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

<table>
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<tr>
<th>Plan ID</th>
<th>Plan Name</th>
<th>Location</th>
<th>Project Type</th>
<th>Primary Strategic Anchor</th>
<th>Description</th>
<th>Category</th>
<th>Cost (Millions)</th>
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</thead>
</table>
| 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:  
• 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 SPRINT Station  
• Establish corridor as a communication backbone with TSMO strategies (transit signal priority for high-frequency transit)  
• Implement up to 28 smart intersections | 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:  
• 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 SPRINT and on-/off-ramps of SR 78)  
• Implement up to 35 smart intersections | Program   | $136            |
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<tbody>
<tr>
<td>NC03</td>
<td>Oceanside Boulevard Corridor-Wide Mobility Boulevard Improvements and Enhancements</td>
<td>Oceanside Boulevard</td>
<td>Complete Corridor: Active Transportation, SIS, TSMO</td>
<td>Mobility Boulevard</td>
<td>Provide the following mobility improvements and enhancements: • 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)</td>
<td>Program</td>
<td>$30</td>
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<tr>
<td>NC04</td>
<td>College Boulevard Corridor-Wide Mobility Boulevard Improvements and Enhancements</td>
<td>College Boulevard</td>
<td>Complete Corridor: Active Transportation, SIS, TSMO</td>
<td>Mobility Boulevard</td>
<td>Provide the following mobility improvements and enhancements: • 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)</td>
<td>Program</td>
<td>$28</td>
</tr>
<tr>
<td>NC05</td>
<td>Melrose Drive Corridor-Wide Mobility Boulevard Improvements and Enhancements</td>
<td>Melrose Drive</td>
<td>Complete Corridor: Active Transportation, SIS, TSMO</td>
<td>Mobility Boulevard</td>
<td>Provide the following mobility improvements and enhancements: • 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)</td>
<td>Program</td>
<td>$32</td>
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<tr>
<td>NC06</td>
<td>Vista Way Corridor-Wide Mobility Boulevard Improvements and Enhancements</td>
<td>Vista Way</td>
<td>Complete Corridor: Active Transportation, SIS, TSMO</td>
<td>Mobility Boulevard</td>
<td>Provide the following mobility improvements and enhancements: • 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</td>
<td>Program</td>
<td>$68</td>
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<tr>
<td>NC07</td>
<td>Sycamore Avenue Corridor-Wide Mobility Boulevard Improvements and Enhancements</td>
<td>Sycamore Avenue</td>
<td>Complete Corridor: Active Transportation, SIS, TSMO</td>
<td>Mobility Boulevard</td>
<td>Provide the following mobility improvements and enhancements: • 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)</td>
<td>Program</td>
<td>$9</td>
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| 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:  
• 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)  
|          |                                                                            |                               |                                      |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |          | $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:  
• 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)  
|          |                                                                            |                               |                                      |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |          | $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:  
• 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)  
|          |                                                                            |                               |                                      |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |          | $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:  
• 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  
<p>|          |                                                                            |                               |                                      |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |          | $57            |</p>
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<tr>
<td>NC12</td>
<td>Centre City Parkway Corridor-Wide Mobility Boulevard Improvements and Enhancements</td>
<td>Centre City Parkway</td>
<td>Complete Corridor: Active Transportation, SIS, TSMO, SPRINTER</td>
<td>Mobility Boulevard</td>
<td>Provide the following mobility improvements and enhancements: • 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)</td>
<td>Program</td>
<td>$158</td>
</tr>
<tr>
<td>NC13</td>
<td>Valley Parkway Corridor-Wide Mobility Boulevard Improvements and Enhancements</td>
<td>Valley Parkway</td>
<td>Complete Corridor: Active Transportation, SIS, TSMO</td>
<td>Mobility Boulevard</td>
<td>Provide the following mobility improvements and enhancements: • 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)</td>
<td>Program</td>
<td>$15</td>
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<tr>
<td>NC14</td>
<td>Mobility Hub: Oceanside Suite of Improvements</td>
<td>Oceanside</td>
<td>Mobility Hub - Gateway</td>
<td>Mobility Hub</td>
<td>• 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</td>
<td>Program</td>
<td>$128</td>
</tr>
<tr>
<td>NC15</td>
<td>Mobility Hub: Vista Suite of Improvements</td>
<td>Vista</td>
<td>Mobility Hub - Suburban</td>
<td>Mobility Hub</td>
<td>• 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</td>
<td>Program</td>
<td>$87</td>
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<tr>
<td>NC16</td>
<td>Mobility Hub: San Marcos Suite of Improvements</td>
<td>San Marcos</td>
<td>Mobility Hub - Major Employment Center</td>
<td>Mobility Hub</td>
<td>• 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</td>
<td>Program</td>
<td>$160</td>
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| NC17    | Mobility Hub: Escondido Suite of Improvements | Escondido                     | Mobility Hub - Gateway| Mobility Hub             | • 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             | • 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             | • 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           | • Managed Lanes  
• Direct connectors between I-15 and SR 78 | Project | $294            |
<p>| NC21    | BRT: College Boulevard                          | College Boulevard             | Transit               | Mobility Boulevard       | • Rapid 477 (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       | • 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 (Rapid 471)                      | Escondido                     | Transit               | Mobility Boulevard       | • Rapid 471 (Downtown Escondido to East Escondido) with 10-minute frequencies | Project | $85             |
| NC24    | BRT: Melrose                                    | Oceanside/Carlsbad            | Transit               | Mobility Boulevard       | • High-frequency, limited stop BRT service along Melrose Drive between Oceanside and Carlsbad with peak period frequencies of 10-minute | Project | $47             |</p>
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| NC25    | SR 78 Operational Improvements and Managed Lanes | SR 78 | TSMO/Smart Highway Capacity | Regional Spine | • 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 | Create/completed coastal bike trail:  
• 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 | • 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 | • Rapid 474 (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 | • Managed Lanes  
• Direct connectors between I-5 and SR 78 | Program | $731 |
| NC31    | Inland Rail Trail Destination Connections | Oceanside | Active Transportation | Regional Spine | • 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 |
<p>| NC32    | BRT: Palomar Airport Road (Rapid 440) | Palomar Airport Road | Transit | Mobility Boulevard | • Rapid 440 (Carlsbad to Escondido Transit Center via Palomar Airport Road) with 10-minute frequencies | Project | $71 |</p>
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<tr>
<td>NC33</td>
<td>Rapid 450</td>
<td>Oceanside to Escondido via Palomar Airport Road</td>
<td>Transit</td>
<td>Mobility Boulevard</td>
<td>Rapid 450 (Oceanside to Escondido via Palomar Airport Road and SR 78 [Full version of Rapid])</td>
<td>Project</td>
<td>$31</td>
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<tr>
<td>NC34</td>
<td>BRT: Vista Way</td>
<td>Oceanside</td>
<td>Transit</td>
<td>Mobility Boulevard</td>
<td>• Provide high-frequency transit service along Vista Way with peak period frequency of 10-minute</td>
<td>Project</td>
<td>$40</td>
</tr>
</tbody>
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| NC35    | Camp Pendleton Access | Camp Pendleton | Active Transportation, Transit, Mobility as a Service | Mobility Hub | • 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 SPRINT
| Project | $116          |
| NC36    | Commuter Express: Palomar Airport to Kearny Mesa via Rancho Bernardo Transit Center | Regional | Transit | Regional Spine | • 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 | • 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 | • 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    | SPRINT
| | R
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| | | Project | $373          |
| NC40    | SPRINT
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| | | Project | $376          |
| NC41    | Communication Backbone/Fiber | North County | Transit | Corridor-Wide | • 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           |
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| NC42   | Connecting Communities Across Regional Spines | North County | Transportation Interfaces | Regional Spine | • 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 | • 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 | Grade Separations at:  
• El Camino Real  
• Melrose Drive  
• North Drive  
• Vista Village Drive/ Main Street  
• Civic Center  
• Nordahl road/Auto Park Way and Mission Avenue  
Proposed Grade Separations at:  
• College Boulevard  
• York Drive  
• Buena Creek Road  
• Pacific Street | Program | 510 |
| NC45   | SPRINTER Electrification | SPRINTER Corridor | Transit | Regional Spine | • 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 | • 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 |
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<tr>
<td>NC48</td>
<td><strong>BRT: SPRINTER Parallel</strong></td>
<td>Oceanside Boulevard, Santa Fe Avenue, and Mission Road</td>
<td>Transit</td>
<td>Regional Spine</td>
<td>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</td>
<td>Project</td>
<td>$49</td>
</tr>
</tbody>
</table>