase 1 | Medium | High | Medium | x | x | x | High |
| SB2S0040-501 | 601 | Harbor Drive 2.0 | Medium | High | Medium | x | x | x | High |

| Strategy ID | Reference No. | Strategy Name | ATP | LPP | SCCP | SHOPP | TCEP | TIRCP | SB1 Alignment |
|--------------|---------------|--|--------|------|--------|-------|------|--------|---------------|
| SB2S0040-502 | 710 | Freight Signal Prioritization (CEC/ Port Tenants) | High | High | High | x | x | x | High |
| SB2S0040-701 | 599 | Protect Harbor Dr from Climate Change Impacts (Planning) | x | High | x | x | x | x | High |
| SB2S0041-000 | 342 | ZEV Infrastructure Expansion | x | High | x | x | x | x | High |
| SB2S0041-501 | 390 | I-8 Alternative Fuel Corridor | x | High | x | x | x | x | High |
| SB2S0041-502 | 687 | I-15 Alternative Fuel Corridor | x | High | x | x | x | x | High |
| SB2S0041-503 | 410 | I-5 Alternative Fuel Corridor from Orange County border to MX border | x | High | x | x | x | x | High |
| SB2S0042-000 | 544 | Access Improvements at Naval Base Coronado (NBC) | Low | High | Low | x | x | x | High |
| SB2S0044-000 | 98 | Otay Mesa Southbound Truck Route | Low | High | Low | x | High | x | High |
| SB2S0045-000 | 531 | Military Intersection Improvements | Low | High | Medium | x | x | x | High |
| SB2S0046-000 | 99 | Bridge Construction at Fenton Pkwy | Low | High | Low | x | x | x | High |
| SB2S0047-000 | 497 | Interchange Improvements Near the Border to Access I-5 & I-805 | Low | High | Low | x | x | x | High |
| SB2S0047-001 | 496 | Camino de la Plaza Rd (Bridge) to I-5 | Low | High | Low | x | x | x | High |
| SB2S0047-002 | 499 | I-5/ via de San Ysidro Interchange | Low | High | Low | x | x | x | High |
| SB2S0047-003 | 100 | Dairy Mart Rd | Low | High | Low | x | x | x | High |
| SB2S0047-004 | 498 | I-805 /East San Ysidro Boulevard Interchange | Low | High | Low | x | x | x | High |
| SB2S0048-000 | 413 | Protect Arterial Routes in Imperial Beach from Climate Change Impacts (Planning) | Medium | High | Low | x | x | x | High |
| SB2S0050-000 | 1284 | Safety and Operational Improvements to the Coronado Bridge | x | High | x | x | x | x | High |
| SB2S0051-000 | 1285 | Reconfigure Southbound SR-163 between Friars Road and I-8 | Low | High | Medium | x | x | x | High |
| SB2S0052-000 | 1286 | Cap Park on SR-94 | Low | High | Low | x | x | x | High |
| SB2S0054-000 | 1287 | Heritage Road Bridge | Low | High | Low | x | x | x | High |
| SB2S0055-000 | 1288 | E Street Extension from Bay Boulevard toH Street | Low | High | Low | x | x | x | High |
| SB2S0056-000 | 1289 | Plaza Blvd Widening | Medium | High | Low | x | x | x | High |
| SB2S0057-000 | 1290 | Otay Truck Route Widening (Ph. 4) | Low | High | Low | x | High | x | High |
| SB2S0058-000 | 1291 | Palm Avenue/I-805 Interchange | Low | High | Low | x | x | x | High |
| SB2S0059-000 | 1311 | ATDM I-5 | x | High | x | x | x | x | High |
| SB2S0060-000 | 1312 | ATDM I-805 | x | High | x | x | x | x | High |
| SB2S0063-000 | 777 | RBMS & Tolling Equipment | x | High | x | x | x | x | High |
| SB2S0064-000 | 1315 | SR-125/Otay Valley Road Interchange and Otay Valley Road Extension | x | High | x | x | x | x | High |
| SB2S0065-000 | 1316 | SR-125/Lone Star Road Interchange and Lone Star Road Extension | x | High | x | x | x | x | High |
| SB2S0101-000 | 3 | Route 582 (Purple Line)-Sorrento Mesa to National City via City Heights | x | High | High | x | x | Medium | High |
| SB2S0101-001 | 3 | Route 582 (Purple Line) - National City to Border | x | High | x | x | x | x | High |
| SB2S0103-000 | 4 | Trolley (Blue, Green, Orange Line) Service Improvements | x | High | High | x | x | Medium | High |
| SB2S0104-000 | 693 | Zero Emission Transit Vehicles | x | High | x | x | x | Medium | High |
| SB2S0105-000 | 695 | Transit Charging Infrastructure | x | High | x | x | x | x | High |
| SB2S0106-000 | 5 | I-805 BRT | Medium | High | High | x | x | High | High |
| SB2S0106-001 | 451 | I-805 Transit Priority Measures | High | High | Medium | x | x | High | High |
| SB2S0106-601 | 672 | I-805 BRT - Transit Only Lane | x | High | x | x | x | Medium | High |
| SB2S0107-000 | 6 | I-5 BRT | High | High | High | x | x | High | High |
| SB2S0107-601 | 7 | I-5 BRT Transit Only Lanes | x | High | x | x | x | Medium | High |
| SB2S0108-000 | 8 | UCSD to Sorrento Valley Skyway | x | High | High | x | x | Medium | High |
| SB2S0109-000 | 9 | Route 583 - CMH to U.S. Border Commuter Rail | x | High | High | x | x | Medium | High |
| SB2S0110-000 | 10 | Blue Line (San Ysidro to UTC) | x | High | High | x | x | Medium | High |
| SB2S0110-001 | 11 | Blue Line Grade Separation(s) | x | High | High | x | x | Medium | High |
| SB2S0110-701 | 415 | Protect Blue Line Trolley from Climate Change Impacts (Planning) | x | High | x | x | x | x | High |
| SB2S0114-000 | 15 | Rapid Route 10 -SB2S Segment | High | High | Medium | x | x | High | High |
| SB2S0115-000 | 71 | Rapid Route 12 -SB2S Segment | Medium | High | Medium | x | x | Medium | High |
| SB2S0115-601 | 669 | Rapid Route 12 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0115-602 | 649 | Rapid Route 12 - Transit Signal Priority | x | High | Medium | x | x | Medium | High |

| Strategy ID | Reference No. | Strategy Name | ATP | LPP | SCCP | SHOPP | TCEP | TIRCP | SB1 Alignment |
|--------------|---------------|---|--------|------|--------|-------|------|--------|---------------|
| SB2S0116-000 | 73 | Rapid Route 28 - SB2S Segment | Medium | High | High | x | x | Medium | High |
| SB2S0116-601 | 670 | Rapid Route 28 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0116-602 | 650 | Rapid Route 28 - Transit Signal Priority | x | High | High | x | x | Medium | High |
| SB2S0116-603 | 1319 | Rapid Route 28 - Transit Dedicated Lanes | x | High | High | x | x | Medium | High |
| SB2S0117-000 | 19 | Rapid Route 41 | High | High | High | x | x | High | High |
| SB2S0117-601 | 654 | Rapid Route 41 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0117-602 | 634 | Rapid Route 41 - Transit Signal Priority | x | High | High | x | x | Medium | High |
| SB2S0119-000 | 75 | SB2S Rapid Route 235 Segment | High | High | High | x | x | High | High |
| SB2S0120-000 | 23 | Rapid Route 237A | High | High | High | x | x | Medium | High |
| SB2S0120-601 | 655 | Rapid Route 237A - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0120-602 | 635 | Rapid Route 237A - Transit Signal Priority | x | High | High | x | x | Medium | High |
| SB2S0120-603 | 1320 | Rapid Route 237A - Transit Dedicated Lanes | x | High | Medium | x | x | Medium | High |
| SB2S0121-000 | 26 | Rapid Route 238 | High | High | High | x | x | Medium | High |
| SB2S0121-601 | 656 | Rapid Route 238 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0121-602 | 636 | Rapid Route 238 - Transit Signal Priority | x | High | High | x | x | Medium | High |
| SB2S0123-000 | 29 | Rapid Route 293 | High | High | Medium | x | x | High | High |
| SB2S0123-601 | 657 | Rapid Route 293 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0123-602 | 637 | Rapid Route 293 - Transit Signal Priority | x | High | Medium | x | x | Medium | High |
| SB2S0124-000 | 31 | Rapid Route 295 | High | High | High | x | x | Medium | High |
| SB2S0124-601 | 658 | Rapid Route 295 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0124-602 | 638 | Rapid Route 295 - Transit Signal Priority | x | High | High | x | x | Medium | High |
| SB2S0126-000 | 34 | Rapid Route 625 | High | High | Medium | x | x | High | High |
| SB2S0126-601 | 659 | Rapid Route 625 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0126-602 | 639 | Rapid Route 625 - Transit Signal Priority | x | High | Medium | x | x | Medium | High |
| SB2S0127-000 | 36 | Rapid Route 630 | High | High | High | x | x | High | High |
| SB2S0127-601 | 660 | Rapid Route 630 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0127-602 | 640 | Rapid Route 630 - Transit Signal Priority | x | High | Low | x | x | Medium | High |
| SB2S0127-603 | 641 | Rapid Route 630 - Transit Signal Priority | x | High | High | x | x | Medium | High |
| SB2S0127-604 | 1321 | Rapid Route 630 - Transit Dedicated Lanes | x | High | x | x | x | Medium | High |
| SB2S0128-000 | 39 | Rapid Route 635 | Medium | High | Medium | x | x | Medium | High |
| SB2S0128-601 | 662 | Rapid Route 635 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0128-602 | 642 | Rapid Route 635 - Transit Signal Priority | x | High | Medium | x | x | Medium | High |
| SB2S0129-000 | 41 | Rapid Route 637 | High | High | Medium | x | x | Medium | High |
| SB2S0129-601 | 663 | Rapid Route 637 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0129-602 | 643 | Rapid Route 637 - Transit Signal Priority | x | High | Medium | x | x | Medium | High |
| SB2S0130-000 | 43 | Rapid Route 638 | Medium | High | Medium | x | x | Medium | High |
| SB2S0130-601 | 664 | Rapid Route 638 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0130-602 | 644 | Rapid Route 638 - Transit Signal Priority | x | High | Medium | x | x | Medium | High |
| SB2S0131-000 | 45 | Rapid Route 640 | High | High | High | x | x | High | High |
| SB2S0132-000 | 46 | Rapid Route 709 | Medium | High | Medium | x | x | Medium | High |
| SB2S0132-601 | 665 | Rapid Route 709 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0132-602 | 645 | Rapid Route 709 - Transit Signal Priority | x | High | Medium | x | x | Medium | High |
| SB2S0133-000 | 48 | Rapid Route 870 - SB2S Segment | Medium | High | High | x | x | Medium | High |
| SB2S0133-601 | 671 | Rapid Route 870 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0133-602 | 651 | Rapid Route 870 - Transit Signal Priority | x | High | Medium | x | x | Medium | High |
| SB2S0134-000 | 50 | Rapid Route 890 - SB2S Segment | Medium | High | High | x | x | Medium | High |
| SB2S0134-601 | 666 | Rapid Route 890 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0134-602 | 646 | Rapid Route 890 - Transit Signal Priority | x | High | Medium | x | x | Medium | High |

| Strategy ID | Reference No. | Strategy Name | ATP | LPP | SCCP | SHOPP | TCEP | TIRCP | SB1 Alignment |
|--------------|---------------|---|--------|------|--------|-------|------|--------|---------------|
| SB2S0135-000 | 53 | Rapid Route 910 | High | High | High | x | x | High | High |
| SB2S0136-000 | 54 | Rapid Route 950 | High | High | Medium | x | x | High | High |
| SB2S0136-601 | 667 | Rapid Route 950 Arterial Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0136-602 | 647 | Rapid Route 950 Arterial Transit Signal Priority | x | High | Low | x | x | Medium | High |
| SB2S0139-000 | 58 | National City Service Improvements - 8th Avenue | Medium | High | Low | x | x | Medium | High |
| SB2S0140-000 | 59 | National City Service Improvements - L Avenue | Medium | High | Low | x | x | Medium | High |
| SB2S0141-000 | 60 | National City Service Improvements - 30th/Sweetwater | Medium | High | Low | x | x | Medium | High |
| SB2S0144-000 | 540 | East County to NASNI Express Bus | Medium | High | High | x | x | Medium | High |
| SB2S0145-000 | 452 | Chula Vista to North Island Express Bus | x | High | x | x | x | x | High |
| SB2S0146-000 | 539 | MTS service to NBC | Low | High | Low | x | x | Low | High |
| SB2S0147-000 | 548 | Naval Base Circulator Service | Low | High | Low | x | x | Low | High |
| SB2S0148-000 | 588 | Miramar to Miramar College Connection and Sorrento Valley COASTER Station | Low | High | Low | x | x | Low | High |
| SB2S0149-000 | 449 | Route 901 Service Improvements | x | High | x | x | x | Medium | High |
| SB2S0150-000 | 730 | LOSSAN Corridor Improvements | x | High | High | x | x | Medium | High |
| SB2S0150-002 | 61 | COASTER: UTC Tunnel | x | High | Medium | x | x | Medium | High |
| SB2S0150-003 | 62 | COASTER: Sorrento Mesa Tunnel | x | High | High | x | x | Medium | High |
| SB2S0150-501 | 338 | LOSSAN Sorrento Valley Blvd Grade Separation | x | High | High | x | x | Medium | High |
| SB2S0150-502 | 396 | LOSSAN Sorrento Valley Blvd Safety Improvements | x | High | High | x | x | Medium | High |
| SB2S0150-503 | 397 | LOSSAN Sorrento Valley Crossover | x | High | High | x | x | Medium | High |
| SB2S0151-000 | 63 | Local Bus Service Improvements | High | High | High | x | x | High | High |
| SB2S0152-000 | 64 | Ferry: Trunk Route | x | High | Medium | x | x | Low | High |
| SB2S0155-000 | 67 | Rapid Route 120 - SB2S Segment | Medium | High | High | x | x | Medium | High |
| SB2S0155-601 | 668 | Rapid Route 120 - Transit Queue Jump Lanes | x | High | x | x | x | Medium | High |
| SB2S0155-602 | 648 | Rapid Route 120 - Transit Signal Priority | x | High | High | x | x | Medium | High |
| SB2S0155-603 | 1322 | Rapid Route 120 - Transit Dedicated Lanes | x | High | x | x | x | x | High |
| SB2S0157-000 | 602 | Active Transportation Feeder Network for Transit Stops Outside of Mobility Hubs | x | High | x | x | x | x | High |
| SB2S0158-000 | 999 | Next Gen Rapid Stop Amenities | x | High | x | x | x | x | High |
| SB2S0159-000 | 1259 | San Ysidro Local Bus Route | Medium | High | Low | x | x | Medium | High |
| SB2S0160-000 | 1260 | Blue Line (San Ysidro to UTC) Express | x | High | High | x | x | Medium | High |
| SB2S0161-000 | 1261 | Express Ferry/Water Taxi Service from Chula Vista to Downtown | x | High | Medium | x | x | Low | High |
| SB2S0163-000 | 1263 | Extension of Mid-Coast Trolley to Connect to LOSSAN | x | High | Low | x | x | Medium | High |
| SB2S0164-000 | 1264 | Restore Amtrak Service to Sorrento Valley Station | x | High | Low | x | x | Medium | High |
| SB2S0165-000 | 1333 | I-805 BRT North Segment | x | High | x | x | x | x | High |
| SB2S0165-001 | 1334 | I-805 Transit Priority Measures North Segment | x | High | x | x | x | x | High |
| SB2S0165-601 | 1335 | I-805 BRT - Transit Only Lane North Segment | x | High | x | x | x | x | High |
| SB2S0201-000 | 616 | Carmel Valley Mobility Hub | x | High | x | x | Low | Low | High |
| SB2S0201-301 | 783 | Carmel Valley Mobility Hub AT Network | Low | High | Medium | x | x | Medium | High |
| SB2S0202-000 | 618 | Sorrento Valley Mobility Hub | Low | High | High | x | Low | Medium | High |
| SB2S0202-001 | 384 | Sorrento Valley Enhanced Service Areas within SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0202-301 | 998 | Sorrento Valley Mobility Hub AT Network | Low | High | x | x | x | Medium | High |
| SB2S0203-000 | 619 | University Community Mobility Hub | High | High | High | x | Low | High | High |
| SB2S0203-001 | 383 | University Community Enhanced Service Areas within SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0203-301 | 997 | University Community Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0203-302 | 1292 | Coastal Rail Trail San Diego – Roselle Canyon | Medium | High | x | x | x | Medium | High |
| SB2S0204-000 | 620 | Kearny Mesa Mobility Hub | Medium | High | High | x | Low | High | High |
| SB2S0204-001 | 378 | Kearny Mesa Enhanced Service Areas within SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0204-301 | 784 | Kearny Mesa Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0205-000 | 621 | Mission Valley Mobility Hub | Medium | High | High | x | Low | High | High |

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|--------------|---------------|--|--------|--------|--------|-------|------|--------|---------------|
| SB2S0205-001 | 375 | Mission Valley Enhanced Service Areas within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0205-301 | 785 | Mission Valley Mobility Hub AT Network | Medium | High | x | x | x | High | High |
| SB2S0206-000 | 622 | Urban Core Mobility Hub | High | High | High | x | Low | High | High |
| SB2S0206-001 | 366 | Urban Core Enhanced Service Areas within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0206-301 | 786 | Urban Core Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0206-302 | 1294 | Central Avenue Bikeway | Medium | High | x | x | x | Medium | High |
| SB2S0206-303 | 1295 | North Park/Mid-City Bikeways: Orange Bikeway | High | High | x | x | x | Medium | High |
| SB2S0206-304 | 1296 | North Park/Mid-City Bikeways: Howard Bikeway | High | High | x | x | x | Medium | High |
| SB2S0206-305 | 1298 | City Heights/Fairmount Corridor | Low | High | x | x | x | Low | High |
| SB2S0207-301 | 788 | Coronado Mobility Hub AT Network | Medium | High | x | x | x | Medium | High |
| SB2S0208-000 | 624 | Southeast San Diego Mobility Hub | High | High | Medium | x | Low | High | High |
| SB2S0208-001 | 370 | Southeast San Diego Enhanced Service Areas within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0208-301 | 789 | Southeast San Diego Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0209-000 | 625 | National City Mobility Hub | High | High | High | x | Low | High | High |
| SB2S0209-001 | 364 | National City Enhanced Service Areas within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0209-301 | 790 | National City Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0209-701 | 727 | Adaptation of Sweetwater Loop and River Trail | x | High | x | x | x | x | High |
| SB2S0210-000 | 626 | Downtown Chula Vista Mobility Hub | High | High | Medium | x | Low | Medium | High |
| SB2S0210-001 | 360 | Downtown Chula Vista Enhanced Service Areas within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0210-301 | 627 | Downtown Chula Vista Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0211-000 | 358 | Southwest Chula Vista Mobility Hub | High | High | Medium | x | Low | Medium | High |
| SB2S0211-001 | 511 | Southwest Chula Vista Enhanced Service Areas within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0211-301 | 823 | Southwest Chula Vista Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0211-302 | 1297 | Chula Vista (J Street) | Medium | High | x | x | x | Medium | High |
| SB2S0212-000 | 628 | Imperial Beach Mobility Hub | High | High | Low | x | Low | High | High |
| SB2S0212-001 | 355 | Imperial Beach Enhanced Service Areas within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0212-301 | 792 | Imperial Beach Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0213-000 | 629 | Otay Ranch Mobility Hub | Medium | High | Medium | x | Low | Low | High |
| SB2S0213-001 | 361 | Otay Ranch Enhanced Service Areas within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0213-301 | 791 | Otay Ranch Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0214-000 | 630 | U.S.-Mexico Border Mobility Hub | High | High | Medium | x | Low | Medium | High |
| SB2S0214-001 | 352 | U.S.-Mexico Border Enhanced Service Areas within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0214-002 | 1310 | San Ysidro Mobility Hub | Low | High | Low | x | Low | Low | High |
| SB2S0214-003 | 1299 | Pedestrian/Bicycle Bridge Over I-5/I-805 at San Ysidro POE | Medium | High | x | x | x | Medium | High |
| SB2S0214-301 | 793 | U.S.-Mexico Border Mobility Hub AT Network | High | High | x | x | x | High | High |
| SB2S0215-000 | 359 | Additional Enhanced Service Areas outside of Regional Mobility Hubs and within the SB2S Study Corridor | x | High | x | x | Low | x | High |
| SB2S0301-000 | 119 | Carmel Valley - University Community Connection | Medium | Medium | x | x | x | Medium | Medium |
| SB2S0302-000 | 132 | Carmel Valley - Sorrento Valley Connection | Low | Medium | x | x | x | Low | Low |
| SB2S0302-001 | 1300 | Coastal Rail Trail San Diego – Carmel Valley to Roselle via Sorrento | Low | Medium | x | x | x | Medium | Medium |
| SB2S0303-000 | 419 | University Community - Sorrento Valley Connection | Low | Medium | x | x | x | Medium | Medium |
| SB2S0304-000 | 146 | University Community - Kearny Mesa Connection | High | Medium | x | x | x | High | High |
| SB2S0305-000 | 420 | Kearny Mesa - Mission Valley Connection | High | Medium | x | x | x | High | High |
| SB2S0307-000 | 425 | Urban Core - Coronado Connection | Medium | Medium | x | x | x | Medium | Medium |
| SB2S0308-000 | 118 | Urban Core - Southeast San Diego Connection | High | Medium | x | x | x | High | High |
| SB2S0310-000 | 124 | National City - Downtown Chula Vista Connection | Medium | Medium | x | x | x | Medium | Medium |
| SB2S0311-000 | 127 | Downtown Chula Vista - Southwest Chula Vista Connection | Medium | Medium | x | x | x | Medium | Medium |
| SB2S0312-000 | 130 | National City - Otay Ranch Connection | Medium | Medium | x | x | x | Medium | Medium |
| SB2S0313-000 | 131 | Downtown Chula Vista - Otay Ranch Connection | Medium | Medium | x | x | x | Medium | Medium |

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| SB2S0314-000 | 133 | Southwest Chula Vista - Otay Ranch Connection | High | Medium | x | x | x | High | High |
| SB2S0315-000 | 428 | Coronado - Imperial Beach Connection | Low | Medium | x | x | x | Low | Low |
| SB2S0315-701 | 438 | Bayshore Bikeway Resilience Project | x | Medium | x | x | x | x | Low |
| SB2S0316-000 | 137 | Southwest Chula Vista - Imperial Beach Connection | Medium | Medium | x | x | x | Medium | Medium |
| SB2S0316-001 | 1302 | Bayshore Bikeway: 8B Ada Street to Palomar Street | Low | Medium | x | x | x | Low | Low |
| SB2S0316-002 | 1303 | Bayshore Bikeway: Segment 8B Main Street to Ada Street | Low | Medium | x | x | x | Low | Low |
| SB2S0316-701 | 723 | Develop Alternate Bike Routes | x | Medium | x | x | x | x | Low |
| SB2S0317-000 | 139 | Imperial Beach – U.S.-Mexico Border Connection | High | Medium | x | x | x | High | High |
| SB2S0318-000 | 140 | Otay Ranch – U.S.-Mexico Border Connection | Low | Medium | x | x | x | Medium | Medium |
| SB2S0319-000 | 1308 | GO by BIKE | High | Medium | x | x | x | High | High |
| SB2S0320-000 | 1309 | E-bike incentive | High | Medium | x | x | x | High | High |
| SB2S0321-000 | 1307 | Encanto to Chula Vista National City connections | Medium | Medium | x | x | x | Medium | Medium |
| SB2S0401-000 | 688 | Corridor Wide Flexible Fleet Services | x | High | x | x | x | x | High |
| SB2S0501-000 | 432 | National City Marine Terminal (NCMT) Improvements | x | Low | High | x | High | x | High |
| SB2S0501-001 | 440 | NCMT Optimization Plan | x | Low | High | x | High | x | High |
| SB2S0501-002 | 708 | NCMT Cargo Staging | x | Low | High | x | High | x | High |
| SB2S0501-003 | 703 | NCMT Rail Improvements | x | Low | High | x | High | x | High |
| SB2S0501-004 | 441 | NCMT Truck Parking / Staging | x | Low | High | x | High | x | High |
| SB2S0502-000 | 817 | Otay Mesa Port of Entry Improvements | x | Low | High | x | High | x | High |
| SB2S0502-001 | 404 | OME POE Pilot Programs | x | Low | High | x | High | x | High |
| SB2S0502-004 | 409 | Otay Mesa POE Truck Bridge to CVEF | x | Low | High | x | High | x | High |
| SB2S0502-005 | 1283 | Otay Mesa East Port of Entry Improvements | x | Low | High | x | High | x | High |
| SB2S0503-000 | 347 | Truck Parking Supportive Policies | x | Low | High | x | High | x | High |
| SB2S0504-000 | 346 | New Truck Parking Opportunities | x | Low | High | x | High | x | High |
| SB2S0505-000 | 343 | Curb Management for Urban Deliveries | x | Low | High | x | High | x | High |
| SB2S0506-000 | 344 | UAS Delivery Strategy | x | Low | High | x | High | x | High |
| SB2S0507-000 | 336 | Air Quality Improvement Program Stakeholder Engagement | x | Low | High | x | High | x | High |
| SB2S0508-000 | 831 | Freight Hub Access Improvements | x | Low | High | x | High | x | High |
| SB2S0509-000 | 833 | Cargo Crossing at Cross Border Express (CBX) | x | Low | High | x | High | x | High |
| SB2S0510-000 | 1278 | Tenth Avenue Marine Terminal (TAMT) Improvements | x | Low | High | x | High | x | High |
| SB2S0510-001 | 1279 | TAMT Optimization Plan | x | Low | High | x | High | x | High |
| SB2S0510-002 | 1280 | TAMT Rail Improvements | x | Low | High | x | High | x | High |
| SB2S0510-003 | 1281 | TAMT Cargo Staging | x | Low | High | x | High | x | High |
| SB2S0511-000 | 1277 | Advance the Deployment of Heavy-Duty, On-road Electric Trucks | x | Low | High | x | High | x | High |
| SB2S0601-000 | 751 | Next OS- Mobility As A Service (MaaS) | x | x | x | x | x | x | Not Candidate |
| SB2S0601-001 | 757 | Transit Traveler Information | x | x | x | x | x | x | Not Candidate |
| SB2S0602-000 | 776 | Next OS - Regional Border Management System (RBMS) | x | x | x | x | x | x | Not Candidate |
| SB2S0602-001 | 737 | ATDM-RBMS | x | x | x | x | x | x | Not Candidate |
| SB2S0602-003 | 1276 | Expanded Trusted Traveler Program (Border) | x | x | x | x | x | x | Not Candidate |
| SB2S0602-501 | 775 | Border Wait Times (Freight) | x | x | x | x | Medium | x | Medium |
| SB2S0603-000 | 736 | Next OS - Next-Gen Integrated Corridor Management System (ICMS) | x | x | x | x | x | x | Not Candidate |
| SB2S0603-001 | 732 | Adaptive Ramp Metering | x | x | x | x | x | x | Not Candidate |
| SB2S0603-002 | 755 | Queue Management and Warning | x | x | x | x | x | x | Not Candidate |
| SB2S0603-003 | 756 | Speed Harmonization | x | x | x | x | x | x | Not Candidate |
| SB2S0603-004 | 767 | Variable Speed Limitation (VSL) | x | x | x | x | x | x | Not Candidate |
| SB2S0603-005 | 738 | Changeable Message Signs (CMS) | x | x | x | x | x | x | Not Candidate |
| SB2S0603-006 | 739 | Comprehensive ATMS | x | x | x | x | x | x | Not Candidate |
| SB2S0603-007 | 759 | Travel Times | x | x | x | x | x | x | Not Candidate |

| Strategy ID | Reference No. | Strategy Name | ATP | LPP | SCCP | SHOPP | TCEP | TIRCP | SB1 Alignment |
|--------------|---------------|--|--------|-----|--------|-------|--------|--------|---------------|
| SB2S0603-008 | 743 | Emergency Alerts | x | x | x | x | x | x | Not Candidate |
| SB2S0603-009 | 747 | In-Vehicle Display for Connected Vehicles | x | x | x | x | x | x | Not Candidate |
| SB2S0603-010 | 740 | Cross Jurisdiction Coordination | x | x | x | x | x | x | Not Candidate |
| SB2S0603-011 | 753 | Pre-event Planning | x | x | x | x | x | x | Not Candidate |
| SB2S0603-012 | 733 | After Action Review | x | x | x | x | x | x | Not Candidate |
| SB2S0603-501 | 745 | Freight Origin-Destination Data Collection | x | x | x | x | x | x | Not Candidate |
| SB2S0604-000 | 750 | Next OS - Transit Optimization | x | x | x | x | x | x | Not Candidate |
| SB2S0605-000 | 779 | Next OS - Curb Access Management | x | x | x | x | x | x | Not Candidate |
| SB2S0605-001 | 780 | Parking Information | x | x | x | x | x | x | Not Candidate |
| SB2S0606-000 | 749 | Next OS - Smart Intersection System | x | x | x | x | x | x | Not Candidate |
| SB2S0608-000 | 742 | Next OS - Data Hub | x | x | x | x | x | x | Not Candidate |
| SB2S0608-001 | 774 | Border Crossing Queue Data | x | x | x | x | x | x | Not Candidate |
| SB2S0608-501 | 748 | Maritime Port Data | x | x | x | x | x | x | Not Candidate |
| SB2S0608-502 | 734 | Airport Data | x | x | x | x | x | x | Not Candidate |
| SB2S0609-000 | 758 | Next OS - Systems and Software Operations | x | x | x | x | x | x | Not Candidate |
| SB2S0610-000 | 762 | Truck Parking Information Management System | x | x | x | x | Medium | x | Medium |
| SB2S0610-501 | 761 | Truck Parking and Rest Area Data | x | x | x | x | Medium | x | Medium |
| SB2S0610-502 | 766 | Truck Stop and Fuel Price Data | x | x | x | x | Medium | x | Medium |
| SB2S0610-503 | 763 | Truck Repair Facilities and Services Data | x | x | x | x | Medium | x | Medium |
| SB2S0611-000 | 735 | Truck Traveler Information | x | x | x | x | Medium | x | Medium |
| SB2S0611-501 | 760 | Truck Information System Front-End Application/Data Provision | x | x | x | x | Medium | x | Medium |
| SB2S0611-502 | 778 | Roadside Safety Inspections Data | x | x | x | x | x | x | Not Candidate |
| SB2S0611-503 | 752 | Permits Requirements & Data | x | x | x | x | x | x | Not Candidate |
| SB2S0611-504 | 746 | Hazardous Material Safe Parking Data | x | x | x | x | x | x | Not Candidate |
| SB2S0611-505 | 744 | Emergency Response and Other Data | x | x | x | x | x | x | Not Candidate |
| SB2S0611-506 | 754 | Public Scale/Weigh Station Data | x | x | x | x | Medium | x | Medium |
| SB2S0611-507 | 741 | Current/Forecasted Weather Data | x | x | x | x | x | x | Not Candidate |
| SB2S0611-508 | 764 | Truck Route Data | x | x | x | x | Medium | x | Medium |
| SB2S0611-509 | 765 | Truck Routing Restrictions, Extra-Legal, HazMat and Alternative Route Data | x | x | x | x | Medium | x | Medium |
| SB2S0701-000 | 804 | Regional Beach Sand Project (RBSP) III | x | x | x | x | x | x | Not Candidate |
| SB2S0702-000 | 445 | Sand Retention Strategy Pilot | Medium | x | Medium | x | x | Medium | Medium |
| SB2S0703-000 | 798 | Update Shoreline Preservation Strategy (SPS) | x | x | x | x | x | x | Not Candidate |
| SB2S0704-000 | 806 | Revise Sand Compatibility and Opportunistic Use Program (SCOUP) Plan | x | x | x | x | x | x | Not Candidate |
| SB2S0705-000 | 796 | Enhance Accessible Transportation Services During Wildfire Response | x | x | x | x | x | x | Not Candidate |
| SB2S0706-000 | 705 | Policy-based Adaptation Strategies | x | x | x | x | x | x | Not Candidate |
| SB2S0707-000 | 701 | Nature-based Adaptation Projects | x | x | x | x | x | x | Not Candidate |
| SB2S0708-000 | 807 | Shoreline Projects | x | x | x | x | x | x | Not Candidate |
| SB2S0709-000 | 715 | Urban Infrastructure Projects | x | x | x | x | x | x | Not Candidate |
| SB2S0710-000 | 714 | Regional Monitoring Program | x | x | x | x | x | x | Not Candidate |
| SB2S0711-000 | 712 | Hazard Mitigation Management Practices Program | x | x | x | x | x | x | Not Candidate |
| SB2S0712-000 | 696 | Green Streets Program | x | x | x | x | x | x | Not Candidate |
| SB2S0713-000 | 797 | Adaptation of Asphalt Grades | x | x | x | High | x | x | High |
| SB2S0714-000 | 1270 | Resilient and Reliable Power to Critical Transportation Infrastructure | x | x | x | x | x | x | Not Candidate |

Notes:

X= strategy not aligned to program

APPENDIX F DATA INVENTORY

| Category | Layer Name [links to SANDAG AGOL] | Description | Comments | Source [links to SANDAG SharePoint] |
|-------------------------------|--|--|--|---|
| Strategies | SB2S refined strategies_05172022 | Comprehensive list of all SB2S strategies | Includes Recommended and Did Not Recommend for Alt1, Alt2, Alt3. | Derived from SDForward data, local plans, and team input |
| Mobility Hubs and Flex Fleets | Mobility Hubs and Flexible Fleets | Mo Hubs and Flex fleets as used in the RTP | Mobility hubs are places of connectivity where different travel options. Flex Fleets builds on the popularity of shared mobility services such as on-demand rideshare, bikeshare, and scootershare. | From SANDAG AGOL, last updated 3/25/2021 feature service |
| Goods Movement | RP2021 Goods Movement projects | Projects in the RTP for Goods Movement | Projects identified in the RTP for goods movement. | From SANDAG AGOL, last updated 11/21/2021 feature service |
| Sub Area | SB2S Sub Areas | Sub areas | 7 sub areas for South Bay to Sorrento project, along roads and jurisdictions. | Team input |
| Area of Interest | SB2S Area of Interest | Additional areas included | Outside of the Sub Areas, along roads and jurisdictions. | Team input |
| Transit | Transit Leap | Transit from the RTP | Trolley, COASTER, SPRINTER, and Rapid | From SANDAG AGOL, last updated 3/25/2021 feature service |
| Transit | Transit Routes 2016 | Transit base from the RTP | Existing transit route and modes. | From SANDAG AGOL feature service |
| Bike Routes | Bike Routes | Bikeways in the San Diego Region | Street name, route, route class, jurisdiction. This dataset uses the SanGIS Roads_All layer as the basis for the linear features. SANDAG obtained input on bike network data from local jurisdictions in 2020 and used this information to update the regional bikeways dataset. | From SANDAG AGOL, last updated 4/2/2021 feature service |
| Roads | Roads_All | All roads | Roads including the ownership and physical location of the roads and not modeling networks. | Retrieved from SANGIS, map server |
| Transit Stations | 2016 Transit Stops | 2016 Transit Stops | Used in the RTP and existing network calculations. | Retrieved from SANDAG AGOL, feature server |
| 2021 RTP | Modeled Highway, Transit, and Active Transportation Networks for San Diego Forward | Modeled Highway, Transit, and Active Transportation Networks for San Diego Forward | AT, Transit, Roadway, transit stops, for years 2016, build 2025, 2035, 2050 | From the <i>2021 Regional Plan</i> |

| Category | Layer Name [links to SANDAG AGOL] | Description | Comments | Source [links to SANDAG SharePoint] |
|------------------------|---|------------------------------------|--|--|
| ABM2+ | ABM2Plus Loaded Highway Network | Revised ABM2+ from RTP | Loaded Highway Network data from SANDAG ABM2 Plus model with AADT, Peak Speed, & Peak VOC for 2016 and 2035 (No Build) scenarios. Merged from Network files. | SANDAG, 2/16/2022: T:\RTP\2021RP\2021rp_final\ abm_runs\2016- ScenarioID 458 SANDAG, 2/16/2022: T:\RTP\2021RP\2021rp_final\ abm_runs\2035nb- ScenarioID 469 |
| DS38 | DS38 Forecast CoC | TAZ CoC and general counts by year | Forecast data for years 2016, 2025, 2035, and 2050 including: low income, minority, senior, total. Includes intersect with SB2S and AOI. | SANDAG, 2/15/2022: DS 38 Forecast Data |
| DS38 | DS38 Forecast | MGRA CoC by year | Forecast data for years 2016, 2025, 2035, and 2050 including: low income, minority, senior, total. Includes intersect with SB2S. | SANDAG, 2/15/2022: DS 38 Forecast Data |
| Bike Network | No Build Networks (ABM2Plus) | SANDAG_Bike_Net | SANDAG_Bike_Net | SANDAG, 3/7/2022: Corridor No Build Networks (ABM2Plus) |
| Bike Network | No Build Networks (ABM2Plus) | SANDAG_Bike_Node | SANDAG_Bike_Node | SANDAG, 3/7/2022: Corridor No Build Networks (ABM2Plus) |
| Highway Network | No Build Networks (ABM2Plus) | hwycov | trcov_new | SANDAG, 3/7/2022: Corridor No Build Networks (ABM2Plus) |
| Transit Network | No Build Networks (ABM2Plus) | trcov | hwycov | SANDAG, 3/7/2022: Corridor No Build Networks (ABM2Plus) |
| Bike Network | Alt 1 Network | SANDAG_Bike_Net | SANDAG_Bike_Net, All active transportation | SANDAG, 2/3/2022: Alt 1 network |
| Bike Network | Alt 1 Network | SANDAG_Bike_Node | SANDAG_Bike_Node, All active transportation | SANDAG, 2/3/2022: Alt 1 network |
| Highway Network | Alt 1 Network | hwycov | trcov_new | SANDAG, 1/31/2022: Alt 1 network |
| Transit Network | Alt 1 Network | trcov | hwycov | SANDAG, 1/31/2022: Alt 1 network |
| Bike Network | Corridor No Build Networks (ABM2Plus) | SANDAG_Bike_Net | SANDAG_Bike_Net, All active transportation | SANDAG, 3/7/2022: Alt 3 |
| Bike Network | Corridor No Build Networks (ABM2Plus) | SANDAG_Bike_Node | SANDAG_Bike_Node, All active transportation | SANDAG, 3/7/2022: Alt 3 |
| Highway Network | Corridor No Build Networks (ABM2Plus) | hwycov | trcov_new | SANDAG, 3/7/2022: Alt 3 |
| Transit Network | Corridor No Build Networks (ABM2Plus) | trcov | hwycov | SANDAG, 3/7/2022: Alt 3 |
| AT Network | Alt 2 Network new | SANDAG_Bike_Net | SANDAG_Bike_Net, All active transportation | SANDAG, 3/12/2022: Alt 2 new |
| AT Network | Alt 2 Network new | SANDAG_Bike_Node | SANDAG_Bike_Node, All active transportation | SANDAG, 3/12/2022: Alt 2 new |
| Transit Network | Alt 2 Network new | trcov_new | trcov_new | SANDAG, 3/12/2022: Alt 2 new |
| Highway Network | Alt 2 Network new | hwycov | hwycov | SANDAG, 3/12/2022: Alt 2 new |
| Loaded Highway Network | 2016 | hywyLoad_458 | Results hywyLoad_458 | SANDAG, 2/16/2022: Loaded Highway Network - 2016 |
| Loaded Highway Network | 2035 No Build | hywyLoad_469 | Results hywyLoad_469 | SANDAG, 2/16/2022: Loaded Highway Network - 2035 No Build |

| Category | Layer Name [links to SANDAG AGOL] | Description | Comments | Source [links to SANDAG SharePoint] |
|------------------------|--|--|--|---|
| Loaded Highway Network | 2035 Alt 1 | hywyLoad_562 | Results hywyLoad_562 | SANDAG, 3/7/2022: Loaded Highway Network - 2035Alt1 |
| Loaded Highway Network | 2035 Alt 2 | hywyLoad_589 hywyLoad_611 | Results hywyLoad_589 Results hywyLoad_611 | SANDAG, 3/7/2022: Loaded Highway Network - 2035Alt2 |
| Loaded Highway Network | 2035 Alt 3 | hywyLoad | Results hywyLoad | SANDAG, 3/7/2022: Loaded Highway Network - 2035Alt3 |
| Utilization | Hwy Select Link Output | Results of modeling | Seat utilization at screenline locations | SANDAG: select_link_demand_tot_daily.omx |
| Resilience | Future Wildfire: 2085, RCP 8.5 | Wildfire 2085, RCP 8.5 time period 2070-2099 | Three wildfire models (MC2 EPA, MC2 Idaho, and Westerling) and global three climate models (CanESM2, HadGEM2-ES, MIROC5). | Retrieved from Caltrans in March 2021 |
| Resilience | Future Wildfire: 2055, RCP 4.5 | Wildfire 2055 | RCP 4.5 and 2055 | Retrieved from Caltrans in March 2021 |
| Resilience | Regulatory Floodplain | FEMA Flood Hazard Areas from Flood Insurance Rate Maps | Flood Map Service Center : for geodatabase download of the NFHL. | Online webservice from FEMA. Geodatabase download available through Map Service Center. |
| Resilience | Flood Extent: 100-Year Storm (year 2050, SLR 75cm) | 100-Year Storm for Year 2050 (RCP 4.5) | Data represents flood extents for 100-year storm events with 75 cm of sea level rise. The 75 cm SLR represents year 2050 (2.5 feet SLR). | Accessed March 2021 from USGS Coastal Storm Modeling System (CoSMoS): https://www.sciencebase.gov/catalog/item/57f1d572e4b0bc0bebf144 |
| Resilience | Flood impacted main roads | GIS Analysis results | Main roads over Floodplains and Sea Level Rise. | HNTB, GIS Analysis |
| Resilience | Wildfire impacted main roads | GIS Analysis results | Main roads over High and Medium risk. | HNTB, GIS Analysis |
| Resilience | Hazard Select Link Analysis | GIS csv input | Excel export of Resilience analysis. | HNTB, 2/2/2022: Hazard Select Link Analysis |
| Resilience | Hwy Select Link Output | Results of modeling | Daily person throughput on transportation facilities in high-risk areas. | SANDAG: select_link_demand_fire_daily.omx & select_link_demand_fld_daily.omx |
| Resilience | Transit Select Link Output | Results of modeling | Daily person throughput on transportation facilities in high-risk areas. | SANDAG: transit_select_demand_fld_daily.omx & transit_select_demand_fr_daily.omx |
| Base Map | SANDAG CMH Basemap | Stylized for SANDAG colors | Started with World_Basemap_v2 and integrated SANDAG colors designated from Central Mobility Hub. | Esri & Open Streetmap (basemap) and SANDAG (branding) |
| AT | MoHub_AT_Network_SB2S_fromMobycon | Bike class inside Mobility Hubs | Bike classification within mobility hubs within SB2S. | Mobycon provided AT network inside Mobility Hubs, as provided on 9/3/21 and updated on 9/6/21 |
| AT | SB2S Active Transportation Alternative 1 | Bike class for Inner MoHubs & regional connections | Used to calculate costs by bike class. | Based on Mobycon initial inner mobility hub classes. Refined to include the intermohub connection. |
| Origin/Destination | OD from ABM2+ | Origin Destination data between sub areas and Mexico | Used for Origin and destination maps in Tech Memo 2. | SANDAG, 2/15/2022: OD TAZ |

| Category | Layer Name [links to SANDAG AGOL] | Description | Comments | Source [links to SANDAG SharePoint] |
|--------------------------|--|-----------------------------------|--|--|
| Census Data | Census Tracts | Census Tracts for SD County | Utilized during various modeling processes. | Provided by SANDAG as Census_Tracts_Counties.gdb |
| Activity Centers | Activity Centers | Area activity centers | Various activity centers (Shopping, Universities, etc.). | Provided by SANDAG as ActivityCenters_Draft.shp |
| Land Use | Land_Use_2019 | Existing land use characteristics | Used to assess land use. | SanGIS |
| Transit Ridership | 5BM_Ridership (MapServer) | Historic Transit Ridership Data | RegionalVision/5BM_Ridership (MapServer) | SANDAG |