

Attachment 4: Project and Program Inventory

To: San Diego Association of Governments and Caltrans District 11

From: North County Comprehensive Multimodal Corridor Plan Project Team

Date: June 2023

Subject: North County Comprehensive Multimodal Corridor Plan – Project and Program Inventory

Below are the projects and programs for the North County Comprehensive Multimodal Corridor Plan (North County CMCP). The North County CMCP proposes projects and programs that support the local, regional and state goals and align with the objectives of the CMCP process. The projects and programs outlined below represent the culmination of a high-level planning effort. Further engineering analysis and studies are needed to provide information for design and implementation.

Table 1. North County CMCP Project and Program Inventory

Plan ID	Plan Name	Location	Project Type	Primary Strategic Anchor	Description	Category	Cost (Millions)
NC01	Mission Avenue Corridor-Wide Mobility Boulevard Improvements and Enhancements	Mission Avenue	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> Protected or enhanced bicycle facilities (Class I/Class IV preferred) Bicycle intersection clearance detection at signalized intersections Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection (up to 28 smart intersections) Improved pedestrian and bicycle facilities at overpasses and undercrossings such as wider sidewalks, protected or enhanced bicycle facilities, and landscaping (I-5 overcrossing) At grade pedestrian improvements to enhance existing crossing/connection at Palomar College and SPRINTER Station Establish corridor as a communication backbone with TSMO strategies (transit signal priority for high frequency transit) 	Program	\$19
NC02	El Camino Real Corridor-Wide Mobility Boulevard Improvements and Enhancements	El Camino Real	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> Protected or enhanced bicycle facilities (Class I/Class IV preferred) Implement bicycle intersection clearance detection at intersections throughout corridor Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection (up to 35 smart intersections) Widen existing bridge and roadway at Cannon Rd to improve operations and add pedestrian/bicycle facilities Study all potential solutions to reduce congestion at Vista Way intersection Establish corridor as a communication backbone with TSMO strategies (transit signal priority for high-frequency transit and signal coordination with SPRINTER and on-/off-ramps of SR 78) Implement up to 35 smart intersections 	Program	\$136

Plan ID	Plan Name	Location	Project Type	Primary Strategic Anchor	Description	Category	Cost (Millions)
NC03	Oceanside Boulevard Corridor-Wide Mobility Boulevard Improvements and Enhancements	Oceanside Boulevard	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> Protected or enhanced bicycle facilities (Class I/Class IV preferred) Implement bicycle intersection clearance detection at intersections throughout corridor Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection Enhance connectivity along Oceanside Boulevard first/last miles to align with future development Potential siting of the Inland Rail Trail to Oceanside Boulevard Establish corridor as a communication backbone with TSMO strategies (integrated corridor management, transit signal priority for high-frequency transit, and signal coordination with SPRINTER) 	Program	\$30
NC04	College Boulevard Corridor-Wide Mobility Boulevard Improvements and Enhancements	College Boulevard	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> Protected or enhanced bicycle facilities (Class I/Class IV preferred) Implement bicycle intersection clearance detection at intersections throughout corridor Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection Operational improvements including complete the arterial connection to ECR and widening from Vista Way to Old Grove Fill in missing sidewalk areas Establish corridor as a communication backbone with TSMO strategies (signal coordination with SPRINTER and on-/off-ramps of SR 78) 	Program	\$28
NC05	Melrose Drive Corridor-Wide Mobility Boulevard Improvements and Enhancements	Melrose Drive	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> Protected or enhanced bicycle facilities (Class I/Class IV preferred) Implement bicycle intersection clearance detection at intersections throughout corridor Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection Operational improvements at SR 78 interchange (widening, improve ramps and overpass) Establish corridor as a communication backbone with TSMO strategies (transit signal priority for high-frequency transit and signal coordination with SPRINTER and on-/off-ramps of SR 78) 	Program	\$32
NC06	Vista Way Corridor-Wide Mobility Boulevard Improvements and Enhancements	Vista Way	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> Protected or enhanced bicycle facilities (Class I/Class IV preferred) Implement bicycle intersection clearance detection at intersections throughout corridor Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection Establish corridor as a communication backbone with TSMO strategies 	Program	\$68
NC07	Sycamore Avenue Corridor-Wide Mobility Boulevard Improvements and Enhancements	Sycamore Avenue	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> Protected or enhanced bicycle facilities (Class I/Class IV preferred) Implement bicycle intersection clearance detection at intersections throughout corridor Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection Establish corridor as a communication backbone with TSMO strategies (signal coordination with on-/off-ramps of SR 78) 	Program	\$9

Plan ID	Plan Name	Location	Project Type	Primary Strategic Anchor	Description	Category	Cost (Millions)
NC08	Rancho Santa Fe Rd Corridor-Wide Mobility Boulevard Improvements and Enhancements	Rancho Santa Fe Rd	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> • Protected or enhanced bicycle facilities (Class I/Class IV preferred) • Implement bicycle intersection clearance detection at intersections throughout corridor across 78 and SPRINTER • Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection • Provide flex service zone between Palomar Airport Rd and Santa Fe Dr • Operational improvements at SR 78 interchange (widening, improve ramps and overpass) • Establish corridor as a communication backbone with TSMO strategies (signal coordination with on-/off-ramps of SR 78) 	Program	\$17
NC09	Palomar Airport Road/San Marcos Boulevard Corridor-Wide Mobility Boulevard Improvements and Enhancements	Palomar Airport Road/San Marcos Boulevard	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> • Protected or enhanced bicycle facilities (Class I/Class IV preferred) • Implement bicycle intersection clearance detection at intersections throughout corridor • Upgrade all signalized intersections to smart intersections with recommended ICE analysis and proposed intersection improvements (i.e., bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection) • Flex lanes during peak periods • Provide flex service zone between Palomar Airport Road and Santa Fe Dr • Establish as a communication backbone with TSMO strategies (transit signal coordination and management to enhance transit operations and signal timing with on-/off-ramps of SR 78 and I-5) 	Program	\$28
NC10	Santa Fe Avenue/Mission Road Corridor-Wide Mobility Boulevard Improvements and Enhancements	Mission Road/Santa Fe Road	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> • Protected or enhanced bicycle facilities (Class I/Class IV preferred) • Implement bicycle intersection clearance detection at intersections throughout corridor • Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection • Intersection improvements to allow active transportation improvements and operations at Smilax Road • South Santa Fe Avenue to accommodate active transportation improvements • Establish corridor as a communication backbone with TSMO strategies (transit signal priority for high-frequency transit and signal coordination with SPRINTER and on-/off-ramps of SR 78) 	Program	\$134
NC11	Twin Oaks Valley/San Elijo Corridor-Wide Mobility Boulevard Improvements and Enhancements	Twin Oaks Valley	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	Provide the following mobility improvements and enhancements: <ul style="list-style-type: none"> • Protected or enhanced bicycle facilities (Class I/Class IV preferred) • Implement bicycle intersection clearance detection at intersections throughout corridor • Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection • Establish corridor as a communication backbone with TSMO strategies (signal coordination with on-/off-ramps of SR 78) • Provide flex/micro transit service along Twin Oaks Valley Road with flex service zone between Buena Creek Road and downtown San Marcos 	Program	\$57

Plan ID	Plan Name	Location	Project Type	Primary Strategic Anchor	Description	Category	Cost (Millions)
NC12	Centre City Parkway Corridor-Wide Mobility Boulevard Improvements and Enhancements	Centre City Parkway	Complete Corridor: Active Transportation, SIS, TSMO, SPRINTER	Mobility Boulevard	<p>Provide the following mobility improvements and enhancements:</p> <ul style="list-style-type: none"> • Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection • Implement bicycle intersection clearance detection at intersections throughout corridor • Protected or enhanced bicycle facilities (Class I/Class IV preferred) • Improve east/west pedestrian connection across N. Centre City Pkwy in Escondido • Center-running Transit along Centre City Pkwy • Improve E/W ped connection across N Centre City Pkwy in Escondido • Establish corridor as a communication backbone with TSMO strategies (signal coordination with SPRINTER) 	Program	\$158
NC13	Valley Parkway Corridor-Wide Mobility Boulevard Improvements and Enhancements	Valley Parkway	Complete Corridor: Active Transportation, SIS, TSMO	Mobility Boulevard	<p>Provide the following mobility improvements and enhancements:</p> <ul style="list-style-type: none"> • Upgrade signalized intersections to smart intersections with bike signals that promote leading bicyclist interval, two-stage left turn facilities, and advance bicycle detection • Implement bicycle intersection clearance detection at intersections throughout corridor • Protected or enhanced bicycle facilities (Class I/Class IV preferred) • Establish corridor as a communication backbone with TSMO strategies (signal coordination with SPRINTER) 	Program	\$15
NC14	Mobility Hub: Oceanside Suite of Improvements	Oceanside	Mobility Hub - Gateway	Mobility Hub	<ul style="list-style-type: none"> • Coast Hwy Traffic Calming and Active Transportation Improvements • NEV Areawide Shuttles, Rideshare/Ridehailing and Microtransit (with eventual conversion to Autonomous Vehicles) • E-Bike grant program for disadvantaged communities • Connector program in Downtown Oceanside • Shuttle service for inland residents to access beaches • Improve pedestrian safety by filling gaps in sidewalk network 	Program	\$128
NC15	Mobility Hub: Vista Suite of Improvements	Vista	Mobility Hub - Suburban	Mobility Hub	<ul style="list-style-type: none"> • NEV Areawide Shuttles, Rideshare/Ridehailing and Microtransit (with eventual conversion to Autonomous Vehicles) • E-Bike grant program for disadvantaged communities • Pilot program along Business Park Dr • Improve pedestrian safety by filling gaps in sidewalk network • Protected bicycle connections 	Program	\$87
NC16	Mobility Hub: San Marcos Suite of Improvements	San Marcos	Mobility Hub - Major Employment Center	Mobility Hub	<ul style="list-style-type: none"> • NEV Areawide Shuttles, Rideshare/Ridehailing and Microtransit (with eventual conversion to Autonomous Vehicles) • E-Bike grant program for disadvantaged communities • Intra-City shuttle connecting CSUSM, Palomar Community College, San Marcos Creek District, San Marcos University District, San Marcos Civic Center, and other key community destinations with SPRINTER • Evaluate private ventures to encourage ridesharing, carpooling, and other first/last mile options • ZEV Initiatives - Charging Infrastructure • Improve pedestrian safety by filling gaps in sidewalk network • Protected bicycle connections 	Program	\$160

Plan ID	Plan Name	Location	Project Type	Primary Strategic Anchor	Description	Category	Cost (Millions)
NC17	Mobility Hub: Escondido Suite of Improvements	Escondido	Mobility Hub - Gateway	Mobility Hub	<ul style="list-style-type: none"> • NEV Areawide Shuttles, Rideshare/Ridehailing and Microtransit (with eventual conversion to Autonomous Vehicles) • E-Bike grant program for disadvantaged communities • Program to increase residential density in vicinity of Mobility Hub • Circulator connecting Escondido Transit Center - Downtown Escondido (FRED and Circuit) • Pilot Program: Connected bike and/or transit corridor along Nordahl Road • Connect Escondido Creek Trail to mobility hubs/micro-hubs • Create connection to Harmony Grove residential areas • Flex service to Valley Center • Pedestrian and Bicyclist Gap Closures 	Program	\$268
NC18	Mobility Hub: Carlsbad Village Suite of Improvements	Carlsbad Village	Mobility Hub - Coastal	Mobility Hub	<ul style="list-style-type: none"> • NEV Areawide Shuttles, Rideshare/Ridehailing and Microtransit (with eventual conversion to Autonomous Vehicles) • E-Bike grant program for disadvantaged communities • Mobility Hub Improvements at Poinsettia COASTER, Village COASTER, Carlsbad Mall • Improve pedestrian safety by filling gaps in sidewalk network • Protected bicycle connections 	Program	\$32
NC19	Mobility Hub: Palomar Airport Road/Carlsbad Business Park Suite of Improvements	Carlsbad Business Park	Mobility Hub - Major Employment Center	Mobility Hub	<ul style="list-style-type: none"> • NEV Areawide Shuttles, Rideshare/Ridehailing and Microtransit (with eventual conversion to Autonomous Vehicles) • E-Bike grant program for disadvantaged communities • On-Demand Shuttle connecting Poinsettia Station to Palomar Airport Road • Complete gap along Cannon Road to provide flex/micro transit service with flex service zone 	Program	\$113
NC20	I-15/SR 78 Interchange	SR 78	Smart Highway Capacity	Regional Spine	<ul style="list-style-type: none"> • Managed Lanes • Direct connectors between I-15 and SR 78 	Project	\$294
NC21	BRT: College Boulevard	College Boulevard	Transit	Mobility Boulevard	<ul style="list-style-type: none"> • <i>Rapid 477</i> (Carlsbad Village to SR 76 via College Boulevard, Plaza Camino Real) with 10-minute frequencies 	Project	\$108
NC22	BRT: El Camino Real	North County Coastal	Transit	Mobility Boulevard	<ul style="list-style-type: none"> • High-frequency, limited stop BRT service along El Camino Real between Oceanside, Carlsbad, and coastal San Diego with flex service zone between Palomar Airport Road and Santa Fe Dr with peak period frequencies of 10-minute 	Project	\$50
NC23	BRT: Escondido (<i>Rapid 471</i>)	Escondido	Transit	Mobility Boulevard	<ul style="list-style-type: none"> • <i>Rapid 471</i> (Downtown Escondido to East Escondido) with 10-minute frequencies 	Project	\$85
NC24	BRT: Melrose	Oceanside/Carlsbad	Transit	Mobility Boulevard	<ul style="list-style-type: none"> • High-frequency, limited stop BRT service along Melrose Drive between Oceanside and Carlsbad with peak period frequencies of 10-minute 	Project	\$47

Plan ID	Plan Name	Location	Project Type	Primary Strategic Anchor	Description	Category	Cost (Millions)
NC25	SR 78 Operational Improvements and Managed Lanes	SR 78	TSMO/Smart Highway Capacity	Regional Spine	<ul style="list-style-type: none"> • Carpool/Managed Lanes/Express Lanes (w/ connectors to I-5, I-15) • Auxiliary Lanes to address short trips • Direct Access Ramp at Twin Oaks Valley Road • Interchange operational improvements • Transportation System Management and Operations (TSMO) infrastructure with Dynamic Messaging, V2I Data Collection and Smart Ramp Metering • Expanded use of changeable message boards on the freeway and local arterials to inform driver decisions • Integrated Corridor Management (ICM) • Smart Ramp Metering • Study the potential for a comprehensive network of shared parking areas along the corridor to serve as hubs for rideshare, EV and NEV charging, and other first mile/last mile options • Establish SR 78 as a "Test Bed" for innovative/emerging technologies • Auxiliary Lanes for short trips and highway operations improvements 	Program	\$756
NC26	Coastal Rail Trail	North Coast	Active Transportation	Regional Spine	<p>Create/complete the coastal bike trail:</p> <ul style="list-style-type: none"> • Construction of enhanced Class-II buffered bike lanes along Avenida Encinas between Carlsbad Boulevard and Cannon Road • Class-I multi-use path along the LOSSAN Corridor rail alignment between Cannon Road and Tamarack Avenue • Extend south to Cassidy St • Reach 3 Tamarack to Cannon • Reach 4 Cannon to Palomar Airport Road • Reach 5 Palomar Airport Road to Poinsettia Station • Alta Loma Marsh bridge • Morse Street to Oceanside Boulevard 	Project	\$45
NC27	North County Roundabouts Programs	North County	Operation Improvements	Corridor-Wide	Regionwide effort for mobility hub areas; 20 intersection conversions across the study area	Program	\$100
NC28	BRT: Mission Avenue/SR 76	Mission Avenue/SR 76	Transit	Mobility Boulevard	<ul style="list-style-type: none"> • Provide high-frequency, limited stop BRT service along Mission Avenue in Oceanside with peak period frequencies of 10-minute 	Project	\$42
NC29	BRT: Mission Avenue/Santa Fe Avenue (Rapid 474)	Mission Avenue/Santa Fe Road	Transit	Mobility Boulevard	<ul style="list-style-type: none"> • <i>Rapid 474</i> (Oceanside to Vista via Mission Avenue/Santa Fe Avenue Corridor) with 10-minute frequencies 	Project	\$71
NC30	I-5/SR 78 Interchange	SR 78	Smart Highway Capacity	Regional Spine	<ul style="list-style-type: none"> • Managed Lanes • Direct connectors between I-5 and SR 78 	Program	\$731
NC31	Inland Rail Trail Destination Connections	Oceanside	Active Transportation	Regional Spine	<ul style="list-style-type: none"> • Extend the Inland Rail Trail to the coast • Trailhead Improvements and Connectivity to Inland Rail Trail • Inland Rail Trail Connections • Improve bike and/or pedestrian crossings to increase active transportation safety on the trail and at trailheads 	Project	\$128
NC32	BRT: Palomar Airport Road (Rapid 440)	Palomar Airport Road	Transit	Mobility Boulevard	<ul style="list-style-type: none"> • <i>Rapid 440</i> (Carlsbad to Escondido Transit Center via Palomar Airport Road) with 10-minute frequencies 	Project	\$71

Plan ID	Plan Name	Location	Project Type	Primary Strategic Anchor	Description	Category	Cost (Millions)
NC33	Rapid 450	Oceanside to Escondido via Palomar Airport Road	Transit	Mobility Boulevard	<i>Rapid 450</i> (Oceanside to Escondido via Palomar Airport Road and SR 78 (Full version of <i>Rapid</i>))	Project	\$31
NC34	BRT: Vista Way	Oceanside	Transit	Mobility Boulevard	<ul style="list-style-type: none"> • Provide high-frequency transit service along Vista Way with peak period frequency of 10-minute 	Project	\$40
NC35	Camp Pendleton Access	Camp Pendleton	Active Transportation, Transit, Mobility as a Service	Mobility Hub	<ul style="list-style-type: none"> • Camp Pendleton Trail • Establish policy linkage between mobility hubs, general plans, and access improvements to Camp Pendleton • Transit services into base • Shuttle services • Enhance BREEZE services to connect people from places of residence and SPRINTER stations to Camp Pendleton 	Project	\$116
NC36	Commuter Express: Palomar Airport to Kearny Mesa via Rancho Bernardo Transit Center	Regional	Transit	Regional Spine	<ul style="list-style-type: none"> • Commuter express service between Palomar Airport and employment center (Kearny Mesa via Rancho Bernardo TC) with peak period frequencies of 15-minutes 	Project	\$25
NC37	SR 76 SMART Highway Improvements	Oceanside	Smart Highway Capacity, Active Transportation	Regional Spine	<ul style="list-style-type: none"> • Dynamic Lanes Project • Signal synchronization program • Install bicycle detection equipment at signalized intersections 	Program	\$85
NC38	Commuter Express: Riverside (Temecula) to North County	Regional	Transit	Regional Spine	<ul style="list-style-type: none"> • Commuter express service along SR 78 (I-15 to San Marcos Boulevard) to connect subregion to Riverside with peak period frequencies of 15-minutes 	Project	\$25
NC39	SPRINTER Double Tracking	SPRINTER Corridor	Transit	Regional Spine	<ul style="list-style-type: none"> • Double tracking for 10 min headways by 2050 • Phase double tracking of SPRINTER alignment between Oceanside to Escondido (Segment A – San Marcos to Escondido, Segment B – Oceanside to Vista, Segment C – Vista to San Marcos) 	Program	\$373
NC40	SPRINTER Service Extensions	SPRINTER Corridor	Transit	Regional Spine	SPRINTER extension to south with 10-minute frequency for long-term. Extension to: <ul style="list-style-type: none"> • South Felicita Avenue • Westfield North County Mall 	Project	\$376
NC41	Communication Backbone/Fiber	North County	TSMO	Corridor-Wide	<ul style="list-style-type: none"> • Implement fiber/wi-fi backhaul communications with redundant paths to transportation management centers • Implement communication backbone/fiber along regional spines and mobility boulevards • Build the foundation for connected vehicle infrastructure 	Program	\$55

Plan ID	Plan Name	Location	Project Type	Primary Strategic Anchor	Description	Category	Cost (Millions)
NC42	Connecting Communities Across Regional Spines	North County	Transportation Interfaces	Regional Spine	<ul style="list-style-type: none"> • Improve connection between communities and at interchanges for people walking, biking, and using micromobility options • Improve mobility at overpasses and underpasses across regional spines through protected bike facilities, sidewalk widening, curb extensions/bulb outs, signal timing treatments, and lighting improvements • Improve conditions at at-grade rail crossings with clearly marked pedestrian/bike crossings, installation of a fixed median with flexible bollards, required safety measures for a quiet zone, and warning devices at pedestrian crossings • Improve interchanges along I-5, SR 78, and I-15 to promote people and goods through-put while improving safety for non-motorized modes. • New ped/bike facilities at I-5/SR 78 interchange to provide connections to coastal areas 	Program	\$300
NC43	Regional Highway and Arterial TSMO, Regional Traffic Signal Management System	North County	TSMO	Corridor-Wide	<ul style="list-style-type: none"> • Regionalize existing City traffic signal coordination and create a Regional Traffic Signal Management and Surveillance System (TSMSS) • Regional Adaptive/Smart Signals conversion • Establish an integrated corridor management system along Oceanside Boulevard, Vista Way, and Nordahl Road with signal communication coordination • Video analytics (can provide automated incident alerts and identify operational issues) • Cameras, for incident management and operations monitoring/adjustments • Develop network optimization software to group platoons of connected and automated vehicles with common travel paths for priority routing through signalized routes • Changeable message signs • Pre-planned evacuation routes and traffic signal plans 	Program	\$48
NC44	SPRINTER Grade Separations	SPRINTER Corridor	Transit	Regional Spine	<p>Grade Separations at:</p> <ul style="list-style-type: none"> • El Camino Real • Melrose Drive • North Drive • Vista Village Drive/ Main Street • Civic Center • Nordahl road/Auto Park Way and Mission Avenue <p>Proposed Grade Separations at:</p> <ul style="list-style-type: none"> • College Boulevard • York Drive • Buena Creek Road • Pacific Street 	Program	\$510
NC45	SPRINTER Electrification	SPRINTER Corridor	Transit	Regional Spine	<ul style="list-style-type: none"> • SPRINTER Vehicle (rolling stock) conversion to all electric fleet 	Program	\$69
NC46	San Luis Rey River Trail Extension	Oceanside	Active Transportation	Regional Spine	Extend the San Luis Rey River Trail East	Project	\$97
NC47	SPRINTER Station Access Improvements	North County	Transit	Regional Spine	<ul style="list-style-type: none"> • Access improvements to all 15 SPRINTER stations • Enhance rider experience through: transit-approaching music, increased security, and EV chargers, bike parking, and passenger loading zones at transit stations • Bike (or multi-use) paths from SPRINTER stations within Mobility Hubs to nearby attractions 	Program	\$72

Plan ID	Plan Name	Location	Project Type	Primary Strategic Anchor	Description	Category	Cost (Millions)
NC48	BRT: SPRINTER Parallel	Oceanside Boulevard, Santa Fe Avenue, and Mission Road	Transit	Regional Spine	Provide a high-frequency, limited stop BRT service parallel to SPRINTER, connecting Oceanside to Escondido along Oceanside Boulevard, Santa Fe Avenue and Mission Road with peak period frequencies of 10-minutes	Project	\$49