

Implementation Strategies and Solutions Memo

July 2026

SANDAG

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Introduction

Transportation connects people to opportunity, community destinations, and resources. When transportation is at its best, it links people and communities with safe, convenient access to jobs, retail, and services. When it is at its worst, it can act as a barrier and divide communities. Historically, the construction of highways, rail, and interchanges harmed existing communities by either displacing residents and businesses or physically dividing once-connected neighborhoods.

The Reconnecting Communities Study (RCC) is a region-wide study to understand where major transportation infrastructure has divided communities or made it harder for people to reach daily needs and key destinations. The study aims to identify solutions that will better connect communities in the region.

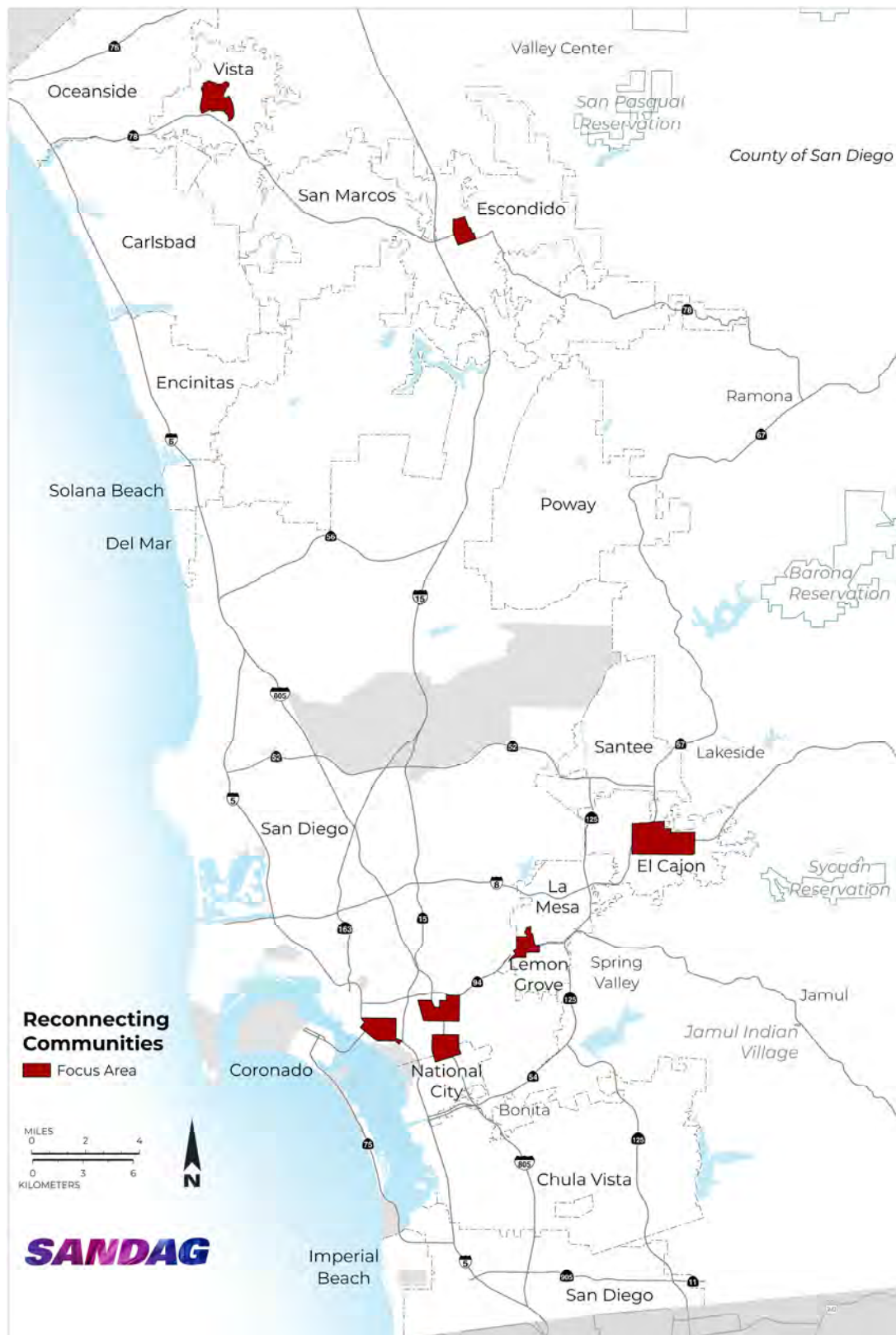
Working with the Social Equity Working Group (active 2022 – 2025), SANDAG defined a disconnected community as a low-income community that has been physically separated or displaced by transportation infrastructure (highways or railways), facing barriers to access and opportunity. Using this definition and a data-driven process, the study identified seven focus areas for deeper study (see **Figure 1**):

- Vista
- Escondido
- El Cajon
- Lemon Grove and La Mesa
- National City and City of San Diego
- Southeastern San Diego
- Barrio Logan and Logan Heights

Within each focus area, the study identified potential solutions to improve access and mobility at work areas along the identified transportation barrier (highway or rail). Work areas, also referred to as barrier locations, are specific locations where the identified transportation barrier creates challenges for crossing, or where a new connection could improve access, mobility, and safety. A map of each focus area showing the focus area boundary, identified transportation barrier, and work areas can be found in **Attachment 1**.

This memo documents the process used to identify, generate, evaluate, and categorize potential solutions for each focus area. It describes how those solutions are organized into a solutions matrix specific to each of the study's focus areas and outlines how the solutions can move toward implementation, including the delivery process and potential funding sources. The solutions described here represent a point-in-time snapshot and are expected to evolve as community priorities, technical findings, and funding opportunities advance.

Figure 1: Focus Areas



Solutions Matrix

The solutions matrix documents the potential solutions identified for each focus area's work areas. It represents a menu of short-, mid-, and long-term solutions based on previous planning efforts, existing challenges identified, community and agency input, and ongoing parallel efforts within the region. This section describes how the matrix was developed, how it is structured, and how its solutions respond to the needs that communities identified.

Development Process

The matrix was developed through a sequence of review, generation, and refinement steps, each adding a layer of technical and community validation.

Review of Previous Planning Documents

The team reviewed previous planning documents, adopted plans, and Capital Improvement Programs (CIP) to identify potential solutions already proposed within the work areas along each transportation barrier. Solutions drawn from these adopted or in-progress efforts are documented in the matrix, ensuring the study aligns with, and builds on work already underway rather than duplicating it.

Table 1 lists out the plans, studies, and CIPs reviewed and coordinated on for each focus area.

Table 1: Previous and Current Planning Efforts by Focus Area

Focus Area	Previous and Current Planning Efforts
Barrio Logan and Logan Heights	• City of San Diego Barrio Logan Community Plan Update • City of San Diego Southeastern San Diego Community Plan • City of San Diego Mobility Plan • City of San Diego Vision Zero Plan • City of San Diego Facilities Financing Program • City of San Diego Recreation Element • City of San Diego Capital Improvement Program • Caltrans Harbor Dr 2.0 Project Report • SANDAG Regional Plan / RTP • SANDAG Vision Zero Network • SANDAG Barrio Logan Freeway Lid Feasibility Study* • SANDAG Bayshore Bikeway Barrio Logan Phase 2* • SANDAG Harbor Drive Study*
El Cajon	• City of El Cajon General Plan – Circulation Element • City of El Cajon Mixed-Use Overlay Zone • City of El Cajon Redevelopment Plan • City of El Cajon Bicycle Master Plan • City of El Cajon Active Transportation Plan • City of El Cajon StoryMap of Development Projects • City of El Cajon Capital Improvement Program • El Cajon Transit District Specific Plan • El Cajon Paving and Striping Project • El Cajon Boulevard Streetscape • Jamacha Road Safety Improvements Project • SANDAG/Caltrans I-8 CMCP

Focus Area	Previous and Current Planning Efforts
Escondido	• SANDAG Regional Plan / RTP • City of Escondido General Plan • City of Escondido Bicycle Master Plan • City of Escondido Comprehensive Active Transportation Strategy and Implementation (CATS) • City of Escondido Mobility Element Update • City of Escondido City of Escondido Local Roadway Safety Plan • City of Escondido Capital Improvement Program • Pavement Maintenance and Rehabilitation • Traffic Infrastructure • Traffic Signal Communication Upgrade • City of Escondido Traffic Signal Priority List • City of Escondido Sidewalk Infill Program • Lincoln Parkway Widening • Caltrans SR-78 Asset Management Project • Clean California Escondido Monument • NCTD Microtransit Pilot Program Suitability Analysis • SANDAG/Caltrans SR-78 CMCP • SANDAG Regional Plan / RTP
Lemon Grove and La Mesa	• City of Lemon Grove General Plan • City of Lemon Grove Downtown Village Specific Plan • City of Lemon Grove Capital Improvement Program • City of Lemon Grove Sidewalk Master Plan and Right-of-Way Inventory • City of Lemon Grove Street Rehabilitation Project • City of La Mesa General Plan • City of La Mesa Circulation Element • City of La Mesa Bicycle Facilities and Alternative Transportation Plan • SANDAG Vision Zero Plan • SANDAG/Caltrans I-8 CMCP • SANDAG Regional Plan / RTP
National City and City of San Diego	• City of National City Bicycle Master Plan • City of National City Land Use Map • City of National City Transportation Element • City of National City Safety Element • City of National City General Plan • City of National City CIP Projects Dashboard • City of National City INTRACONnect • City of National City SMART Foundation • City of San Diego Mobility Plan • City of San Diego Vision Zero Plan • City of San Diego Facilities Financing Program • City of San Diego Recreation Element • City of San Diego Capital Improvement Program • SANDAG I-805 South Bay to Sorrento • SANDAG Vision Zero Plan • SANDAG Regional Plan / RTP

Focus Area	Previous and Current Planning Efforts
	• Caltrans 43rd Street Project Initiation Document* • SANDAG Southeastern Bikeway*
Southeastern San Diego	• City of San Diego Encanto Neighborhoods Community Plan • City of San Diego Mobility Plan • City of San Diego Vision Zero Plan • City of San Diego Facilities Financing Program • City of San Diego Recreation Element • City of San Diego Capital Improvement Program • SANDAG Southeastern Connect • SANDAG Vision Zero Plan • SANDAG Regional Plan / RTP
Vista	• City of Vista Circulation Element 2030 • City of Vista Circulation Element 2050 • City of Vista Downtown Vista Specific Plan • City of Vista Bicycle Master Plan • City of Vista ADA Transition Plan • City of Vista Comprehensive Streets Action Plan (CSAP) • City of Vista Capital Improvement Program • City of Vista Roadwork and Infrastructure Updates • City of Vista Protected Bike Lane Installation • Vista Village Drive Grade Separation Study • NCTD Microtransit Pilot Program Suitability Analysis • SANDAG Inland Rail Trail Project • SANDAG/Caltrans SR-78 CMCP • SANDAG Regional Plan / RTP

Active studies and planning efforts in the above table are indicated with asterisk.*

Generation of New Potential Solutions

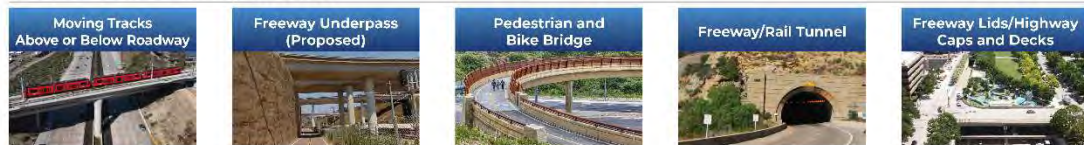
Building on the review of existing plans, the team generated new potential solutions using the study's Types of Solutions (typologies). These typologies are grounded in national best practices and case studies from similar efforts across the country, including freeway lids, infrastructure removal or realignment, underpass improvements, trail conversions, public art, lighting, linear parks and more. The full set of solution types is illustrated in **Figure 2**.

Figure 2: Types of Solution

Intersection and Crossing Improvements



Traffic and Rail Separation



Street Improvements



Community Improvements



Infrastructure Upgrades



Signal Improvements



Barriers/Barrier Closures



Preliminary Feasibility Review

The project team reviewed existing conditions to test the feasibility of solutions and identify potential trade-offs. The review paired site visits with recent aerial imagery and an assessment of street configuration and width in Nearmap and Google Earth. Together, these methods helped confirm whether a solution would fit the current environment and remained feasible given current conditions, surfaced trade-offs, and informed how each solution could be refined.

Site visits were conducted for each focus area to confirm existing conditions. Field work included direct observation of the work areas along each transportation barrier, photo documentation, and drone footage where needed to capture conditions that are difficult to see from the street. Where field observations revealed that a planned or new solution no longer fit the site, the team noted the trade-offs and refined the solution accordingly.

The project team also referenced established industry design standards and guidelines to assess the feasibility of potential solutions. These included the Caltrans Highway Design Manual (HDM), Caltrans Design Information Bulletin 94 (DIB-94), and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

Refinement through Partner Feedback

Following the development of potential solutions, the matrix was refined through input from agency partners, community-based organizations (CBOs), and community members. Feedback helped validate existing solutions, identify context-specific opportunities, and refine the matrix to better reflect local priorities and needs. Some potential solutions were also determined to be infeasible and removed from further consideration.

Joint Workshop Feedback

A draft set of potential solutions was reviewed at a joint workshop with agency and CBO partners. The feedback from the joint workshop confirmed current mobility challenges at the work areas through local knowledge, identified additional context-specific challenges, clarified which potential solutions are most promising, and generated new ideas to enhance community reconnection.

Community Outreach Feedback

Solutions were also updated based on CBO led community outreach events, which were designed to gather feedback on existing conditions at each work area and on preferred/potential solution types. Outreach tools included:

- An Aerial map of focus areas to identify current barriers and challenges, and
- Boards depicting the solution types to better understand which solutions are preferred at specific locations.

This input clarified which solutions had the most participant interest and where they would have the most meaningful impact.

PDT Feedback

The Project Development Team (PDT) provided comments on the solution matrix for their respective focus areas. PDT members consisted of city and agency staff for each focus area. PDT review helped to assess technical feasibility, coordination needs, and consistency with regional plans and parallel efforts.

Solutions Matrix Structure

Each solutions matrix captures the full range of potential solutions along its transportation barrier from near-term enhancements such as lighting, crossings, sidewalks, and bikeways to longer-term, higher-investment solutions such as new bridges, ramp reconfiguration, and grade-separated connections.

Table 2 describes the attributes included in each matrix. Each focus area solutions matrix can be found in **Attachment 2**.

The potential solutions identified at each work area for a focus area represent a range of possible improvements rather than a fixed set to be built together or a single predetermined design. In some cases, the solutions are alternatives to one another, where carrying one improvement forward would negate or replace another. The specific improvements carried forward for implementation would be vetted as part of the next steps in the implementation process. In some cases, a work area within a focus area may not have any potential solutions listed. As each focus area solutions matrix was developed, some solutions were removed from further consideration. This happened when a solution was determined to be infeasible, when it conflicted with other efforts recently completed/underway, or when it was not among the improvements the community wanted to see. For some work areas, community members also shared that certain locations were of less concern to them or were not places where they were seeking improvements.

Table 2: Solutions Matrix Attributes

Solutions Matrix Attributes	
Attribute	Description
ID	A short identifier grouping solutions by work area along the barrier (e.g., 1A)
Solution Review	The review status, or standing, of the solution following technical review and engagement: Potential Solution (Existing Plan), Potential Solution, or Potential Solution with Trade-Offs
Solution Type	Category of improvements that address a specific kind of dividing infrastructure and ways to reconnect communities
Solution Name	A concise descriptive project title
Location	The specific street segment or intersection where the solution applies
Solution Description	A brief description of the proposed improvement
Source	The origin of the solution such as the adopted plan, CIP, study, or engagement activity from which it was drawn or identified
Relative Cost Scale	A rough order-of-magnitude (ROM) cost estimate for the solution, used for relative comparison and early planning rather than as a final budget figure: \$ to \$\$\$ range.
Implementation Timeframe	The anticipated timeframe for delivery (near-term, medium-term, or long-term) reflecting complexity, cost, coordination needs, and readiness

Solutions Matrix Attributes	
Attribute	Description
Relevant Agency	The potential agency involved in the solution

Implementation Strategies

Identifying solutions is only the first step. This section describes how solutions move from community ideas to real projects, the funding sources available to advance them, and the recommended strategies for prioritizing and delivering them over time.

Implementation Process

Moving any solution from a community idea/potential solution to a built or operating project follows a general pathway that involves SANDAG, partner agencies, and the community at multiple points. Understanding this pathway helps set realistic expectations about how long projects take and where community input continues to matter. The pathway can be summarized in three broad stages with each stage made up of several steps where this study completes certain steps in the process.

Table 3: Implementation Process

Implementation Process		
Step	Description	Status
Stage 1: Define and Scope the Idea		
Identify the shared need	Identify shared transportation improvements desired by agencies and communities.	Part of This Study
Planning-level assessment	Evaluate a potential solution's feasibility, relevant agencies, and relative cost scale and timeframe, reflecting the early "is it possible".	Part of This Study
Place it in a plan	Describe project in a documented plan, including why it is needed and how it supports identified goals.	Part of This Study
Determine the lead and feasibility	Determine whether the project is something SANDAG or another agency would lead and whether it is possible, whether it supports adopted goals, what year it could be completed, and roughly how much it would cost.	Future Action
Stage 2: Plan and Fund		
Research funding to begin planning	Identify ways to fund the project and apply for funding to start planning.	Future Action
Study how to accomplish the project	Research what similar projects in other cities did and gather community input.	Future Action
Study environmental effects	Evaluate how the project will affect the environment and gather community input.	Future Action

Implementation Process		
Step	Description	Status
Apply for and compete for funding	Pursue competitive grants and other funding to advance the project.	Future Action
Stage 3: Deliver		
Work out the details	Develop the engineering plans, websites, application forms, and other details needed to make the project a reality, and gather community feedback.	Future Action
Apply for and compete for funding	Secure the construction or implementation funding needed to deliver.	Future Action
Build or launch	Construct the project (if it is something to build) or prepare to run and operate it (if it is a program).	Future Action
Open and promote	Open the project and promote it to the public.	Future Action

Community input is woven throughout this pathway. Partner agencies, residents and CBO partners help define the need, shape how the project is studied, weigh in on environmental and design considerations, and support the project as it moves toward construction and opening. Funding is also pursued at more than one stage, first to begin planning and again to deliver, which is why a single project may draw on several of funding sources for implementation.

Potential Funding Sources

Projects are rarely funded from a single source. Local funds demonstrate commitment and often provide the required match for other sources while regional, state, and federal grant programs deliver the larger sums needed for transformative projects such as grade-separated crossings, freeway lids, and corridor redesigns, for example. Nonprofit and other programs can advance smaller placemaking, programming, and bicycle and pedestrian improvements. Discretionary Grant funding is competitive, typically requires a local match, and demand consistently exceeds available funding, so a layered, opportunistic funding strategy is essential.

Table 4 maps the study's Types of Solutions to the funding levels best suited to advance them. A more detailed list of funding sources is available in **Attachment 3**. Funding program availability and details change between cycles and or may not continue depending on State and Federal funding priorities. Staff should monitor open calls and confirm current eligibility, match, and deadline requirements before pursuing any source.

Table 4: Funding Mapping

Funding Source	Intersection and Crossing Improvements	Traffic and Rail Separation	Street Improvements	Community Improvements	Infrastructure Upgrades	Signal Improvements	Barriers / Barrier Closures
Local/Regional							
TransNet	✓	✓	✓	✓	✓	✓	✓
Smart Growth Incentive Program (SGIP)	✓		✓	✓	✓	✓	
Active Transportation Grant Program (ATGP)	✓		✓	✓			
Local City General Fund	✓	✓	✓	✓	✓	✓	✓
Developer Impact Fees (DIF)	✓	✓	✓	✓	✓	✓	✓
State							
Transit and Intercity Rail Capital Program (TIRCP)	✓	✓	✓	✓	✓	✓	
Active Transportation Program (ATP)	✓		✓			✓	
SB 1 Local Partnership (LPP / LLP)	✓	✓	✓		✓	✓	✓
SB 1 Local Streets and Roads (LSRP)	✓		✓		✓	✓	
Solutions for Congested Corridors (SCCP)	✓	✓	✓	✓	✓	✓	✓
State Transportation Improvement Program (STIP)	✓	✓	✓		✓		
Highway Safety Improvement Program (HSIP)	✓		✓		✓	✓	
State Highway Operation and Protection Program (SHOPP)	✓		✓	✓	✓	✓	✓
State Highway Operation and Protection Program (SHOPP) Minor Program	✓		✓	✓	✓	✓	✓
Clean California Local Grant Program (CCLGP)			✓	✓			

Funding Source	Intersection and Crossing Improvements	Traffic and Rail Separation	Street Improvements	Community Improvements	Infrastructure Upgrades	Signal Improvements	Barriers / Barrier Closures
Low Carbon Transit Operations Program (LCTOP)				✓		✓	
Sustainable Transportation Planning	✓	✓	✓	✓	✓	✓	✓
Reconnecting Communities: Highways to Boulevards (RC:H2B)	✓	✓	✓	✓	✓	✓	✓
Transformative Climate Communities (TCC)	✓	✓	✓	✓	✓		✓
Affordable Housing & Sustainable Communities (AHSC)	✓		✓	✓			
Urban Greening Grant Program			✓	✓			
Statewide Park Development & Community Revitalization		✓	✓	✓			
Recreational Trails Program (RTP)		✓	✓				
Regional Early Action Planning Grant (REAP)	✓		✓	✓	✓	✓	
Sustainable Transportation Equity Project (STEP)	✓		✓				
Office of Traffic Safety (OTS)	✓		✓			✓	
CPUC Section 190 Grade Separation Program	✓	✓			✓		✓
Railway-Highway Crossings Program (Section 130 / RHCP)	✓	✓			✓		✓
Federal							
Reconnecting Communities Pilot (RCP)	✓	✓	✓	✓	✓	✓	✓
Safe Streets and Roads for All (SS4A)	✓	✓	✓	✓	✓	✓	✓

Funding Source	Intersection and Crossing Improvements	Traffic and Rail Separation	Street Improvements	Community Improvements	Infrastructure Upgrades	Signal Improvements	Barriers / Barrier Closures
Nationally Significant Multimodal Freight and Highways Projects Grants Program (INFRA)	✓	✓			✓		
National Infrastructure Project Assistance Grants Program (MEGA)	✓	✓			✓		
Active Transportation Infrastructure Investment (ATIIP)	✓		✓				
BUILD / RAISE	✓	✓	✓		✓	✓	✓
Federal-State Partnership for Intercity Passenger Rail Grant Program	✓	✓	✓		✓	✓	✓
Consolidated Rail Infrastructure & Safety (CRISI)	✓	✓	✓		✓		✓
Railroad Crossing Elimination Grant Program (RCE)	✓	✓	✓		✓		✓
Advanced Transportation Technologies (ATTIMD)	✓				✓	✓	
Pilot Program for TOD Planning (Sec. 20005(b))			✓	✓			
Road to Zero Community Traffic Safety Grant Program	✓	✓	✓	✓	✓	✓	
Other							
AARP Community Challenge Grant	✓		✓	✓			
America Walks Community Change Grant			✓	✓			
Community Sparks (League of American Bicyclists)	✓		✓	✓			
PeopleForBikes Community Grant	✓		✓				
Outdoor Access Initiative (Yamaha)			✓				

Funding Source	Intersection and Crossing Improvements	Traffic and Rail Separation	Street Improvements	Community Improvements	Infrastructure Upgrades	Signal Improvements	Barriers / Barrier Closures
Rails to Trails Grant Program		✓	✓	✓			
Outride (Community Impact / Riding for Focus)				✓			
Smart Growth Grant (NAR)			✓	✓			

Path Forward

Drawing on the development process, the structure of the solutions matrix, the implementation process, and the funding landscape, the following strategies are recommended to help SANDAG and city and agency partners advance the solutions in each focus area:

- **Define lead agencies and partnerships.** Clarify which agency or partner will lead, fund, operate, maintain, and program each improvement, and identify community sponsors and CBOs to advance community conversations.
- **Keep the community engaged throughout.** Continue involving residents, agency partners and CBOs through study, design, environmental review, and delivery.
- **Build on parallel efforts.** Coordinate with adopted plans, CIPs, and active studies so that identified solutions reinforce, rather than duplicate, work already underway.
- **Prioritize by readiness and impact.** Use the near-, medium-, and long-term timeframes to determine sequencing while focusing on quick-build and low-cost improvements that help build momentum.
- **Match solutions to funding early.** Use the funding mapping in **Table 4** and **Attachment 3** to align each solution with the most suitable programs, and pursue planning and capital funding at the appropriate stages.
- **Layer and leverage funding.** Combine local, regional, state, federal, and nonprofit sources, using local funds to satisfy match requirements and to make competitive applications stronger.
- **Center equity.** Prioritize solutions and funding strategies that deliver benefits to the low-income and disadvantaged communities most affected by transportation barriers, which is common across competitive programs.

List of Attachments

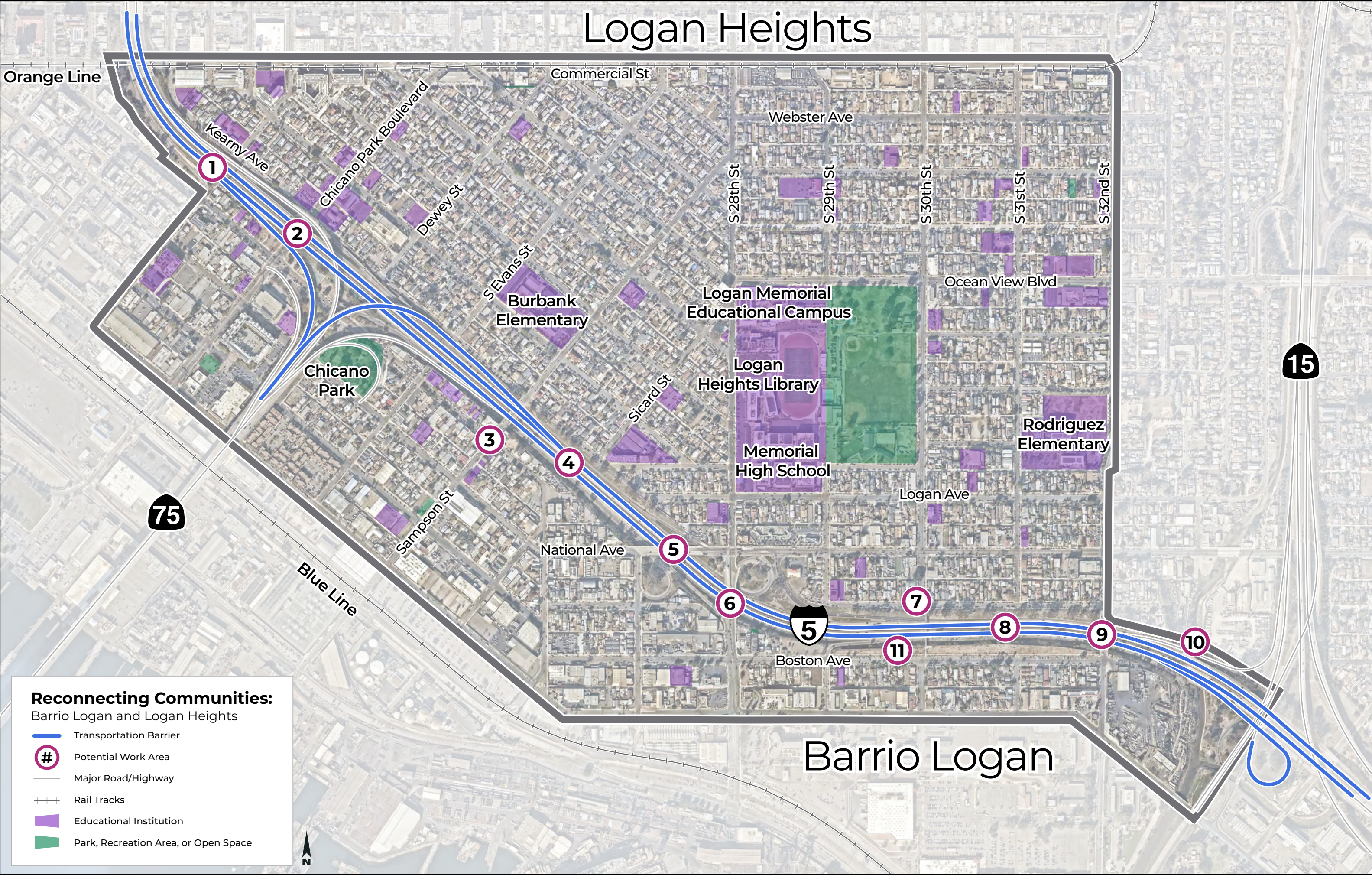
Attachment 1: Focus Area Aerial Maps

Attachment 2: Solutions Matrix by Focus Area

Attachment 3: Potential Funding Sources

Attachment 1: Focus Area Aerial Maps

Logan Heights



El Cajon

Reconnecting Communities:
El Cajon

Transportation Barrier

Potential Work Area

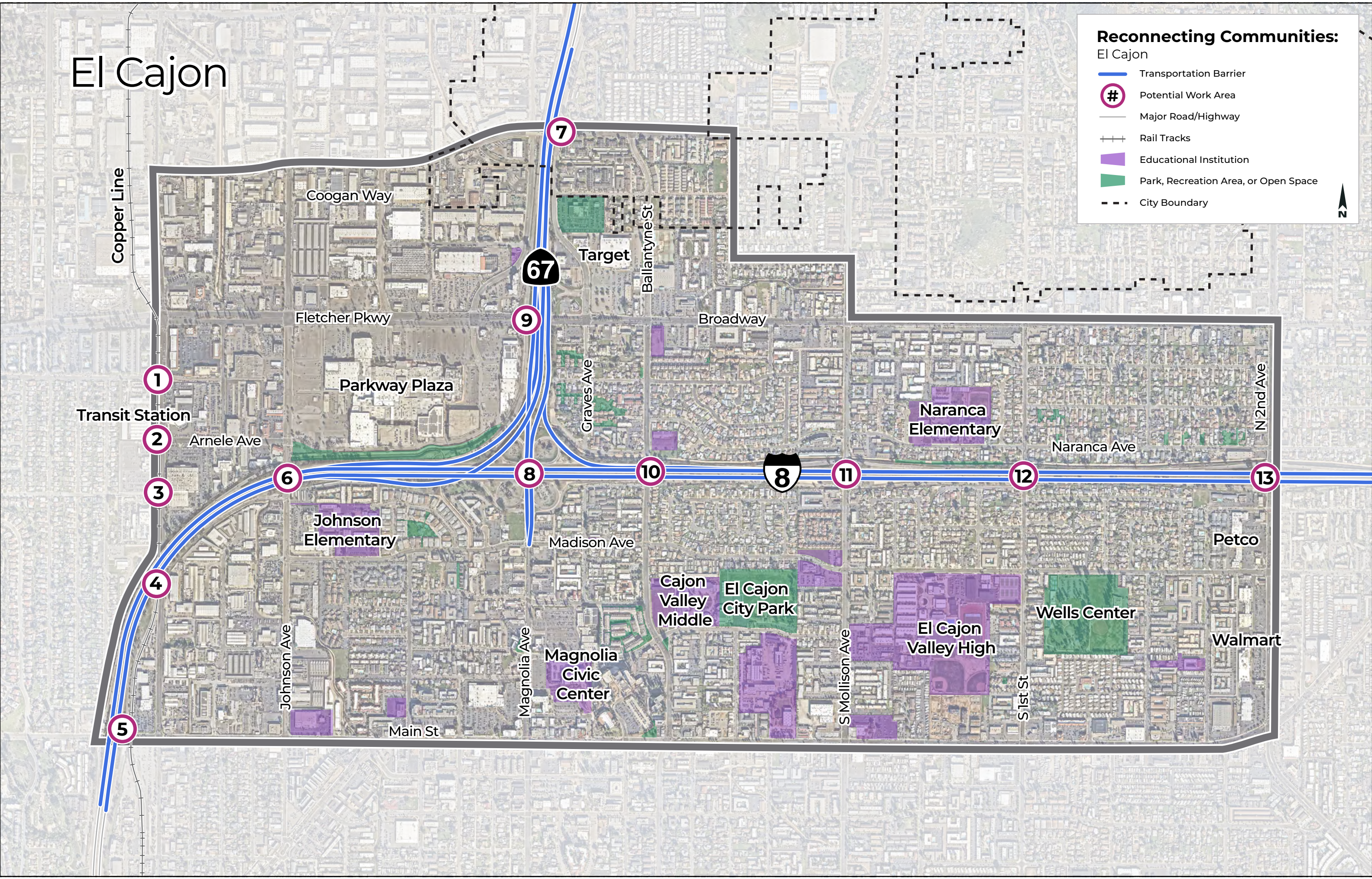
Major Road/Highway

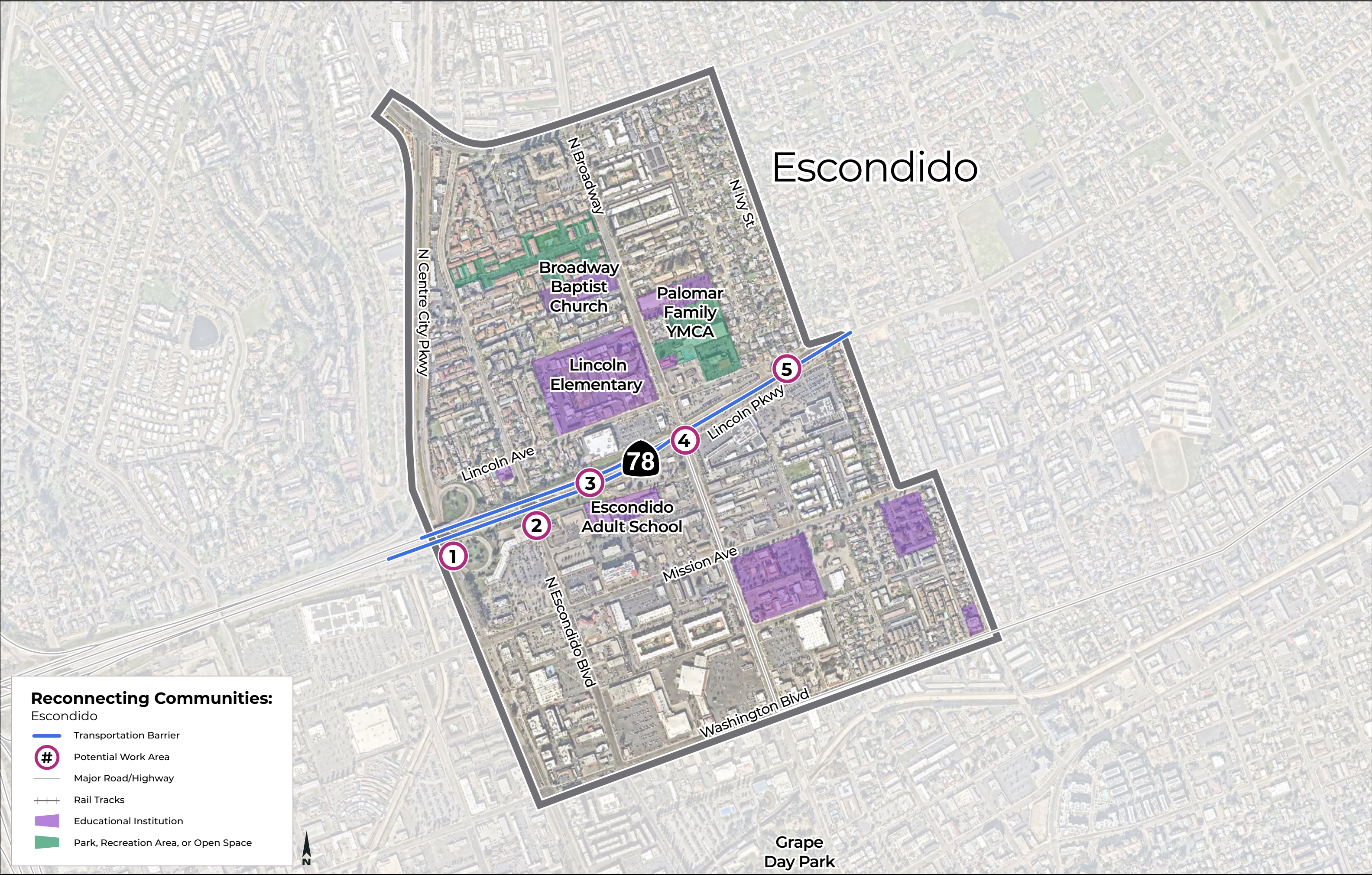
Rail Tracks

Educational Institution

Park, Recreation Area, or Open Space

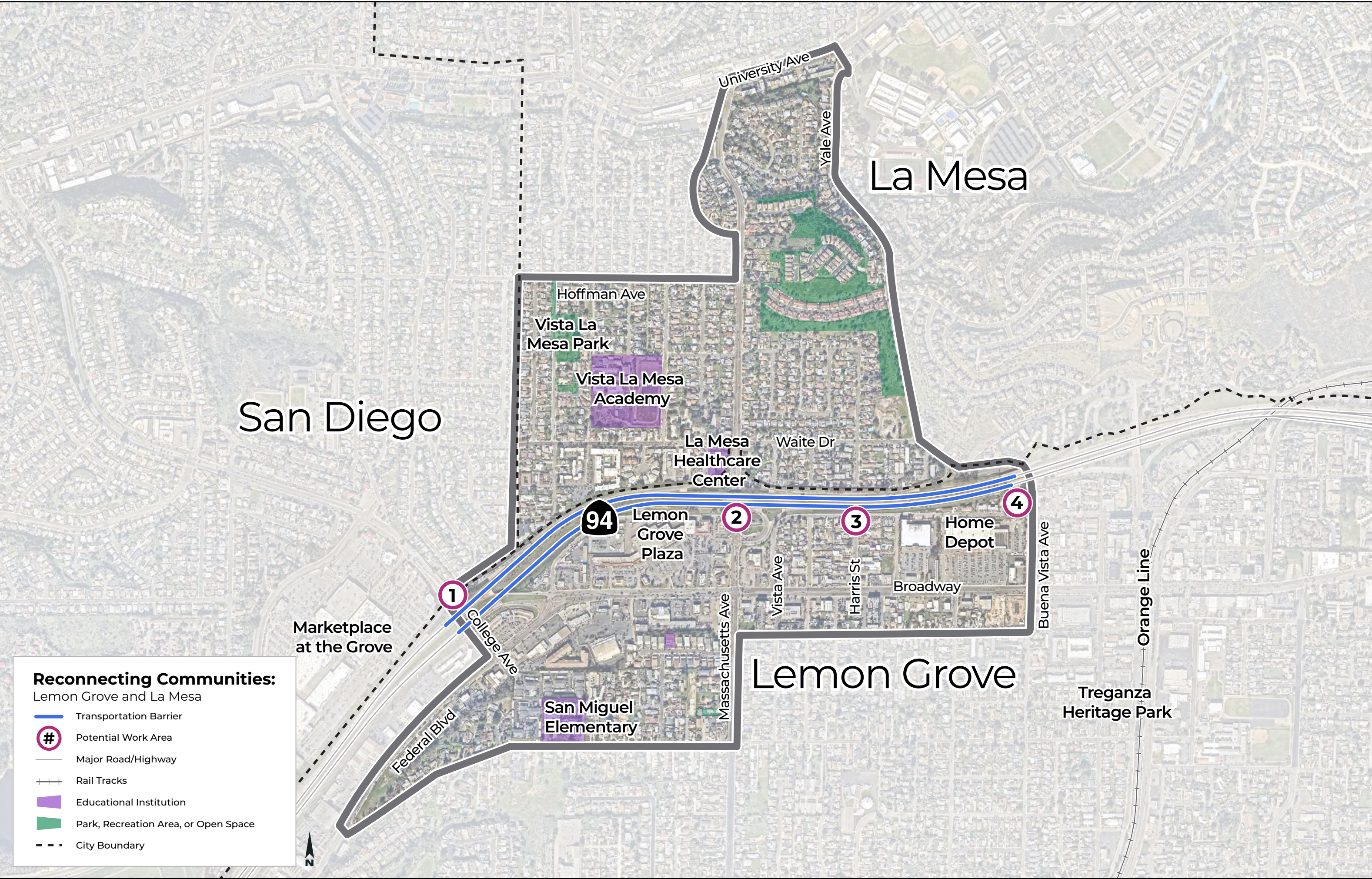
City Boundary





Reconnecting Communities:
Escondido

-  Transportation Barrier
-  Potential Work Area
-  Major Road/Highway
-  Rail Tracks
-  Educational Institution
-  Park, Recreation Area, or Open Space

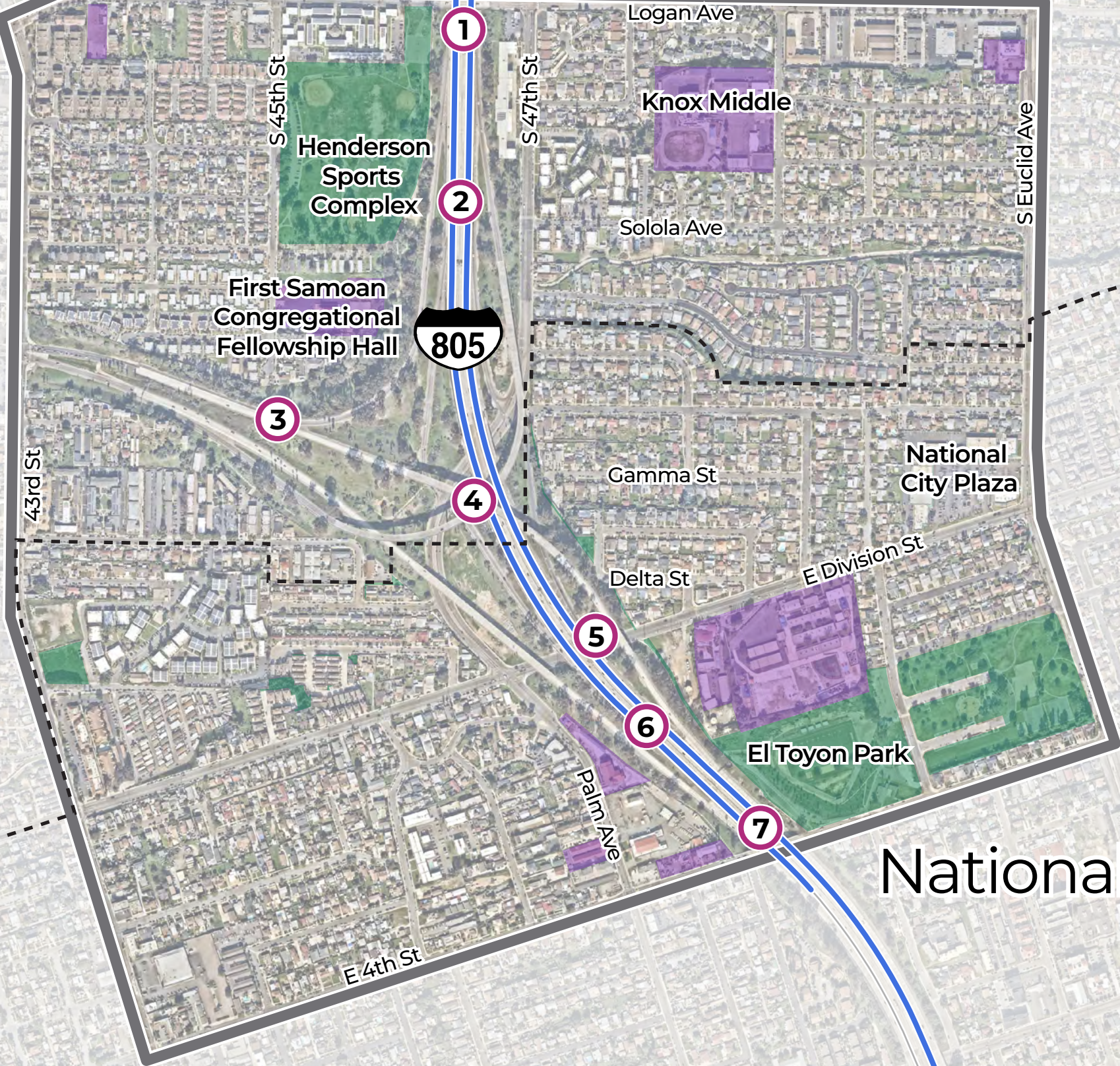


San Diego

National City

Reconnecting Communities:
National City and City of San Diego

- Transportation Barrier
- Ⓝ Potential Work Area
- Major Road/Highway
- +++ Rail Tracks
- Educational Institution
- Park, Recreation Area, or Open Space
- - - City Boundary

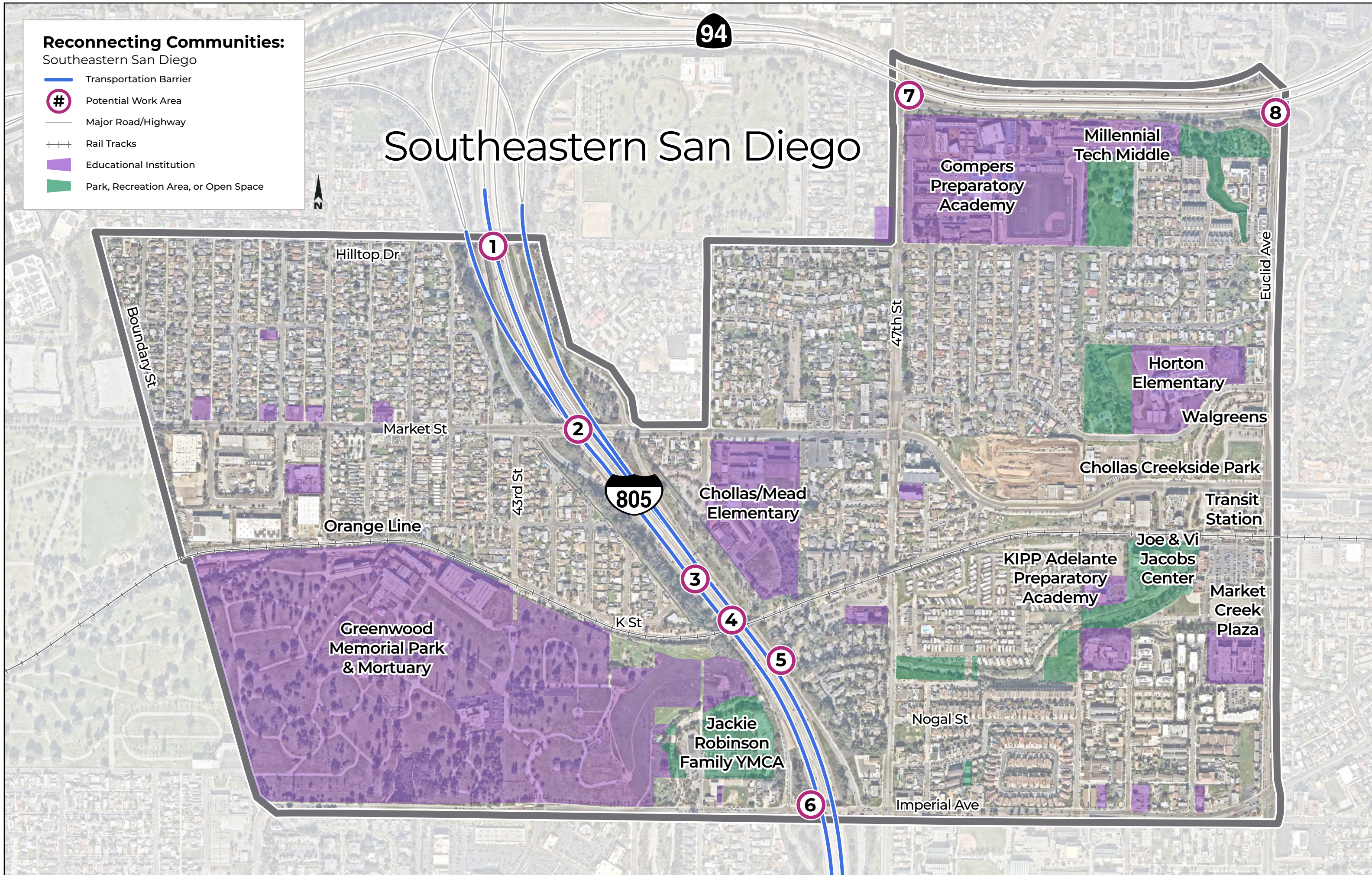


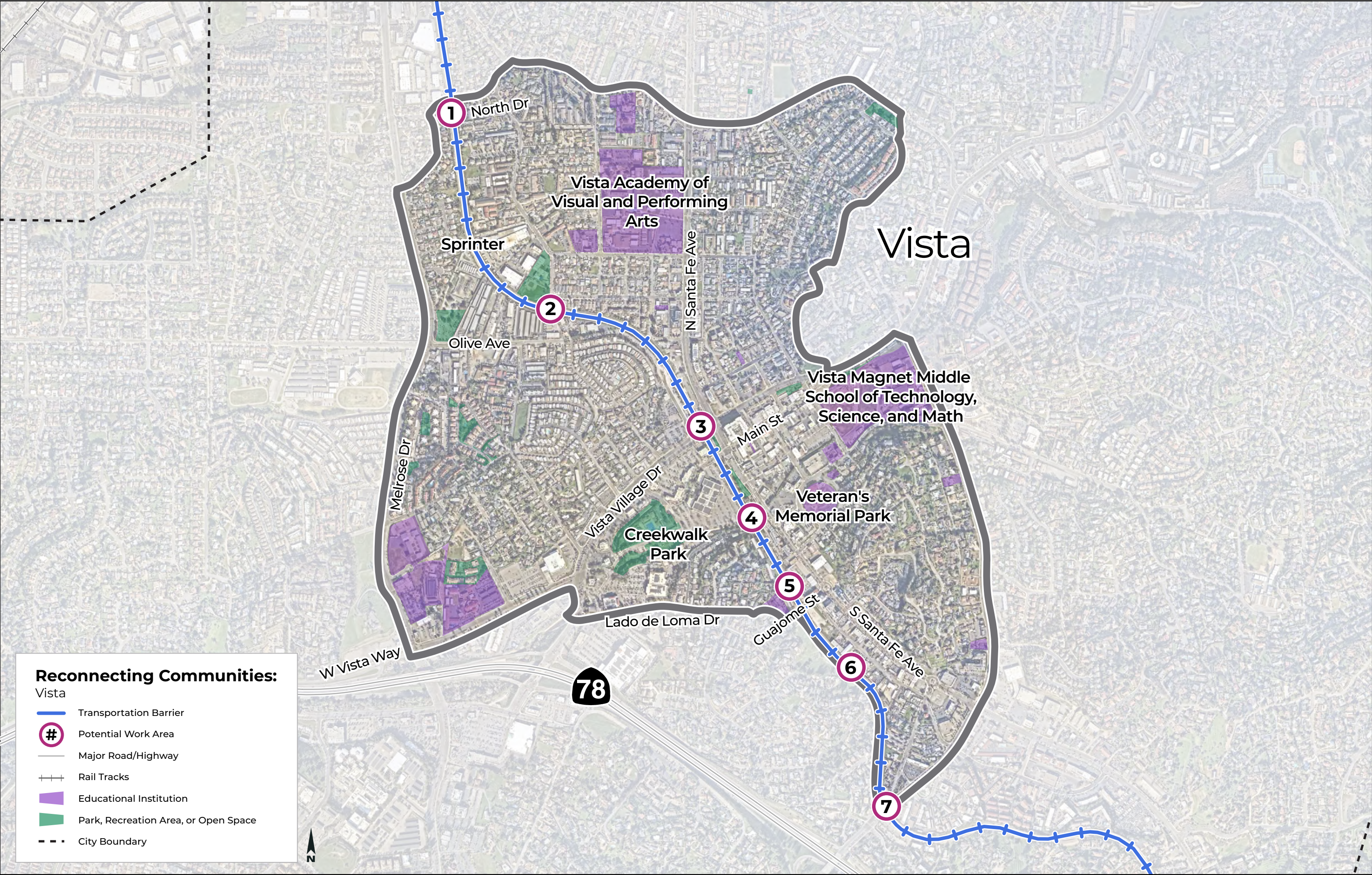
Reconnecting Communities:

Southeastern San Diego

- Transportation Barrier
- Potential Work Area
- Major Road/Highway
- Rail Tracks
- Educational Institution
- Park, Recreation Area, or Open Space

Southeastern San Diego





Attachment 2: Solutions Matrix by Focus Area

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1		Potential Solution (Existing Plan)	Traffic and Rail Separation	Pedestrian and Bike Bridge Enhancements (Existing)	I-5/Beardsley Street Pedestrian/ Bike Bridge Enhancements	Beardsley Street between Logan Avenue and Kearney Avenue	Enhance pedestrian/bike bridge over I-5 with switchbacks by making ADA-compliant to create continuous pedestrian/bike connectivity, adding dedicated bike rails, enhancing lighting to improve visibility at night, and adding community art installations that celebrate local community context/ culture and explore using glow in the dark paint	Barrio Logan Community Plan, Reconnecting Communities (RCC Study) Joint Workshop	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
2A		Potential Solution with Trade-Offs	Street Improvements	Bicycle and Pedestrian Facilities	Golden Hill to Bayshore Bikeway	Chicano Park Boulevard between Harbor Drive to Broadway	Planned enhanced Class III facilities with opportunity to explore Class IV facilities with road diet or Class II facilities within existing curb to curb width during early design phases	SANDAG Regional Plan, San Diego Mobility Plan, Barrio Logan Community Plan, San Diego Bicycle Master Plan	\$\$	Medium Term (6-10 years)	City, Caltrans
2B		Potential Solution (Existing Plan)	Community Improvements	Enhanced Art	Chicano Park Boulevard Gateway Designation	Chicano Park Boulevard between Harbor Drive to Broadway	Install gateway signage /wayfinding signage, public art, landmark structures, enhanced lighting, security systems, and fencing to create a more visible space	Southeastern San Diego Community Plan	\$	Short Term (0-5 years)	City
3		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities, Improved Sidewalks, Speed Reduction	Sampson Street Bicycle Boulevard Enhancements	Sampson Street between Logan Avenue and Julian Avenue	Enhance existing Class III facilities through traffic calming improvements (speed cushions, curb extensions) and improved sidewalks to provide safer access and connections to Burbank Elementary School (north of I-5) and existing bike facilities along Harbor Drive	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design), Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City, Caltrans
4		Potential Solution with Trade-Offs	Traffic and Rail Separation	Freeway Lids / Highway Caps and Decks	Logan Avenue Neighborhood Park (Freeway Lid)	I-5 between Evans Street and National Avenue	Construct a freeway lid over I-5 to create new community park space with bike/pedestrian facilities to connect to Sampson Street and Logan Avenue	Barrio Logan Community Plan	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans
5A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	National Avenue Buffered Bike Lanes	National Avenue between 27th Street and 43rd Street	Install buffered Class II facilities with fewer/narrower vehicle lanes, intersection improvements, and curb extensions	Barrio Logan Community Plan, San Diego Mobility Plan	\$	Short Term (0-5 years)	City, Caltrans
5B		Potential Solution	Community Improvements	Transit Stop Improvements	National Avenue Transit Stop Modifications	Spring Valley to Downtown via National Avenue	Incorporate transit stop improvements (upgraded bus shelters) to support existing and planned transit routes	SANDAG Regional Plan	\$\$	Medium Term (6-10 years)	City, MTS
5C		Potential Solution	Signal Improvements	Signal Priority	National Avenue Signal Prioritization	National Avenue between 26th Street and 41st Street	Provide transit signal priority along National Avenue to support planned transit routes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Medium Term (6-10 years)	City, MTS
5D		Potential Solution	Traffic and Rail Separation	Pedestrian and Bike Bridge	National Avenue Bridge Widening with Pedestrian/ Bicycle Facilities	National Avenue between 27th Street and 28th Street	Widen existing bridge to the north to provide a multimodal connection to the future Logan Avenue Freeway Lid project	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans
5E		Potential Solution	Barriers/Barrier Closures, Community Improvements	Highway/ Ramp Removal, Urban Design	27th Street Open Space (Ramp Closure)	27th Street between Newton Avenue and National Avenue	Close the I-5 SB off-ramp to 27th Street for the redevelopment of open space	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Medium Term (6-10 years)	City, Caltrans
5F		Potential Solution with Trade-Offs	Street Improvements, Community Improvements	Bike and Pedestrian Facilities, Green Space & Street Trees, Urban Design	National Avenue Promenade	National Avenue between 27th Street and 28th Street	Convert to a pedestrian promenade with green space, landscaping and enhanced lighting with potential to close roadway to vehicular traffic during specific periods or permanently	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City
5G		Potential Solution (Existing Plan)	Signal Improvements	Signal Priority	National Avenue Truck Queue Lane/Signal Priority	National Avenue between 27th Street and 28th Street	Continue signal priority and queue lane from northbound 28th Street and National Avenue intersection to the I-5 NB on-ramp on north side of National Avenue	DRAFT Harbor Drive 2.0/Vesta Bridge Port Access Improvements Project	\$	Medium Term (6-10 years)	City, Caltrans, SANDAG
6A		Potential Solution (Existing Plan)	Street Improvements	Bicycle Facilities	28th Street Bike Lanes	28th Street between Boston Avenue and National Avenue	Install Class II facilities along the bridge in conjunction with Harbor Drive 2.0 truck lane improvements	Barrio Logan Community Plan, DRAFT Harbor Drive 2.0/Vesta Bridge Port Access Improvements Project	\$	Medium Term (6-10 years)	City
6B		Potential Solution	Infrastructure Upgrades, Signal Improvements	Ramp Updates, Signal Improvements	28th Street Off-Ramp Realignment and Signal Improvements	28th Street and I-5 Southbound Off-Ramp	Reconfigure existing I-5 SB off-ramp to 28th Street to square up and install a new signal to minimize conflict between free flow traffic movement on 28th Street westbound and pedestrian/bike crossing	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, Caltrans

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
6C		Potential Solution	Infrastructure Upgrades, Community Improvements	Ramp Updates, Green Space	National Avenue Off-Ramp Realignment	I-5 North Off-Ramp at National Avenue	Reconfigure I-5 north off-ramp from National Ave (existing) to 28th Street (proposed) to redevelop into open space	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, Caltrans
6D		Potential Solution	Infrastructure Upgrades	Ramp Updates	28th Street Single Point Urban Interchange (Ramp Reconfiguration)	28th Street from National Avenue to Boston Avenue	Reconfigure I-5 on-/off-ramps at 28th Street to a single point urban interchange to concentrate vehicular traffic onto 28th Street and enhance ped/bike facilities on adjacent corridors	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans
6E		Potential Solution (Existing Plan)	Community Improvements	Enhanced Art, Urban Design	28th Street Gateway Designation	28th Street from National Avenue to Boston Avenue	Install gateway signage, public art, and landmark structures	Southeastern San Diego Community Plan	\$	Short Term (0-5 years)	City
6F		Potential Solution	Community Improvements	Enhanced Lighting	28th Street Enhanced Lighting	28th Street from National Avenue to Boston Avenue	Install additional lighting to improve nighttime visibility and safety for nearby school facilities and commercial businesses	Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City
6G		Potential Solution (Existing Plan)	Infrastructure Upgrades, Signal Improvements	Signal Priority, Roadway Realignment	28th Street Reconfiguration/ Freight Priority Improvements	28th Street from National Avenue to Boston Avenue	Remove the unprotected "loop" ramp on northbound 28th Street to I-5 NB. Add a northbound truck queue lane and signal priority at intersection to direct truck traffic to the National Avenue I-5 NB on-ramp on north side of National Avenue. Reconfigure existing I-5 NB on-ramp access on eastbound National Avenue (east of intersection) to improve pedestrian safety.	DRAFT Harbor Drive 2.0/Vesta Bridge Port Access Improvements Project	\$\$	Medium Term (6-10 years)	City, Caltrans, SANDAG
8A		Potential Solution (Existing Plan)	Traffic and Rail Separation	Freeway Lid / Highway Cap & Decks	Boston Avenue Neighborhood Open Space (Freeway Lid)	I-5 between 29th Street and 32nd Street	Implement a freeway lid over I-5 to create new open space	Barrio Logan Community Plan	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans
8B		Potential Solution (Existing Plan)	Community Improvements	Green Space & Street Trees	Boston Avenue Linear Park	I-5 between 29th Street and 32nd Street	Construct a linear park adjacent to I-5 in existing open space	Barrio Logan Community Plan	\$\$	Short Term (0-5 years)	City, Caltrans
9A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Golden Hill to Logan Heights Bicycle Facilities	32nd Street from Main Street to Broadway	Planned enhanced Class III facilities with opportunity to explore Class IV facilities to provide enhanced bike connection from Main Street to Broadway	Barrio Logan Community Plan, SANDAG Regional Plan	\$\$	Long Term (10-30+ Years)	City
9B		Potential Solution	Street Improvements, Community Improvements	Green Space & Street Trees, Bicycle Facilities	I-5 Open Space and Trail	I-805 between 32nd Street and Chollas Creek	Create a trail access point on the northeast side of 32nd Street bridge and implement a trail parallel to I-5 to connected to planned trail/bike facility along Chollas Creek. Provide a Class I facility south of I-5 to provide a connection to the future Boston Avenue Linear Passive Open Space Trail and Chollas Creek.	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Long Term (10-30+ Years)	City, Caltrans
9C		Potential Solution	Signal Improvements	Signal Improvements	32nd Street Signal Improvements	32nd Street between Ocean View Boulevard and Main Street	Coordinate signals along corridor to streamline movements	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	City, MTS
10		Potential Solution (Existing Plan)	Street Improvements, Community Improvements	Green Space & Street Trees, Bicycle Facilities	Chollas Creek Open Space and Trail	Chollas Creek between Main Street and National Avenue	Construct a new trail along Chollas Creek shoulder and convert adjacent parcels into open space with connections to planned trail/bike facilities within existing park	Southeastern San Diego Community Plan, Barrio Logan Community Plan	\$\$\$	Long Term (10-30+ Years)	City
11		Potential Solution	Infrastructure Upgrades, Community Improvements	Ramp Updates, Urban Design	29th Street On-Ramp Realignment	28th/29th Street and I-5 South On-Ramp	Reconfigure I-5 south on-ramp from 29th Street/Boston Avenue (existing) to 28th Street (proposed) to redirect vehicular movement from Boston Avenue and accommodate planned Boston Linear Park	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, Caltrans
11B		Potential Solution	Street Improvements, Intersection and Crossing Improvements	Speed Reduction, Bicycle/ Pedestrian Crossing Improvements	Boston Avenue Traffic Calming	Boston Avenue between 28th Street and 32nd Street	Install traffic calming features (curb extensions, raised crosswalks, and speed cushions). Coordinate improvements with future roundabout at 30th Street and Boston Avenue.	Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution (Existing Plan)	Traffic and Rail Separation, Community Improvements	Moving Tracks Above or Below Roadway (Grade Separation), Green Space and Street Trees, Urban Design	Petree Street Grade Separation	Petree Street and Marshall Avenue	Proposed grade separation of Copper Line (moving tracks below or above local roadway) and use newly available space from grade separation for a linear park, pedestrian promenade, trail, or expanded open space with lighting, art and placemaking features.	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$\$\$	Long Term (10-30+ Years)	CPUC, MTS, SANDAG
1B		Potential Solution	Signal Improvements, Intersection and Crossing Improvements	Signal Coordination, Rail Crossing Enhancements (At-Grade)	Petree Street Signal Coordination & At-Grade Rail Crossing Enhancements	Petree Street and Marshall Avenue	Install a pre-signal with advanced pedestrian preemption (e.g., NTOR signs and LPIs), and reconfigure curb ramps to reduce turning radii	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Short Term (0-5 years)	CPUC, MTS, City
1D		Potential Solution with Trade-Offs	Infrastructure Upgrades	Rail Track Realignment	Parkway Plaza Light Rail Connection	Copper Line to Parkway Plaza	Construct a branch extension of the Copper Line to serve the Parkway Plaza redevelopment, establishing it as the new terminus by moving an existing Trolley station or repurposing the existing El Cajon Transit Center as a park-and-ride facility	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	CPUC, MTS, SANDAG
2A		Potential Solution (Existing Plan)	Traffic and Rail Separation	Moving Tracks Above or Below Roadway (Grade Separation)	Arnele Avenue Grade Separation	Arnele Avenue and Marshall Avenue	Proposed grade separation of Copper Line (moving tracks below or above local roadway) and use newly available space from grade separation for a linear park, pedestrian promenade, trail, or expanded open space with lighting, art and placemaking features.	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$\$\$	Long Term (10-30+ Years)	CPUC, MTS, SANDAG
2B		Potential Solution	Intersection and Crossing Improvements, Street Improvements	Pedestrian Crossing Improvements and Facilities	Arnele Avenue Pedestrian Enhancements to Parkway Plaza	Arnele Avenue and Marshall Avenue	Enhance pedestrian facilities along Arnele Avenue including high-visibility crosswalks, reconfigure curb ramps to provide ADA-compliant pedestrian access and realign the commercial driveway at Arnele Avenue/Marshall Avenue crossing the station to square up the intersection and shorten crossing	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Medium Term (6-10 years)	CPUC, MTS, City
2D		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Arnele Avenue Bicycle Connections	Arnele Avenue between Marshall Avenue and Johnson Avenue	Install Class IV protected bike facilities to provide a connection to the planned Marshall Avenue Multimodal Connector and Parkway Plaza	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, MTS
2E		Potential Solution	Community Improvements	Transit Improvements	El Cajon Circulator	Marshall Avenue, Johnson Avenue, Parkway Plaza	Proposed transit circulator within City of El Cajon to provide transit connection between Arnele Trolley Station, Parkway Plaza, retail, and parks	Reconnecting Communities Study (RCC Study) Agency Review Feedback	\$\$	Medium Term (6-10 years)	City, MTS, SANDAG
3A		Potential Solution (Existing Plan)	Traffic and Rail Separation	Moving Tracks Above or Below Roadway (Grade Separation)	Wagner Drive Grade Separation	Wagner Drive and Marshall Avenue	Proposed grade separation of Copper Line (moving tracks below or above local roadway) and use newly available space from grade separation for a linear park, pedestrian promenade, trail, or expanded open space with lighting, art and placemaking features.	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$\$\$	Long Term (10-30+ Years)	CPUC, MTS, SANDAG
4A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	East County Loop Bikeway/ Marshall Avenue Multi-Modal Connector	Marshall Avenue from Main Street to Wagner Drive	Install Class IV facilities with road diet	El Cajon Transit District Specific Plan, SANDAG 2025 Regional Plan (East County Loop Bikeway)	\$\$	Medium Term (6-10 years)	City, Caltrans
4B		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Marshall Avenue Enhanced Lighting	Marshall Avenue from Fletcher Parkway to Washington Avenue	Install underpass lighting, street lighting, and art	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
5A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Main Street Class IV Bikeway	West Main Street between Dewane Drive and S Marshall Street	Install Class IV bicycle facilities to connect to built protected bicycle facility east of Marshall Avenue	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP), Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, Caltrans
5C		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Main Street Artwork & Enhanced Lighting	West Main Street between I-8 Ramps	Install underpass lighting, street lighting, and community-based murals/ artwork at the underpass along with gateway signage	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
5E		Potential Solution	Intersection and Crossing Improvements	Underpass Enhancement (Existing)	Main Street Underpass Widening	West Main Street between I-8 Ramps	Widen the existing underpass accommodate Class IV facilities and maintain the existing travel lanes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
6A		Potential Solution with Trade-Offs	Street Improvements	Bicycle/ Pedestrian Facilities	Johnson Avenue Neighborhood Trail Streetscape	North Johnson Avenue between Fletcher Parkway and Chase Avenue	Install a multi-use path or dedicated Class IV facilities with a road diet	El Cajon Transit District Specific Plan	\$\$	Medium Term (6-10 years)	City, Caltrans
6B		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Johnson Avenue Enhanced Lighting	North Johnson Avenue between Fletcher Parkway and Chase Avenue	Enhance existing underpass lighting and street lighting	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
6C		Potential Solution	Intersection and Crossing Improvements	Underpass Enhancement (Existing)	Johnson Avenue Underpass Widening	North Johnson Avenue between Fletcher Parkway and Chase Avenue	Widen the existing underpass on the east side to accommodate pedestrians and bike facilities	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
6D		Potential Solution	Community Improvements	Transit Stop Improvements	Johnson Avenue Transit Stop Improvements	North Johnson Avenue between Fletcher Parkway and Chase Avenue	Enhance existing transit stops with shelter, lighting, and other amenities	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	MTS
7A		Potential Solution (Existing Plan)	Street Improvements	Bicycle Facilities, Pedestrian Facilities	Greenfield Drive Class IV Bikeway	Greenfield Drive/ Vernon Way from Pioneer Drive to Ballantyne Street	Install Class IV facilities by narrowing existing travel lanes as part of a larger corridor-wide Class IV network with connections to the planned Santee–El Cajon bike facility and provide sidewalk infill on the south side of the Greenfield Drive overcrossing and adjacent properties to connect to existing pedestrian facilities	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$	Short Term (0-5 years)	City, Caltrans
8D		Potential Solution	Intersection and Crossing Improvements	Pedestrian Crossing Improvements	Magnolia Avenue/I-8 Ramp Pedestrian Improvements	Magnolia Avenue and I-8	Install sidewalks, pedestrian enhancements (RRFBs), and signage at crossing	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	Caltrans
8G		Potential Solution with Trade-Offs	Infrastructure Upgrades	Highway Updates	SR 67 to I-8 Interchange Improvements Study	SR 67 to I-8	Evaluate/study SR 67 SB to I-8 EB movement to streamline and improvement user navigation	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	Caltrans
8H		Potential Solution with Trade-Offs	Street Improvements	Speed Reduction	I-8/ SR 67 Off-Ramp Rumble Strips	I-8/ SR 67 Off-Ramp	Install advanced caution signage and thermoplastic lines/ rumble strips to off-ramp to alert drivers to reduce speed	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$	Short Term (0-5 years)	City, Caltrans
9A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	El Cajon - Fletcher & Broadway Bikeways	Fletcher Parkway/Broadway from Magnolia Avenue to Graves Avenue	Install Class IV facilities as part of protected bikeway project extending from Baltimore Avenue to Main Street	SANDAG 2025 Regional Plan, I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$	Long Term (10-30+ Years)	City, Caltrans
9B		Potential Solution	Intersection and Crossing Improvements	Underpass Enhancement (Existing)	Fletcher Parkway Underpass Widening	Fletcher Parkway/Broadway from Magnolia Avenue to Graves Avenue	Widen the existing underpass to accommodate installation of Class IV facilities, reconstruct sidewalks, and maintaining the existing travel and turn lanes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
9C		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Fletcher Parkway Enhanced Lighting	Fletcher Parkway/Broadway from Magnolia Avenue to Graves Avenue	Enhance existing underpass lighting and street lighting	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
9D		Potential Solution	Street Improvements	Improved Sidewalks	Broadway Pedestrian Facilities Upgrade	Broadway between Johnson Avenue and Ballantyne Street	Improve accessibility conditions by upgrading ramps and sidewalk to be ADA-compliant	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	City

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
10A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Santee to El Cajon Bikeway / Ballantyne Street Class IV Bikeway	Ballantyne Street between Llyod Street and Beech Street	Install Class IV facilities as part of larger bicycle facility along the corridor from Santee to Washington Avenue	SANDAG 2025 Regional Plan, I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$	Short Term (0-5 years)	City
10B		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Ballantyne Street Enhanced Lighting & Art	Ballantyne Street between Llyod Street and Beech Street	Enhance existing underpass lighting and add art	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
11A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Mollison Avenue Class IV Bikeway	Mollison Avenue between Sandalwood Drive and Madison Avenue	Install Class IV facilities	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$	Medium Term (6-10 years)	City, Caltrans
11B		Potential Solution with Trade-Offs	Infrastructure Upgrades	Intersection Updates	Mollison Avenue Roundabout	Mollison Avenue between Sandalwood Drive and Madison Avenue	Replace the existing signalized ramp intersections with a single-lane roundabout featuring slip-through lanes on each approach, creating a dual-roundabout configuration	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Medium Term (6-10 years)	City, Caltrans
12B		Potential Solution	Community Improvements	Enhanced Lighting/ Art	1st Street Enhanced Lighting and Art	1st Street between Prince Street and Naranca Avenue	Install enhanced lighting and security features at the undercrossing parklet and install community-based murals/ artwork at the underpass	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
13B		Potential Solution	Intersection and Crossing Improvements	Underpass Enhancement (Existing)	2nd Street Underpass Widening	2nd Street between Oakdale Lane and Naranca Avenue	Widen the underpass to accommodate Class IV facilities and maintain the existing travel lanes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
13C		Potential Solution	Infrastructure Upgrades	Ramp Reconfiguration / Intersection Reconfiguration	2nd Street Roundabout	2nd Street between Oakdale Lane and Naranca Avenue	Replace the signalized ramp intersections with roundabouts designed to emphasize free-flow operations and shorten pedestrian crossings with high-visibility crosswalks and incorporate slip lanes where appropriate	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Medium Term (6-10 years)	City, Caltrans
13D		Potential Solution	Signal Improvements	Signal Coordination	2nd Street Signal Coordination	2nd Street between Oakdale Lane and Naranca Avenue	Signal coordination between City and Caltrans	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, Caltrans

Solutions Matrix

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution with Trade-Offs	Street Improvements, Infrastructure Upgrades	Bicycle and Pedestrian Facilities, Ramp Updates	I-15 Bikeway / SR 78 Centre City Parkway Corridor-Wide Mobility Boulevard Improvements and Enhancements	N Center Parkway from Citracado Parkway to Country Club Lane	Install Class IV facilities, new sidewalks, and bus only lanes	SANDAG Regional Plan, SR 78 North County Comprehensive Multimodal Corridor Plan (CMCP)	\$\$\$	Long Term (10-30+ Years)	City, Caltrans
1B		Potential Solution with Trade-Offs	Street Improvements, Community Improvements	Pedestrian Facilities, Enhanced Lighting/ Art	Center City Parkway Pedestrian Facilities Enhancement	N Center Parkway from Decatur Way to Mission Avenue	Install new pedestrian sidewalk facilities, enhanced lighting and community murals	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
1C		Potential Solution	Community Improvements	Transit Stop Improvements, Urban Design	Center City Parkway Transit Enhancements and Open Space	N Center Parkway from Decatur Way to Mission Avenue	Redevelop the existing open space on southeast side to accommodate a transit pull-out stop with pedestrian amenities such as seating	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, NCTD
1D		Potential Solution with Trade-Offs	Street Improvements	Bicycle and Pedestrian Facilities	Center City Parkway Class I Facility	N Center Parkway from Decatur Way to Mission Avenue	Install a Class I facility along the east side of Center City Parkway with markings and signage treatment at the on-/off-ramp loops	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City
2A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Escondido Boulevard Bikeway	N Escondido Boulevard from Lincoln Avenue to Washington Avenue	Install one way Class IV facilities by removing the existing striped center median and implementing a road diet as part of a larger planned bicycle corridor effort from Country Club land to south of the City limits	SANDAG Regional Plan	\$\$	Medium Term (6-10 years)	City, Caltrans
2B		Potential Solution	Community Improvements	Enhanced Lighting, Transit Stop Improvements	Escondido Boulevard Mural and Transit Stop Improvements	N Escondido Boulevard from Lincoln Avenue to Washington Avenue	Install a community mural at underpass, enhance existing bus stops with shelters, lighting and seating, and provide additional lighting along corridor	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, NCTD
2C		Potential Solution	Street Improvements	Bicycle Facilities	Escondido Boulevard Class II Bikeway	N Escondido Boulevard from Lincoln Avenue to Mission Avenue	Install Class II facilities or Class IV facilities with a road diet	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
4C		Potential Solution with Trade-Offs	Intersection and Crossing Improvements	Bicycle and Pedestrian Crossing Improvements	SR 78 and Broadway Protected Intersection	SR 78 and Broadway	Construct a protected intersection to connect to proposed bicycle facilities along Broadway	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Medium Term (6-10 years)	City, Caltrans
4D		Potential Solution	Signal Improvements	Signal Coordination and Improvements	SR 78 and Broadway/Lincoln Avenue Signal Improvements	SR 78 and Broadway, Broadway and Lincoln Avenue	Synchronize signal at Broadway/SR78 (Caltrans) and Broadway/Lincoln Avenue (City)	Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City, Caltrans
4E		Potential Solution	Intersection and Crossing Improvements	Pedestrian Crossing Improvements	Broadway and Lincoln Parkway/ SR 78 Pedestrian Crossing Improvements	SR 78 and Broadway	Extend median (on east leg) to provide a pedestrian refuge island and allow for a two stage crossing	Reconnecting Communities (RCC Study) Joint Workshop	\$	Short Term (0-5 years)	City, Caltrans
4F		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Lincoln Avenue Bicycle Facilities	Lincoln Avenue from Broadway and Escondido Boulevard	Install bike lanes along Lincoln Avenue to connect bike facilities on Broadway and Escondido Boulevard by removing on-street parking. Install Leading Pedestrian Interval (LPI) at both intersections, a pedestrian refuge island on north leg of Lincoln Avenue/Broadway, high visibility crossing on west leg of Lincoln Avenue/Broadway and all legs of Lincoln Avenue/Escondido Boulevard, and curb extensions at Lincoln Avenue/Escondido Boulevard.	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Medium Term (6-10 years)	City
4G		Potential Solution	Street Improvements, Infrastructure Upgrades	Speed Reduction, Ramp Updates	SR 78 and Broadway Rumble Strips	SR 78 and Broadway (west of intersection)	Install advanced caution signage and thermoplastic lines/ rumble strips to off-ramp to alert drivers to reduce speed	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$	Short Term (0-5 years)	City, Caltrans

Solutions Matrix

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
4H		Potential Solution	Street Improvements	Speed Reduction, Pedestrian Facilities	Broadway Traffic Calming Improvements and Pedestrian Enhancements	Broadway between El Norte Parkway and Lincoln Parkway	Add a mid block crossing (HAWK) and traffic calming measures (e.g., speed cushions, curb extensions)	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	City
5A		Potential Solution	Intersection and Crossing Improvements	Bicycle and Pedestrian Crossing Improvements	Garrick Way Protected Intersection	Lincoln Parkway and Garrick Way	Reconstruct Garrick Way as a protected intersection by adding high-visibility crosswalks and pedestrian refuge islands, tightening curb radii, and removing dedicated right-turn pockets. Road diets may also be incorporated to further allow for more room to accommodate these facilities	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Short Term (0-5 years)	City, Caltrans
5B		Potential Solution	Street Improvements	Pedestrian Facilities	Lincoln Parkway Sidewalk Connection	Lincoln Parkway from Garrick Way and Gamble Street	Create a sidewalk connection between Garrick Way and Gamble Street for pedestrian connectivity	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
5C		Potential Solution	Community Improvements	Transit Facilities	Escondido Northern Circulator Bus	Lincoln Parkway, Ash Street, El Norte Parkway, Broadway	Close a transit gap by establishing a circulator route along Lincoln Parkway/Avenue, Ash Street, El Norte Parkway, and Broadway, providing transit access to Farr Elementary, Pioneer Elementary, Lincoln Elementary, Grove Park, local churches, and other community destinations	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	NCTD

Solutions Matrix

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution	Street Improvements	Bicycle Facilities	College Avenue Class IV Bikeway	College Avenue from Livingston Street to Federal Boulevard	Install Class IV facilities by reducing travel lane widths and narrowing the existing median and connect to the planned Class IV facility on Federal/Broadway as part of a corridor-wide effort	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Short Term (0-5 years)	City, Caltrans
1B		Potential Solution	Community Improvements	Enhanced Lighting/ Art, Urban Design	College Avenue Enhanced Lighting, Signage and Art	College Avenue from Livingston Street to Federal Boulevard	Enhance underpass lighting, install street lighting or add lighting fixtures to existing power poles, install gateway signage with landscaping and public art, and improve existing open space (in front of existing car dealership) with shade structures, street furniture and other pedestrian amenities	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
1D		Potential Solution (Existing Plan)	Street Improvements	Bicycle Facilities, Improved Sidewalks	College Avenue Class I Shared Use Path	College Avenue from University Avenue to Federal Boulevard	Install a two-way Class I facility by widening the west sidewalk, adding a planter buffer, and narrowing the existing median	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$	Medium Term (6-10 years)	City
1E		Potential Solution	Signal Improvements	Signal Coordination	College Avenue Signal Coordination	College Avenue from Livingston Street to Federal Boulevard	Coordinate signals along corridor to streamline movements	Reconnecting Communities Study (RCC Study) Community-Based Organization Outreach	\$\$	Medium Term (6-10 years)	City, Caltrans
2A		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Massachusetts Avenue Enhanced Lighting and Mural	Massachusetts Avenue between SR 94 ramps	Enhance existing underpass lighting and install public art at existing underpass with improved street lighting on north side of barrier	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
2B		Potential Solution with Trade-Offs	Street Improvements	Bicycle and Pedestrian Facilities	Massachusetts Avenue Underpass Widening and Class IV Bikeway	Massachusetts Avenue between Waite Drive and Broadway	Widen underpass or narrow travel lanes/remove median to install Class IV facilities with road diet and improved sidewalks to connect to existing Class II facilities in La Mesa and planned Class IV facilities along Broadway	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$\$	Medium Term (6-10 years)	City, Caltrans
2F		Potential Solution with Trade-Offs	Street Improvements, Infrastructure Upgrades	Speed Reduction, Ramp Updates	SR 94 and Massachusetts Avenue Ramp Updates and Traffic Calming Measures	Massachusetts Avenue between SR 94 ramps	Install advanced caution signage and thermoplastic lines/ rumble strips to off-ramp to alert drivers to reduce speed	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City, Caltrans
4A		Potential Solution	Street Improvements, Community Improvements	Pedestrian Facilities, Urban Design, Green Space	Buena Vista Pedestrian Enhancements & ADA Improvements	Waite Drive/Buena Vista and North Avenue NE Corner	Construct infill sidewalks with ADA curb ramps, leading pedestrian intervals (LPI), high-visibility crosswalks, reduced curb radii with landscaping, and wayfinding for nearby trolley station	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
4B		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Waite Drive Protected Bike Lanes	Waite Drive from High Street to North Avenue	Install Class IV facilities with road diet (narrowing of existing travel lanes) to improve existing Class II facilities	I-8 Kumeyaay Corridor Comprehensive Multimodal Corridor Plan (CMCP)	\$	Short Term (0-5 years)	City
4C		Potential Solution	Intersection and Crossing Improvements, Community Improvements	Underpass Enhancement (Existing), Enhanced Lighting	Waite Drive Underpass Widening	Waite Drive from High Street to North Avenue	Install new sidewalk to fill in missing gaps and widen sidewalk on the west side with an extension north of North Avenue to provide continuous pedestrian facilities, improve lighting at the existing underpass, and explore widening underpass to install Class IV and widen sidewalks. Provide a continuous sidewalk connection to the future Waite Drive Park development.	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	City, Caltrans

Solutions Matrix

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution (Existing Plan)	Street Improvements	Bicycle and Pedestrian Facilities	Logan Avenue Bikeway	Logan Avenue between 46th Street and 47th Street	Install Class IV or buffered Class II facilities with road diet and widen sidewalks in conjunction with a larger, corridor-wide project from Chollas Creek to 47th Street	SANDAG Regional Plan (Logan Avenue Bikeway 2035), San Diego Mobility Plan	\$\$	Medium Term (6-10 years)	City, Caltrans
1B		Potential Solution	Community Improvements	Enhanced Lighting, Green Space and Street Trees	Logan Avenue Lighting and Landscaping Enhancements	Logan Avenue between 46th Street and 47th Street	Install additional lighting on the bridge to improve nighttime visibility and provide enhanced landscaping	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
1C		Potential Solution	Community Improvements, Street Improvements	Transit Stop Improvements, Pedestrian Facilities	Logan Avenue Transit Amenities	Logan Avenue between 46th Street and 47th Street	Update sidewalks to be ADA-compliant along corridor, install new sidewalk to fill the gap on 47th Street, and provide transit shelters to support planned transit routes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, MTS
1D		Potential Solution	Signal Improvements	Signal Priority	Logan Avenue Transit Signal Priority	Logan Avenue and 47th Street	Provide transit signal priority or a queue jump for planned transit routes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Long Term (10-30+ Years)	City, MTS
2A		Potential Solution (Existing Plan)	Traffic and Rail Separation	Pedestrian/Bike Bridge	I-805 Pedestrian/Bike Bridge	I-805 between Boston Avenue and Solana Avenue	Provide a pedestrian/bike bridge connection over I-805 between Boston Avenue and Solola Avenue with new sidewalk connections on both ends of the bridge	DRAFT Caltrans 43rd Street Project Initiation Document (PID) (Alternative 1 & 3)	\$\$\$\$	Long Term (10-30+ Years)	Caltrans
3B		Potential Solution (Existing Plan)	Infrastructure Upgrades, Barriers/Barrier Removal	Highway Reconfiguration, Ramp Removal	I-805 Reconfiguration at 43rd Street, 47th Street, and Division Street	I-805 (Project Influence: Solola Avenue to the north, 47th Street to the east, Division Street to the south, and 43rd Street to the west)	Remove I-805 SB on/off-ramps at 43rd Street and connectors to create a new alignment/access connection points between 43rd Street, 47th Street and Division Street with freed up space to be developed into open spaces	DRAFT Caltrans 43rd Street Project Initiation Document (PID) (Alternative 1 & 2)	\$\$\$\$	Long Term (10-30+ Years)	Caltrans
4B		Potential Solution (Existing Plan)	Street Improvements, Community Improvements	Improved Sidewalks, Enhanced Lighting	47th Street Improved Sidewalks	47th Street between Logan Avenue and Division Street	Improve sidewalk conditions by filling in missing sidewalks, enhance lighting conditions to improve nighttime visibility, improve intersections (high visibility crosswalks, ADA-compliant sidewalks/curb ramps), and clean up any contaminated soils	Reconnecting Communities (RCC Study) Joint Workshop, DRAFT Caltrans 43rd Street Project Initiation Document (PID) (Alternative 3)	\$\$	Medium Term (6-10 years)	City, Caltrans
5A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Encanto to Barrio Logan Bikeway	Division Street between Palm and R Avenue	Install Class IV facilities as part of larger bicycle facility spanning from Main Street to Woodman Street	City of National City Bicycle Master Plan, SANDAG Regional Plan (Encanto to Barrio Logan Bikeway 2050)	\$\$	Medium Term (6-10 years)	City, Caltrans
5D		Potential Solution	Community Improvements	Enhanced Lighting/ Art	Division Street Lighting & Art	Division Street between Palm and R Avenue	Provide enhanced lighting and murals within the underpass structure	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City
5E		Potential Solution (Existing Plan)	Community Improvements	Green Space	I-805 Pocket Park	West of I-805, north of Division Street	Create an open space utilizing the existing area underneath the I-805	DRAFT Caltrans 43rd Street Project Initiation Document (PID) (Alternative 3)	\$\$	Medium Term (6-10 years)	Caltrans
5F		Potential Solution (Existing Plan)	Street Improvements, Community Improvements	Bicycle and Pedestrian Facilities, Median Improvements, Enhanced Lighting	South Bay to Southeastern Bikeway	Division Street (south side) north to 47th Street via substandard existing path	Extend the Class I Path north across Division Street ~300 feet west of R Avenue to 47th Street creating a continuous off-street regional active transportation network connection for users of all ages and abilities. Include pedestrian scale lighting, wayfinding signage, and bike/pedestrian-friendly crossings that reduce conflicts.	City of National City Bicycle Master Plan, SANDAG Regional Plan (South Bay to Southeastern Bikeways 2035)	\$\$	Medium Term (6-10 years)	City, Caltrans

Solutions Matrix

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
7A		Potential Solution with Trade-Offs	Street Improvements	Bicycle and Pedestrian Facilities	4th Street Bicycle and Pedestrian Facility Improvements	4th Street between R Avenue and T Avenue	Upgrade the existing Class II facilities to Class IV facilities by removing on-street parking on one side of the overcrossing to provide a connection to El Toyon Park and I-805 Greenbelt Class I facility and install Rectangular Rapid Flashing Beacon (RRFB) about 300 feet west of T Avenue	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Long Term (10-30+ Years)	City, Caltrans
7B		Potential Solution with Trade-Offs	Street Improvements, Community Improvements	Speed Reduction, Urban Design	4th Street Traffic Calming	4th Street between Q Avenue and T Avenue	Construct bulb-outs, speed cushions, or median hardening treatments along with landscaping to supplement future planned roundabouts along 4th Street at B Avenue, F Avenue, Laurel Avenue, V Avenue, and Hill Drive	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
7C		Potential Solution	Community Improvements	Enhanced Lighting	4th Street Lighting Enhancements	4th Street between Q Avenue and T Avenue	Install lighting, especially at bridge	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
7D		Potential Solution	Street Improvements	Median Improvements	4th Street Median Improvements	4th Street between I-805 and Euclid Avenue	Install a median along the corridor and convert parking to angled parking in the middle of the roadway to create additional space for wider bicycle facilities	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review Category	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution	Community Improvements	Enhanced Lighting	Hilltop Drive Enhanced Lighting	Hilltop Drive between Toyne Street and 44th Street	Improve lighting to improve nighttime visibility	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
2A		Potential Solution (Existing Plan)	Street Improvements	Bicycle Facilities	Market Street Bikeway	Market Street between I-805 Ramps	Install Class IV facilities with road diet and removal of existing median as part of the larger protected bicycle facilities along corridor between Harbor Drive and Merlin Drive	SANDAG Regional Plan, Encanto Community Plan	\$	Long Term (10-30+ Years)	City, Caltrans
2B		Potential Solution (Existing Plan)	Community Improvements	Enhanced Art, Urban Design	Market Street Gateway Designation	Market Street between 43rd Street and 45th Street	Provide gateway signage, public art, and landmark structures	Encanto Neighborhoods Community Plan	\$	Short Term (0-5 years)	City
3		Potential Solution with Trade-Offs	Traffic and Rail Separation	Freeway Lids / Highway Caps and Decks	Southeastern San Diego Open Space (Freeway Lid)	I-805 between Market Street and Orange Line Trolley Bridge	Create an open space by installing a freeway lid over I-805 and connects to the 47th Street Trolley station	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$\$	Long Term (10-30+ Years)	Caltrans
4		Potential Solution (Existing Plan)	Traffic and Rail Separation, Street Improvements	Pedestrian and Bike Bridge, Bicycle and Pedestrian Facilities	K St Pedestrian/ Bike Bridge and Facilities	Connection from K Street Across I-805 to 47th Street Station	Install a pedestrian/bike facility parallel to Trolley Orange Line and crosses over the I-805 to provide a connection between K Street and 47th Street as well as the planned multiuse trail on the eastern edge of the Greenwood Memorial Park	Encanto Neighborhoods Community Plan	\$\$\$	Medium Term (6-10 years)	Caltrans, MTS, City
5		Potential Solution (Existing Plan)	Street Improvements	Bicycle and Pedestrian Facilities	I-805 Class I Bicycle Facility	I-805 between Market Street and Imperial Avenue	Install Class I facilities parallel to I-805 on the east side and crosses the Trolley Orange Line to bridge the gap between planned bicycle facilities along Imperial Avenue and Market Street	Encanto Neighborhoods Community Plan	\$\$\$	Medium Term (6-10 years)	Caltrans, MTS, City
6B		Potential Solution (Existing Plan)	Community Improvements	Enhanced Art, Urban Design	Imperial Avenue Gateway Designation	Imperial Avenue from West Street to 47th Street	Provide gateway signage, public art, and landmark structures	Encanto Neighborhoods Community Plan	\$	Short Term (0-5 years)	City
6C		Potential Solution	Community Improvements, Street Improvements	Enhanced Lighting, Transit Stop Improvements, Improved Sidewalks	Imperial Avenue Transit Stop Enhancements	Imperial Avenue Corridor-wide	Enhance existing transit stops with shelters, lighting, and seating and improve lighting and sidewalk conditions along the corridor	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Medium Term (6-10 years)	MTS
7B		Potential Solution	Intersection and Crossing Improvements	Pedestrian Crossing Improvements	47th Street Pedestrian Crossing Improvements	47th Street and A Street, 47th Street and 250' North of C Street	Enhance pedestrian crossing at 47th Street and A Street/C Street by shortening the crossing with reduced curb ramp radii and curb extensions, provide a pedestrian hybrid beacon/pedestrian refugee	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Short Term (0-5 years)	City
8A		Potential Solution	Signal Improvements	Signal Priority	Euclid Avenue Transit Signal Priority	Euclid Avenue between SR-94 Ramps	Add transit signal priority at the Euclid Avenue and SR 94 ramps to enhance transit operations for three existing and planned transit routes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	Caltrans, MTS, City
8B		Potential Solution (Existing Plan)	Community Improvements	Enhanced Lighting/ Art	Euclid Avenue Enhanced Lighting & Gateway Signage	Euclid Avenue and Geneva Avenue, Euclid Overcrossing	Provide improved lighting and gateway signage	Euclid Avenue Master Plan	\$	Short Term (0-5 years)	City
8C		Potential Solution	Intersection and Crossing Improvements	Pedestrian Crossing Improvements	Euclid Avenue Pedestrian Crossing Improvements	Euclid Avenue, 300' South of Geneva Avenue	Establish a pedestrian crossing on the west side of Euclid Avenue by reconfiguring the existing median to provide a refuge island, high-visibility crosswalks, and implement a pedestrian hybrid beacon approximately 400 feet south of the SR 94 off-ramp	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City
8D		Potential Solution	Community Improvements, Infrastructure Upgrades	Urban Design, Ramp Updates	Euclid Avenue Ramp Reconfiguration and Open Space	Euclid Avenue	Reconfigure SR 94 EB off-ramp from a cloverleaf to a diamond interchange and relocate the on-ramp to align with the proposed new configuration, repurpose the reclaimed space for open space with a trail connection to Chollas Radio Open Space	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	Caltrans

Solutions Matrix

Legend	
	Potential Solution (Existing Plan)
	Potential Solution
	Potential Solution with Trade-Offs

ID	Solution Review Category Color	Solution Review	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
1A		Potential Solution	Traffic and Rail Separation	Rail Crossing Enhancements (At-Grade)	Los Angeles Drive At-Grade Rail Crossing Enhancements	Los Angeles Drive from Melrose Place to Swallow Drive	Install pedestrian crossing channelization at the crossing and implement multi-modal improvements by aligning with planned Inland Rail Trail; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design), SANDAG Regional Plan	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC
1C		Potential Solution	Community Improvements	Enhanced Lighting	Los Angeles Drive Enhanced Lighting	Los Angeles Drive from Melrose Place to Swallow Drive	Provide enhanced lighting to improve nighttime visibility and safety; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$	Short Term (0-5 years)	City, NCTD, CPUC
1D		Potential Solution	Street Improvements	Bicycle Facilities	Los Angeles Drive Green Street Extension	North Drive / Los Angeles Drive Crossing	Provide bicycle connection across SPRINTER corridor, connecting new Class IV bicycle facilities along Melrose Drive to green street facilities along North Drive / Los Angeles Drive and aligning with the future Inland Rail Trail study; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC
3A		Potential Solution with Trade-Offs	Traffic and Rail Separation	Moving Tracks Above or Below Roadway (Grade Separation)	Vista Village Drive and Main Street Grade Separation	Vista Village Drive from Olive to N Santa Fe Avenue & Main Street from Wave Drive to S Santa Fe Avenue	Potential long-term solution of grade separation (moving the tracks above or below the local roadway). City completed a grade separation study that identified and evaluated three alternatives with the recommendation of an aerial track. Implementation of this solution depends on regional/corridor priorities, funding availability, and property/right-of-way (ROW) acquisition needs.	SANDAG Regional Plan, SR 78 North County Comprehensive Multimodal Corridor Plan (CMCP), Vista Village Grade Separation Study	\$\$\$\$	Long Term (10-30+ Years)	City, NCTD, CPUC
3C		Potential Solution (Existing Plan)	Street Improvements	Bike Facilities	Vista Transit Center Class IV Bikeway Connector	Vista Village from Olive to N Santa Fe Avenue	Install Class IV facilitates; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Vista Circulation and Mobility Element 2050, Vista Bicycle Master Plan, SANDAG Regional Plan	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC
3D		Potential Solution (Existing Plan)	Street Improvements, Intersection and Crossing Improvements	Improved Sidewalks, Rail Crossing Enhancements (At-Grade)	Vista Village Drive Sidewalk Widening and Pedestrian Gate	Vista Village from Olive to N Santa Fe Avenue	Widen sidewalks to a minimum of 8 feet to allow higher pedestrian foot traffic and provide a pedestrian gate at crossing; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Vista Circulation and Mobility Element 2050, Reconnecting Communities Study Agency Review Feedback	\$	Short Term (0-5 years)	City, NCTD, CPUC
3E		Potential Solution	Street Improvements	Enhanced Lighting	Vista Village Drive Pedestrian Scale Lighting	Vista Village Drive Crossing	Provide pedestrian scale lighting to improve nighttime visibility and safety; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City, NCTD, CPUC
4		Potential Solution (Existing Plan)	Community Improvements, Street Improvements	Green Space and Street Trees/ Pedestrian and Bicycle Connection	Buena Vista Creek Trail	Buena Vista Creek from Creekwalk Park to S Santa Fe	Install a trail adjacent to Buena Vista Creek to connect Creekwalk Park, Veterans Memorial Park, and planned Inland Rail Trail Phase 4 project	Vista Downtown Specific Plan, Vista Circulation and Mobility Element 2050	\$\$\$	Long Term (10-30+ Years)	City
5A		Potential Solution	Intersection and Crossing Improvements	Rail Crossing Enhancements (At-Grade)	Guajome Street At-Grade Rail Crossing Enhancements	Guajome Street from Lado De Loma Drive to Mercantile Street	Install pedestrian crossing channelization at the crossing; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC

ID	Solution Review Category Color	Solution Review	Type of Solution	Solution Improvement	Solution Name	Location	Solution Description	Source	Relative Cost Scale	Implementation Timeframe	Relevant Agency
6		Potential Solution with Trade-Offs	Community Improvements, Street Improvements	Green Space and Street Trees/ Pedestrian and Bicycle Connection	Lado De Loma Open Space and Pedestrian/Bike Bridge	Lado De Loma Drive and Mercantile Street Connection	Create a linear park east of the corridor and add a new pedestrian/ bicycle bridge over the SPRINTER corridor to improve connections between nearby neighborhoods and businesses along Santa Fe Avenue and Mercantile Street, coordinating with future Inland Rail Trail and planned development projects to avoid conflicts; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$\$	Long Term (10-30+ Years)	City, NCTD, CPUC
7A		Potential Solution with Trade-Offs	Street Improvements	Bicycle Facilities	Civic Center Drive Bike Lanes	Civic Center Drive from Phillips Street to Pala Vista Drive	Install Class II bike lanes; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Vista Circulation and Mobility Element 2050, Vista Bicycle Master Plan	\$	Short Term (0-5 years)	City, NCTD, CPUC
7C		Potential Solution	Intersection and Crossing Improvements	Rail Crossing Enhancements (At-Grade)	Civic Center Drive At-Grade Rail Crossing Enhancements	Civic Center Drive from Phillips Street to Pala Vista Drive	Install pedestrian crossing channelization at the crossing; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes	Reconnecting Communities Study Solution (Requires further evaluation, engagement and design)	\$\$	Medium Term (6-10 years)	City, NCTD, CPUC
7D		Potential Solution	Community Improvements	Enhanced Lighting	Civic Center Drive Lighting	Civic Center Drive between Seaview Place and Eucalyptus Avenue	Provide additional lighting along Civic Center Drive to improve nighttime visibility and safety; seek approvals and permissions per North County Transit-San Diego Railroad (NCTD) and California Public Utilities Commission (CPUC) policies and processes within railroad right-of-way	Reconnecting Communities (RCC Study) Joint Workshop	\$\$	Short Term (0-5 years)	City, NCTD, CPUC

Attachment 3: Potential Funding Sources

Funding Sources

The Reconnecting Communities Study identifies a range of potential solutions across its seven focus areas — from intersection and crossing improvements to large-scale traffic and rail separation projects — intended to reconnect communities divided by highway and rail barriers. The Study identifies these solutions but does not dedicate funding for their implementation. A variety of funding and grant opportunities can be pursued to advance them. This attachment identifies potential funding sources for consideration, including a comprehensive table of relevant funding opportunities organized by source.

Funding by Type

Local funding can be allocated from a jurisdiction's General Fund through the annual budget process, demonstrating a commitment to creating safe, accessible, and multimodal transportation options for the community. In the San Diego region, locally generated revenues such as TransNet can be a reliable source for identified solutions.

The study's identified solutions can also be integrated into private development projects. Large-scale developments may be required to construct or fund bicycle, pedestrian, and related intersection and street improvements as a condition of project approval, while smaller developments can contribute through development impact fees. This approach ensures that new growth directly supports a connected and complete transportation network.

Federal, state, and regional grant programs offer external funding opportunities. These sources are often essential for delivering higher-cost or transformative solutions such as separated bikeways, trail connections, grade-separated crossings, freeway lids, and corridor redesigns.

Multiple funding sources are available to support all project phases, including planning, design, engineering, construction, and long-term maintenance. While grant funding plays a vital role, it is highly competitive, typically requires a local match, and demand consistently exceeds available funding. As a result, establishing reliable local funding sources and integrating identified solutions into standard development and capital planning processes can be key to its implementation.

The table below summarizes the most applicable funding opportunities available from regional, state, federal, and non-profit/other sources at the time of this memo's preparation. It includes a brief description and the relevant eligible project types for each funding opportunity. Funding program availability and details often change between cycles, emphasizing the need for SANDAG and partner agency staff to regularly monitor available funding opportunities and associated requirements.

Table 1: Funding Sources

Funding Source	Description	Eligible Applicants	Eligible Projects	Grant Deadline (Previous or Anticipated)
Regional Funding Source				
TransNet San Diego Association of Governments (SANDAG)	Half-cent regional sales tax administered by SANDAG to fund local transportation projects consistent with the Regional Plan.	SANDAG and local jurisdictions (cities and County)	Capital projects on major corridors affecting transit, highways, freight, and active transportation; local street and road improvements.	Ongoing program; distributed by formula and program
Smart Growth Incentive Program (SGIP) San Diego Association of Governments (SANDAG)	Funds public infrastructure and planning that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices.	Local jurisdictions within regionally defined smart growth areas with an adopted Climate Action Plan	- Complete streets design - Smart growth studies - TOD overlay zones and concept plans - Mobility hub plans - Neighborhood planning - Streetscape and urban design	Previous cycle awarded Jan 2026
Active Transportation Grant Program (ATGP) San Diego Association of Governments (SANDAG)	Encourages jurisdictions to plan and build facilities promoting travel choices and connectivity to transit, schools, parks, and community destinations.	Local jurisdictions	- Capital and non-capital active transportation projects - Bike parking - Education, encouragement, and awareness programs	Previous cycle awarded July 2018
State Funding Source				
Transit and Intercity Rail Capital Program (TIRCP) California State Transportation Agency (CalSTA)	Greenhouse Gas Reduction Fund grants for transformative capital improvements modernizing rail, bus, ferry, and transit systems and reducing emissions, VMT, and congestion.	Transit operators, rail agencies, and regional and local transportation agencies	- Pedestrian and bike trails - First/last-mile connections - Bike share and parking - Rail and transit capital - Grade crossing improvement and separation - Plan development	Previous cycle Feb – May 2026
Active Transportation Program (ATP) California Transportation Commission (CTC) / Caltrans	Encourages walking and biking, improves safety and mobility for non-motorized users, supports GHG reduction and public health, and benefits disadvantaged communities.	City, county, state, transit agency, public lands agencies, schools, nonprofits, and Tribal governments	- New bikeways, traffic control devices, and bike parking - Active transportation plans - Non-infrastructure programs - Quick-build projects.	Previous cycle Mar – Jun 2026; two-year cycle
SB 1 Local Partnership Competitive Program (LPP) California Transportation Commission (CTC)	Funds counties, cities, districts, and regional agencies where voters have approved transportation taxes or imposed fees dedicated to transportation.	Counties, cities, districts and regional transportation agencies with eligible taxes/fees	- State highway improvements - Bicycle and pedestrian safety/mobility with extended useful life - Other transportation improvements	Previous cycle deadline in Nov 2024
SB 1 Local Partnership Formulaic Program (LLP) California Transportation Commission (CTC)	Provides formulaic funding to local and regional agencies that have passed sales tax measures, developer fees, or other transportation fees.	Local and regional transportation agencies with eligible taxes/fees	Examples include: - Aging infrastructure - Road conditions - Active transportation - Transit and rail - Health and safety	Annual cycle
SB 1 Local Streets and Roads Program (LSRP) California Transportation Commission (CTC)	Dedicates ~\$1.5B/year in formula revenues apportioned by the State Controller to cities and counties.	Cities and counties	- Basic road maintenance - Rehabilitation - Safety projects	Typically due in fall; annual cycle
Solutions for Congested Corridors Program (SCCP) California Transportation Commission (CTC)	Funds projects within a comprehensive corridor plan that improve performance while preserving community character and creating enhancement opportunities.	Regional transportation planning agency, county transportation commission, and Caltrans	- State highway - Local street - Rail/transit - Bicycle/pedestrian improvements - Complete streets - Habitat/open space preservation	Previous cycle closed Nov 2024; annual cycle

Funding Source	Description	Eligible Applicants	Eligible Projects	Grant Deadline (Previous or Anticipated)
State Transportation Improvement Program (STIP) California Transportation Commission (CTC) / SANDAG RTIP	Biennial five-year plan for future allocations of state transportation funds for highway, intercity rail, and regional highway and transit improvements.	Regional agencies (via RTIP) and Caltrans (via ITIP)	- State highway improvements - Intercity rail - Regional highway and transit improvements Examples include: - Bike/pedestrian overcrossings and bridges - Class I–IV bike lanes - Shared-use paths - Complete streets	Programmed regionally via SANDAG RTIP; two-year cycle
Highway Safety Improvement Program (HSIP) Federal Highway Administration (FHWA) / Caltrans	Core federal-aid program achieving significant reductions in fatalities and serious injuries on all public roads.	City, county, and Tribal governments	Safety work on any public road or publicly owned bicycle/pedestrian pathway or trail, including crossings, signals, and intersection safety.	Upcoming cycle anticipated Sep – Dec 2026; minimum BCR of 4.0
State Highway Operation and Protection Program (SHOPP) Caltrans	Long-term, multi-billion-dollar program for large-scale repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS).	Caltrans	- Projects are identified through periodic condition assessments as well as field reviews. - Maintenance, safety, operation, and rehabilitation highway projects	Two-year cycle; last program adoption in March 2026
State Highway Operation and Protection Program (SHOPP) Minor Program Caltrans	One-year, fast-track low-cost projects to repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS)	Caltrans	- Projects are identified through periodic condition assessments as well as field reviews. - Maintenance, safety, operation, and rehabilitation highway projects	Two-year cycle; last program adoption in March 2026
Clean California Local Grant Program (CCLGP) Caltrans	Competitive statewide program to beautify and clean local streets, paths, transit centers, and other public spaces.	Local and regional public agencies and Tribal governments	- Beautification and placemaking of public spaces, including walking and biking facilities; litter abatement - Lighting and public art	Previous cycle due May 2023; planning-only ineligible
Low Carbon Transit Operations Program (LCTOP) Caltrans	Greenhouse Gas Reduction Fund program provides operating and capital assistance for transit agencies to reduce emissions and improve mobility, prioritizing disadvantaged communities.	Transportation planning agencies, county transportation commissions, and transit operators	- Transit operating and capital purposes that reduce GHG, improve mobility, and benefit disadvantaged communities - Transit stop improvements	Annual allocation
Sustainable Transportation Planning Caltrans	Sustainable Communities Grants to encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State’s greenhouse gas (GHG) reduction target. Strategic Partnerships Grants to identify and address regional, interregional, or statewide transportation deficiencies on the State Highway System in partnership with Caltrans.	City, county, transit agency, and regional agencies	- Active transportation plans - Complete streets plans - Corridor plans - Vision Zero - Safe routes to school - Accessibility and connectivity studies	Anticipated cycle deadline in Oct 2026; annual cycle
Reconnecting Communities: Highways to Boulevards (RC:H2B) Caltrans	State pilot program to plan for and fund the conversion of key underutilized highways into multimodal corridors, reconnecting communities divided by infrastructure.	Local and regional agencies and Tribal governments	Conversion of eligible barrier facilities into city streets, parks, or other infrastructure; community-based planning, design, demolition, and reconstruction.	Previous cycle deadline in Sep 2023

Funding Source	Description	Eligible Applicants	Eligible Projects	Grant Deadline (Previous or Anticipated)
Transformative Climate Communities (TCC) California Strategic Growth Council	Empowers pollution-burdened communities to choose goals and projects that reduce greenhouse gas emissions and local air pollution.	Business, nonprofit, public agency, and Tribal government	Community-led, multi-benefit projects including active transportation, green space, and transformative corridor or barrier projects.	Upcoming cycle anticipated Spring/Summer 2026; irregular cycle
Affordable Housing and Sustainable Communities (AHSC) California Strategic Growth Council	Funds integrated land use and transportation projects supporting low-carbon transportation and infill development.	Locality (developer, public housing authority, transit agency), and Tribal government	- Transit-Oriented Development - Integrated Connectivity - Rural Innovation Project examples include: - Class I–IV bike lanes - Connectivity to transit; bikeways and sidewalks to housing and transit; pedestrian facilities such as bulb-outs.	Previous cycle March – June 2026
Urban Greening Grant Program California Natural Resources Agency	Climate-bond funded program to green communities, reduce emissions, and improve quality of life.	Local public agencies, Tribal governments, and nonprofits	- Community spaces and parks - Tree planting - Green infrastructure in streets and alleys - Active transportation infrastructure.	Previous cycle May 2026 – August 2026; concept proposal required to be invited to submit full proposal
Statewide Park Development and Community Revitalization Program California Department of Parks and Recreation	Creates new parks and recreation opportunities in critically underserved communities.	Cities, counties, districts, Tribal governments, and nonprofits	- New, expanded, or renovated parks - Trails - Pedestrian/bicycle bridges - Greenbelts and linear parks.	Upcoming cycle anticipated Sep – Dec 2026
Recreational Trails Program (RTP) Non-Motorized California Department of Parks and Recreation (FHWA funds)	Annual funds to develop and maintain recreational trails and trail-related facilities.	Local, state, and federal agencies and nonprofits managing public lands	- Non-motorized trails - Rail-trails - Greenways - Shared-use paths and related facilities	Upcoming cycle anticipated 2026/2027
Regional Early Action Planning Grant (REAP) California Department of Housing and Community Development	Flexible program accelerating progress toward state housing and climate goals through state, regional, and local partnership.	MPOs, Tribal entities, eligible cities, counties, and transit providers	Planning that accelerates infill housing, realizes multimodal communities, reduces driving, and increases transit ridership.	Previous cycle closed in Dec 2022
Sustainable Transportation Equity Project (STEP) California Air Resources Board	Funds clean transportation and supporting projects that benefit low-income and disadvantaged communities.	Local agencies, Tribal governments, and community organizations	- New bike routes (Class I, II, or IV) and supporting infrastructure - Bike parking and repair - Plan development	Previous cycle in 2023
Office of Traffic Safety (OTS) Grant Program California Office of Traffic Safety	Grants to establish or expand traffic safety programs; pedestrian and bicycle safety is a priority area.	City and county	- Pedestrian and bicycle safety projects - Bicycle and walking skills training and education.	Upcoming cycle anticipated in Dec 2026
CPUC Section 190 Grade Separation Program California Public Utilities Commission (CPUC) / Caltrans	State funds for local agencies with projects on the CPUC Section 190 priority list to grade separate at-grade crossings or alter existing grade separations. The CPUC develops a priority list of projects. Local agencies whose projects are included on the priority list submit requests for an allocation of funds to Caltrans. Caltrans enters into funding agreements with local agencies for reimbursement of the cost to construct the grade separation.	Local agencies with projects on the CPUC Section 190 priority list	- Grade separation of at-grade rail crossings - Alteration of existing grade separations.	At the end of each odd-numbered fiscal year, the CPUC issues a call for grade separation projects to establish a priority list for the upcoming two fiscal years.
Railway-Highway Crossings Program (Section 130) California Public Utilities Commission / Caltrans (FHWA funds)	Federal funds for the elimination of hazards at existing at-grade highway-rail crossings through closure or abandonment.	Local agencies (crossings nominated by Commission staff)	Elimination of at-grade highway-rail crossing hazards through closure, abandonment, or safety improvements	Commission staff evaluates railway-highway crossings and nominates them. Jurisdictions must submit their crossing for evaluation and ranking.

Funding Source	Description	Eligible Applicants	Eligible Projects	Grant Deadline (Previous or Anticipated)
Federal Funding Sources				
U.S. DOT Reconnecting Communities Pilot (RCP) Program U.S. Department of Transportation (USDOT)	Advances community-centered transportation connection projects, with priority for projects benefiting disadvantaged communities.	Local governments, MPOs, regional agencies, Tribal governments, and transit agencies	- Planning grants to study removing, retrofitting, or mitigating a barrier - Capital construction grants to reconnect communities (caps, removals, replacements) - Bicycle/pedestrian facilities/safety - Safety treatments - Safe routes to school - Transit - Intersection reconfiguration - Safety action plans	Previous cycle closed in Sep 2024
Safe Streets and Roads for All (SS4A) U.S. Department of Transportation (USDOT)	Funds regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries.	City, county, transit agency, regional agency, and Tribal governments	- Highway freight project on the National Highway Freight Network - Highway or bridge project on the National Highway System - Freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility - Highway-railway grade crossing or grade separation project - Wildlife crossing project - Surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency - Project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions - Highway, bridge, or freight project on the National Multimodal Freight Network	Previous cycle closed in May 2026
Nationally Significant Multimodal Freight and Highways Projects Grants Program (INFRA) U.S. Department of Transportation (USDOT)	Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the movement of freight and people	City, county, transit agency, regional and Tribal governments	- Highway or bridge project on the National Multimodal Freight Network - Highway or bridge project on the National Highway Freight Network - Highway or bridge project on the National Highway System - Freight intermodal (including public ports) or freight rail project that provides public benefit - Railway highway grade separation or elimination project - Intercity passenger rail project	Current cycle due in July 2026
National Infrastructure Project Assistance Grants Program (MEGA) U.S. Department of Transportation (USDOT)	Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits	City, county, transit agency, regional and Tribal governments		Current cycle due in July 2026

Funding Source	Description	Eligible Applicants	Eligible Projects	Grant Deadline (Previous or Anticipated)
			A public transportation project that is eligible under assistance under Chapter 53 of title 49	
Active Transportation Infrastructure Investment Program (ATIIP) Federal Highway Association (FHWA)	Competitive program to plan and construct safe, connected active transportation networks and spines.	Local and regional governments, multicounty special districts, states, and Tribal governments	Planning, design, and construction activities for connected active transportation facilities	Previous cycle closed in Jun 2024
Better Utilizing Investments to Leverage Development (BUILD) / Rebuilding American Infrastructure with Sustainability and Equity (RAISE) U.S. Department of Transportation (USDOT)	Discretionary grant program to invest in road, rail, transit and port projects that promise to achieve national objectives and have a significant local or regional impact	City, county, transit agency, regional and Tribal governments	- Master and corridor plans - Trail and active transportation construction - Bike/ped planning and engineering - Multimodal capital projects	Previous cycle closed in Feb 2026
Federal-State Partnership for Intercity Passenger Rail Grant Program Federal Railroad Administration (FRA)	Funds improvements to American passenger rail assets to expand or establish new intercity rail service	City, county, transit/rail agency, regional and Tribal governments	- Replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair - Improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary - Expand or establish new intercity passenger rail service	Previous cycle deadline in May 2026
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Federal Railroad Administration (FRA)	Funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail systems, including grade crossing and trespassing solutions.	City, county, transit/rail agency, regional and Tribal governments	- Rail safety and reliability improvements - Grade crossing improvements - Trespassing capital and engineering solutions	Previous cycle deadline in June 2026
Railroad Crossing Elimination Grant Program (RCE) Federal Railroad Administration (FRA)	Funds highway-rail or pathway-rail grade crossing improvement projects to improve the safety and mobility of people and goods.	City, county, transit/rail agency, regional and Tribal governments	Grade crossing improvements and separations; crossing closures; planning; grade separation safety education programs.	Previous cycle deadline in June 2026
Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) US Department of Transportation (USDOT)	Funds deployment of advanced transportation technologies improving safety, mobility, and system performance.	Local and regional agencies, multimodal/multijurisdictional entities, and research institutions	- Signal and ITS technology - Operations and maintenance - Technology demonstrations	Previous cycle deadline in Feb 2024
Pilot Program for Transit-Oriented Development Planning – Section 20005(b) Federal Transit Administration (FTA)	Funds planning associated with eligible transit projects pursuing FTA Capital Investment Grants.	Project sponsors of eligible FTA transit capital projects	- Multimodal connectivity - Transit access for walking and biking - Mixed-use development planning around transit.	Previous cycle closed in Aug 2024
Road to Zero Community Traffic Safety Grant Program Reconnecting Communities Study Funding Sources FINAL	Supports evidence-based countermeasures and a Safe System approach to address traffic fatalities, serious injuries, and safety disparities.	Road to Zero Coalition members and government entities	- Quick-build countermeasures - Traffic calming demonstrations - E-bike education and safety training	Previous cycle closed in Jan 2026

Funding Source	Description	Eligible Applicants	Eligible Projects	Grant Deadline (Previous or Anticipated)
National Safety Council / U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA)				
Other Sources				
Community Challenge Grant AARP	Small grants for short-term, community-based projects that improve livability for residents of all ages.	Nonprofits, government agencies, and other groups	- Reimagined streets for people of all ages and abilities - Placemaking - Safety demonstrations.	Previous cycle closed in Mar 2025
Community Change Grant Program America Walks	Supports advocates, organizations, and agencies advancing safe, equitable, accessible, and enjoyable places to walk and move, building community-level change and inclusive health and design.	Advocates, nonprofit organizations, and public agencies	- Trail or walking path development - Design and installation of public art.	Previous cycle closed in Feb 2026
Community Sparks Program League of American Bicyclists	Provides \$2,000 mini-grants to local changemakers and organizations to create places where bicycling is safe, easy, and more accessible.	Nonprofits and public or government organizations/agencies	Bike audit, count, survey, or assessment efforts (with community follow-up); end-of-trip facilities such as bike parking and fix-it stations.	Previous cycle closed in Jan 2026
PeopleForBikes Community Grant Program PeopleForBikes	Supports bicycle infrastructure projects and initiatives that make riding easier and safer for people of all ages and abilities.	Local governments and nonprofits	- Bike paths, lanes, trails, and bridges - Bike parks and pump tracks	Current cycle due in October 2026
Outdoor Access Initiative Yamaha's Outdoor Access Initiative Review Committee	Funds groups and agencies protecting, improving, expanding, or maintaining access for safe, responsible, and sustainable use of public lands, including by motorized off-road vehicles.	Nonprofit/tax-exempt groups, public riding areas (local, state, federal), land conservation organizations, and communities	- Trail development - Trail signage - Trail mapping and habitat management	Quarterly cycle
Rails to Trails Grant Program Rails to Trails Conservancy	Funds organizations and local agencies developing and connecting equitable trail networks, supporting TrailNation Playbook strategies from vision through engagement.	Organizations and local agencies	- Rail-trails - Greenways - Multi-use trails - Shared-use paths - Project vision, coalition building, gap-filling, mapping/analytics, investment strategy, and engagement	Previous cycle closed in May 2026
Community Impact Grant Outride	Creates access to cycling and its social, emotional, and cognitive benefits for all people.	Community organizations†	Rider education and after-school programs; earn-a-bike; racing and development teams; bike parks and pump tracks; skills camps; cycling-industry workforce development; community ride programs.	Previous cycle closed in April 2026
Riding for Focus Grant Program Outride	Promotes cycling as an outlet for students to improve cognitive, physical, and socio-emotional well-being.	Public middle schools serving >40% students from low-income backgrounds	In-school cycling program including bikes, helmets, student curriculum, and teacher training for 6th–8th grade students.	Previous cycle closed in April 2026
Smart Growth Grant Program National Association of Realtors	Supports state and local REALTOR® Associations advancing programs, policies, and initiatives aligned with the 10 Smart Growth Principles.	State and local REALTOR® Associations	- Charrettes - Studies and assessments - Walkability workshops or audits - Comprehensive plan and zoning analysis - Transportation policy - Marketing materials	Current cycle deadline in Oct 2026