

APPENDIX A

THE SCENARIOS – PROJECTS, COSTS, AND PHASING

This appendix includes the Revenue Constrained Plan, Reasonably Expected Revenue, and Unconstrained Needs scenarios. Detailed highway and transit listings, cost estimates, and phasing are included for the Revenue Constrained Plan and Reasonably Expected Revenue scenarios. For the Unconstrained Revenue scenario, detailed highway and transit listings and cost estimates are provided.

Figure A.1 depicts the 2030 Revenue Constrained Plan. Figures A.2 and A.3 depict the Revenue Constrained Plan highway and transit improvements, respectively. Table A.1 lists the major capital improvements in the Revenue Constrained Plan. Table A.2 includes highway project phasing, and Table A.3 includes transit services phasing and headways for the Revenue Constrained Plan. Table A.4 lists the major transit expenditures by decade for the Revenue Constrained Plan. Table A.5 lists the phased arterial improvements.

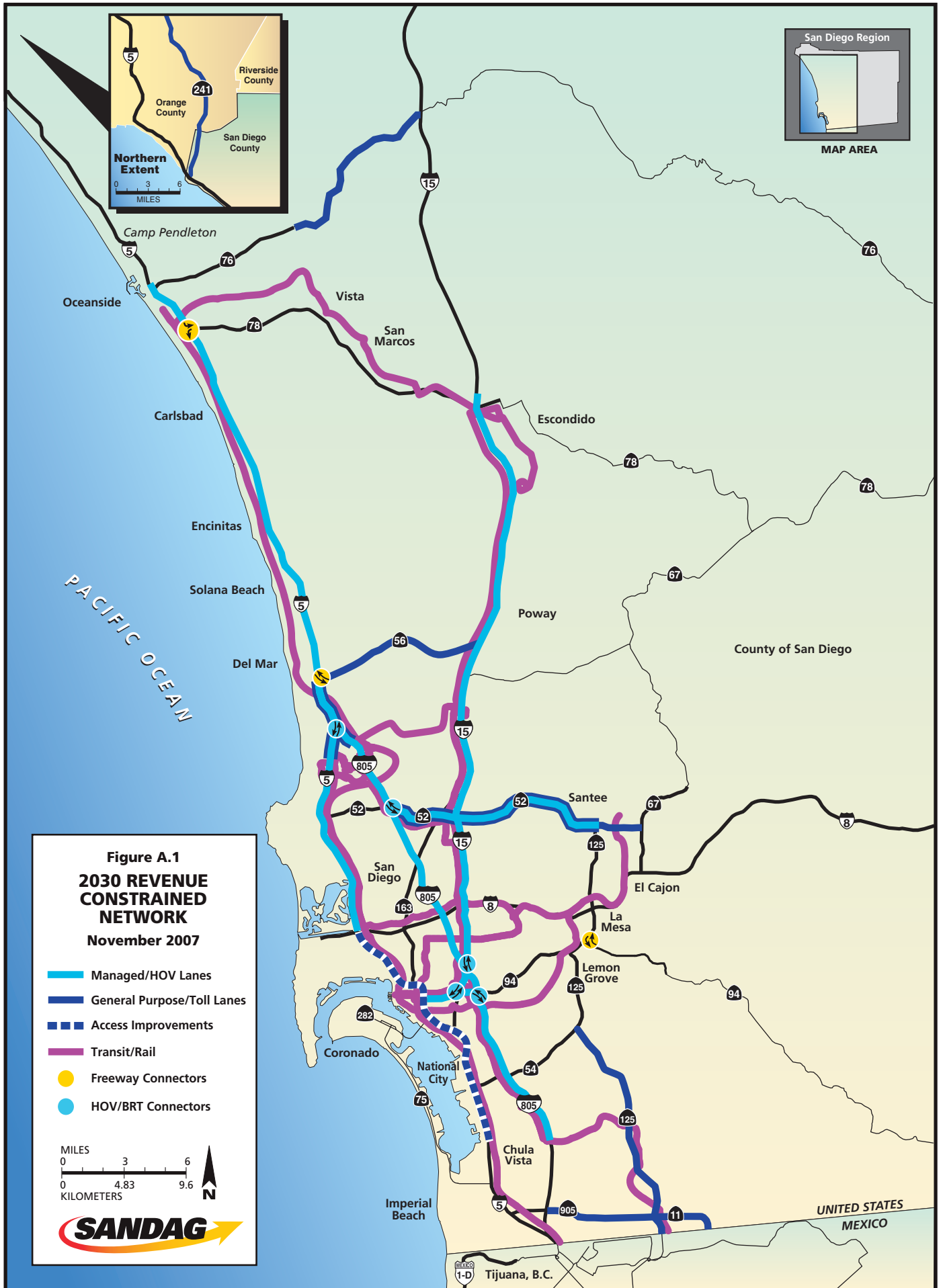
Table A.6 lists the major capital improvements in the Reasonably Expected Revenue scenario. Table A.7 includes highway project phasing, and Table A.8 includes transit services phasing and headways for the Reasonably Expected Revenue scenario. Table A.9 lists the major transit expenditures by decade for the Reasonably Expected Revenue scenario.

Table A.10 highlights the differences between the Revenue Constrained Plan and Reasonably Expected Revenue scenarios.

Figures A.4 and A.5, respectively, depict the highway and transit improvements in the Unconstrained Needs Network. The Unconstrained Needs Network is summarized in Tables A.11 through A.13. Table A.11 lists the major capital improvements, Table A.12 lists the major transit expenditures, and Table A.13 lists transit service headways for the Unconstrained Needs Network.

Tables A.14 through A.16 summarize the differences between the Revenue Constrained Plan, the Reasonably Expected Revenue scenario, and the Unconstrained Needs Network. Table A.14 summarizes the difference in highway projects, Table A.15 summarizes the differences in transit services and headways, and Table A.16 summarizes the difference in transit expenditures between the three scenarios.

[PAGE INTENTIONALLY LEFT BLANK]



**Table A.1–Major Capital Improvements - Revenue Constrained Plan
(\$ millions – 2006 dollars)**

Transit Facilities					Cost
SPRINTER Rail					\$484
Mid-Coast Light Rail					\$1,008
Transit Parking Structures					\$693
SPRINTER Rail Double Tracking					\$199
Coastal Rail Double Tracking and Other Improvements					\$1,350
Coastal Rail Tunnel (Del Mar only)					\$475
Regional Rail Grade Separations					\$363
Improved/New Major Transit Stations and Centers					\$519
Transit First Priority Measures/Enhancements					\$100
Vehicles for New Services					\$280
Arterial BRT Transit Priority Improvements					\$481
Subtotal					\$5,952
HOV and Managed Lane Facilities					
Freeway	From	To	Existing	Improvements	
I-5	I-8	La Jolla Village Dr.	8F/10F	8F/10F + 2HOV	\$200
I-5	La Jolla Village Dr.	I-5/I-805 Merge	8F/14	8F/14F+ 2HOV	\$160
I-5	I-5/I-805 Merge	Vandegrift Blvd.	8F/14F	8F/14F + 4ML	\$2,240
I-15	SR 94	SR 163	6F/8F	8F + 2HOV	\$265
I-15	SR 163	SR 56	8F + 2ML (R)	10F + 4ML/MB	\$414
I-15	SR 56	Centre City Pkwy.	8F	10F + 4ML/MB	\$427
I-15	Centre City Pkwy.	SR 78	8F	8F + 4ML	\$210
SR 52	I-805	SR 125	4F/6F	6F + 2ML(R)	\$330
SR 94	I-5	I-805	8F	8F + 2HOV	\$200
I-805	Palomar St.	SR 94	8F	8F + 4ML	\$884
I-805	SR 94	SR 52	8F	8F + 2HOV	\$631
I-805	SR 52	Carroll Cyn Rd.	8F	8F + 4ML	\$203
I-805	Carroll Cyn Rd.	I-5	8F	8F + 2HOV	\$218
Subtotal					\$6,382
HOV and BRT Connectors					
Freeway	Intersecting Freeway	Movement			
I-5	I-805	North to North & South to South			\$170
I-15	SR 94	South to West & East to North			\$140
I-15	I-805	North to North & South to South			\$66
I-805	SR 52	West to North & South to East			\$190
I-805	SR 94	North to West & East to South			\$95
Subtotal					\$661

**Table A.1–Major Capital Improvements - Revenue Constrained Plan
(\$ millions – 2006 dollars) – (cont'd)**

Highway System Completion					
Freeway	From	To	Existing	Improvements	
I-5/I-805	Port of Entry – Mexico		---	Inspection Facility	\$30
SR 11*	SR 905	Mexico	---	4T	\$300
SR 52	SR 125	SR 67	---	4F	\$538
SR 125**	SR 905	San Miguel Rd.	---	4T	\$640
SR 125	San Miguel Rd.	SR 54	---	4F	\$160
SR 241**	Orange County	I-5	---	4T/6T	\$552
SR 905	I-805	Mexico	---	6F	\$595
				Subtotal	\$2,815
Highway Widening, Arterials, and Freeway Interchanges					
Routes	From	To	Existing	Improvements	
I-5	J Street	Sea World Dr.	8F	Access Improvements	\$225
I-5	I-805	SR 56	10F	14F	\$186
SR 56	I-5	I-15	4F	6F	\$53
SR 75/SR 282***	Glorietta Blvd.	Alameda Blvd.	6C	6C + 2TU (PE only)	\$20
SR 76	Melrose Dr.	I-15	2C	4C	\$500
SR 125**	Telegraph Cyn.	San Miguel Rd.	4T	8T	\$130
SR 125	San Miguel Rd.	SR 54	4F	8F	\$40
Regional Arterials and Local Access Freeway Interchanges					\$914
				Subtotal	\$2,068
Freeway Connectors					
Freeway	Intersecting Freeway	Movement			
I-5	SR 56	West to North & South to East		\$185	
I-5	SR 78	West to South & South to East		\$200	
SR 94	SR 125	West to North & South to East		\$150	
			Subtotal	\$535	
Total					\$18,413

KEY

C = Conventional Highway Lanes T = Toll Lanes ML = Managed Lanes (HOV & Value Pricing)
 F = Freeway Lanes MB = Movable Barrier HOV = High Occupancy Vehicle Lanes
 TU = Tunnel ML(R) = Managed Lanes (Reversible)
 * public/private partnership
 ** privately funded
 *** funding from federal discretionary defense funding sources

Table A.2–Phased Highway Projects - Revenue Constrained Plan¹

YEAR BUILT BY	FREEWAY	FROM	TO	EXISTING	IMPROVEMENT	(\$ MILLIONS – 2006 DOLLARS)	
						COST	CUMULATIVE COST
2009	I-5	I-805	SR 56	10F	14F	\$186	\$186
2009	I-15	SR 56	Centre City Parkway	8F	10F + 4ML/MB	\$427	\$613
2009	SR 125	SR 905	San Miguel Road	--	4T	\$640	\$1,253
2009	SR 125	San Miguel Road	SR 54	--	4F	\$160	\$1,413
2010	SR 52	SR 125	SR 67	--	4F	\$538	\$1,951
2010	SR 75/282	Glorietta Boulevard	Alameda Boulevard	6C	6C+2TU (PE only)	\$20	\$1,971
2014	I-5	La Jolla Village Drive	I-5/I-805 Merge	8F/14F	8F/14F + 2HOV	\$160	\$2,131
2014	I-5	I-5/I-805 Merge	Cannon Road	8F/14F	8F/14F + 4ML	\$1,440	\$3,571
2014	I-5/I-805	North to North & South to South		--	HOV Connectors	\$170	\$3,741
2014	I-5/I-805	Port of Entry – Mexico		--	Inspection Facility	\$30	\$3,771
2014	SR 11	SR 905	Mexico	--	4T	\$300	\$4,071
2014	I-15	SR 163	SR 56	8F + 2ML (R)	10F + 4ML/MB	\$414	\$4,485
2014	I-15	Centre City Parkway	SR 78	8F	8F + 4ML	\$210	\$4,695
2014	SR 52	I-805	SR 125	4F/6F	6F + 2ML (R)	\$330	\$5,025
2014	SR 76	Melrose Drive	I-15	2C	4C	\$500	\$5,525
2014	SR 241	Orange County	I-5	--	4T	\$402	\$5,927
2014	I-805	Palomar Street	SR 94	8F	8F + 2HOV	\$584	\$6,511
2014	I-805/SR 94	North to West & East to South		--	HOV Connectors	\$95	\$6,606
2014	I-805	Carroll Canyon Road	I-5	8F	8F + 2HOV	\$218	\$6,824
2014	SR 905	I-805	Mexico	--	6F	\$595	\$7,419

Table A.2–Phased Highway Projects - Revenue Constrained Plan (cont'd)

YEAR BUILT BY	FREEWAY	FROM	TO	EXISTING	IMPROVEMENT	(\$ MILLIONS – 2006 DOLLARS)	
						COST	CUMULATIVE COST
2020	I-5/SR 56	West to North & South to East		--	Freeway Connectors	\$185	\$7,604
2020	I-15/I-805	North to North & South to South		--	HOV Connectors	\$66	\$7,670
2020	I-15	SR 94	SR 163	6F/8F	8F + 2HOV	\$265	\$7,935
2020	I-15/SR 94	South to West & East to North		--	HOV Connectors	\$140	\$8,075
2020	SR 56	I-5	I-15	4F	6F	\$53	\$8,128
2020	SR 94	I-5	I-805	8F	8F + 2HOV	\$200	\$8,328
2020	SR 94/SR 125	West to North & South to East		--	Freeway Connectors	\$150	\$8,478
2020	I-805	SR 52	Carroll Canyon Road	8F	8F + 4ML	\$203	\$8,681
2030	I-5	J Street	Sea World Drive	8F	Access Improvements	\$225	\$8,906
2030	I-5	I-8	La Jolla Village Drive	8F/10F	8F/10F + 2HOV	\$200	\$9,106
2030	I-5	Cannon Road	Vandegrift Boulevard	8F	8F + 4ML	\$800	\$9,906
2030	I-5/SR 78	West to South & South to East		--	Freeway Connectors	\$200	\$10,106
2030	SR 125	Telegraph Canyon.	San Miguel Road	4T	8T	\$130	\$10,236
2030	SR 125	San Miguel Road	SR 54	4F	8F	\$40	\$10,276
2030	SR 241 *	Orange County	I-5	4T	4T/6T	\$150	\$10,426
2030	I-805	Palomar Street	SR 94	8F + 2HOV	8F + 4ML	\$300	\$10,726
2030	I-805	SR 94	SR 52	8F	8F + 2HOV	\$631	\$11,357
2030	I-805/SR 52	West to North & South to East		--	HOV Connectors	\$190	\$11,547

¹ These projects are included in the 2009, 2010, 2014, 2020, and 2030 analysis years for air quality assessment.

* SR 241 - 4 toll lanes from I-5 to Cristianitos interchange; 6 toll lanes from Cristianitos Interchange to Orange County line

KEY

C = Conventional Highway Lanes T = Toll Lanes ML = Managed Lanes (HOV & Value Pricing)
 F = Freeway Lanes MB = Movable Barrier HOV = High Occupancy Vehicle Lanes
 TU = Tunnel ML(R) = Managed Lanes (Reversible)

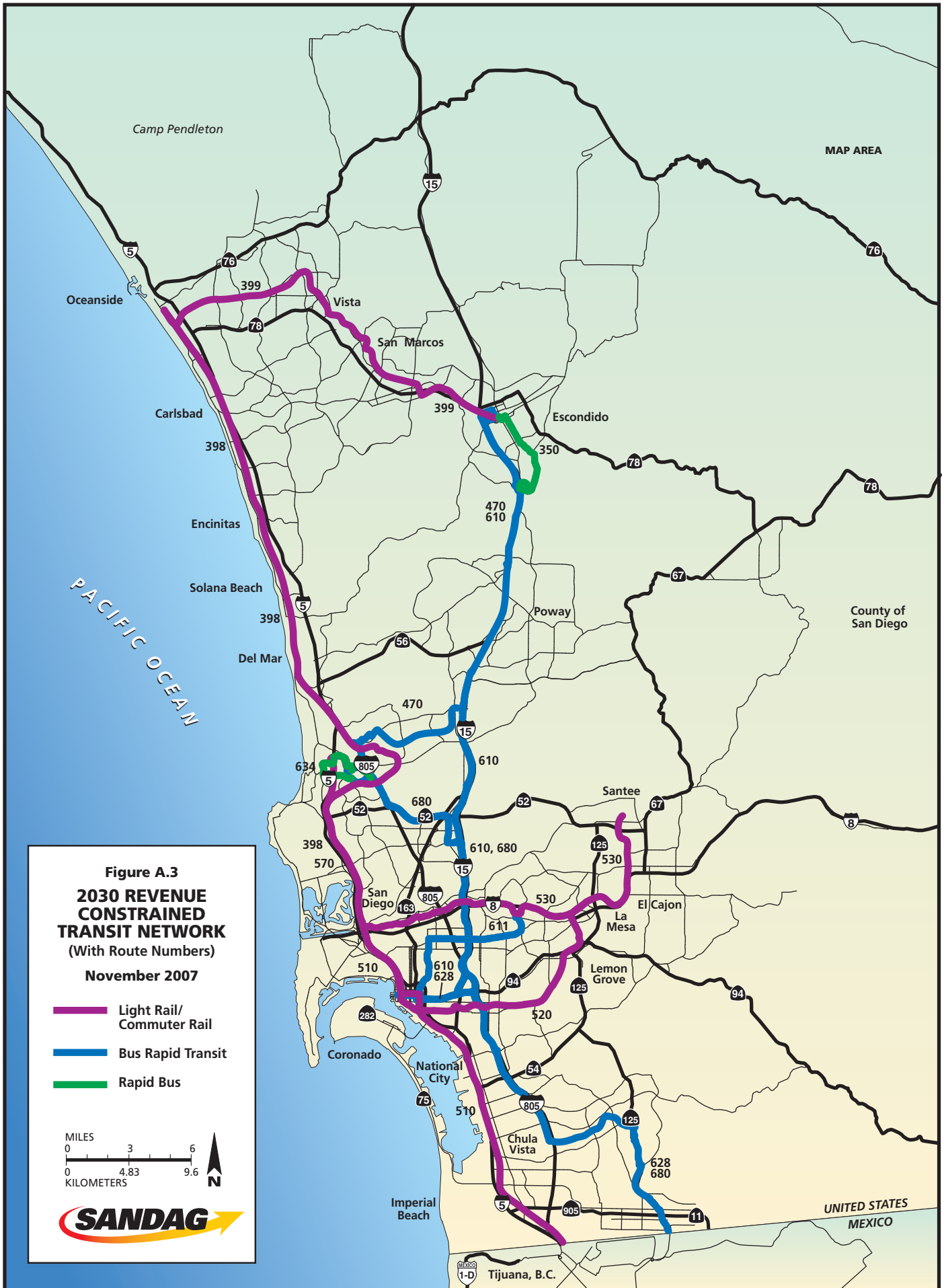


Figure A.3
2030 REVENUE
CONSTRAINED
TRANSIT NETWORK
 (With Route Numbers)

November 2007

- Light Rail/
Commuter Rail
- Bus Rapid Transit
- Rapid Bus

MILES
 0 3 6
 KILOMETERS
 0 4.83 9.6



Table A.3–Phased Transit Services - Revenue Constrained Plan¹

YEAR	ROUTE	DESCRIPTION	PEAK HEADWAY (MINUTES)	OFF-PEAK HEADWAY (MINUTES)
2009	634	UCSD/UTC Super Loop	10	15
2009	350	Escondido Rapid Bus	10	10
2014	510	Increase in Blue Line Service (current headways 7½/15)	7.5	10
2014	610	Escondido to Downtown San Diego via I-15/SR 94*	15	30
2014	470	Escondido to Sorrento Mesa via Mira Mesa Blvd. (and via Carroll Canyon after 2020)	10	--
2014	611	Mid-City Rapid Bus – SDSU to Downtown San Diego via El Cajon Boulevard and Park Boulevard	10	10
2014	680	Otay Mesa to Sorrento Mesa via I-805/I-15/SR 52	10	--
2014	628	Otay Mesa to Downtown San Diego via I-805/SR 94	10	30
2020	398	Increase in COASTER Service (current headways 36/120)**	20	60
2020	399	Increase in SPRINTER Rail (opening headways 30/30)	15	30
2020	570	Mid-Coast Trolley	15	15
2030	510	Increase in Blue Line Trolley Service	7.5	7.5
2030	520	Increase in Orange Line Trolley Service (current headways 15/15)	7.5	15
2030	530	Increase in Green Line Trolley Service (current headways 15/15)	7.5	15
2030	610	Increase in Escondido to Downtown San Diego via I-15/SR 94*	10	15
2030	470	Increase in Escondido to Sorrento Mesa via Carroll Canyon Road	10	15
2030	628	Increase in Otay Mesa to Downtown San Diego via I-805/SR 94	10	15
2030	680	Increase in Otay Mesa to Sorrento Mesa via I-805/I-15/SR 52	10	15
2030	399	Increase in SPRINTER Rail	15	15

¹ These projects are included in the 2009, 2010, 2014, 2020, and 2030 analysis years for air quality assessment.

* I-15 BRT services includes all-day core service (Route 610) and peak period express services (Routes 607 and 608)

** Average headways

Table A.4—Major Transit Expenditures - Revenue Constrained Plan¹
(\$ millions – 2006 dollars)

PROJECT CATEGORIES	2006- 2010	2011- 2020	2021- 2030	TOTAL
<i>Major New Capital Facilities</i>	<i>\$962</i>	<i>\$3,109</i>	<i>\$1,881</i>	<i>\$5,952</i>
SPRINTER Rail	\$484	\$0	\$0	\$484
Mid-Coast Light Rail	\$110	\$898	\$0	\$1,008
Transit Parking Structures	\$105	\$315	\$273	\$693
SPRINTER Rail Double Tracking	\$0	\$199	\$0	\$199
Coastal Rail Double Tracking & Other Improvements	\$130	\$410	\$810	\$1,350
Coastal Rail Tunnel (Del Mar only)	\$0	\$0	\$475	\$475
Regional Rail Grade Separations	\$50	\$157	\$156	\$363
Improved/New Major Transit Stations and Centers	\$7	\$466	\$46	\$519
Transit Priority Measures/Enhancements	\$20	\$40	\$40	\$100
Vehicles for New Services	\$19	\$215	\$46	\$280
Arterial BRT Transit Priority Improvements	\$37	\$409	\$35	\$481
<i>Operating Subsidies</i>	<i>\$886</i>	<i>\$2,102</i>	<i>\$2,415</i>	<i>\$5,403</i>
Existing Service	\$824	\$1,647	\$1,647	\$4,118
ADA, Senior, Human Service Transportation	\$50	\$110	\$110	\$270
New/Improved Service	\$12	\$345	\$658	\$1,015
<i>Rehab./Replacement/Miscellaneous Capital</i>	<i>\$278</i>	<i>\$738</i>	<i>\$803</i>	<i>\$1,819</i>
TOTAL	\$2,126	\$5,949	\$5,099	\$13,174

¹ These projects are included in the 2008, 2009, 2010, 2014, 2020, and 2030 analysis years for air quality assessment.

Table A.5–Phased Arterial Projects - Revenue Constrained Plan¹

CONFORMITY ANALYSIS YEAR	SANDAG ID	LEAD AGENCY	PROJECT TITLE	PROJECT DESCRIPTION
2009	CNTY08	County of San Diego	Mission Road	Pepper Tree Lane to Clemmens Lane in Fallbrook - widen from three to five lanes
2009	CNTY17	County of San Diego	SR 54/SR 94	Ph 1: widen from four to six lanes with intersection improvements, raised median and left turn pockets; Ph 2: on SR 94 extend Jamacha Blvd; Ph 3: on SR 54 extend from Cuyamaca College east to Braham
2009	CNTY23	County of San Diego	Valley Center Road (Wohlford Intersection)	East of Valley Center & Cole Grade Road and extending approximately six miles to Rincon Casino - widen from two to three lanes; construct traffic signal at North Lake Wohlford Road/Valley Center Road intersection
2009	CNTY19	County of San Diego	Valley Center North & South	City of Escondido to Cole Grade Road - widen and reconstruct with 14-ft striped center 2-way lane, bike lanes and pathways
2009	ESC03	Escondido	Citracado Parkway	Don Lee Lane to Vineyard Avenue - widen from two to four lanes with left turn pockets and new traffic signal at Aero Way and Citracado Parkway
2009	ESC25	Escondido	Citracado/Nordahl	Country Club to State Route 78 – widen from four to six lanes with double left turn lanes and exclusive right turn lanes
2009	ESC05	Escondido	El Norte Parkway, Phase IV	La Honda Drive at Citrus/Mission Avenue & at E Washington Avenue - widen from two to four lanes and construct missing section of El Norte Pkwy with left turn pockets, raised medians and new traffic signals at Lincoln Ave, Citrus/Mission Ave and E Washington Ave
2009	ESC24	Escondido	Centre City Parkway	SR 78 to Mission Avenue - widen from four to six lanes with intersection improvements on Mission Avenue
2009	SM09	San Marcos	South Santa Fe Road	Rancho Santa Fe Road to Bosstick Boulevard - construct new four lane arterial with raised median, curb and gutter, sidewalk, utility undergrounding, and traffic signal system (CIP-011)
2009	SM23	San Marcos	Barham Drive Widening	Woodland Pkwy to Opper Street - widen Barham Drive to secondary arterial standards
2009	SM28	San Marcos	Twin Oaks Valley Road Street Widening and Improvements	San Marcos Blvd to Borden Rd - future widening from two lanes to four lanes including sidewalk and landscaping

Table A.5–Phased Arterial Projects - Revenue Constrained Plan¹ – (cont’d)

CONFORMITY ANALYSIS YEAR	SANDAG ID	LEAD AGENCY	PROJECT TITLE	PROJECT DESCRIPTION
2009	SNT02	Santee	Forester Creek Channelization	Forester Creek Channelization - construct Olive Lane & Mission Gorge Road bridges over flood control channel
2009	CB12	Carlsbad	College Boulevard Reach A	Badger Lane to future Cannon Road - construct four lane arterial with median, bike lanes, and sidewalks/trails
2009	SM22	San Marcos	South Santa Fe from Bosstick to Smilax	Widen and realign existing road to four secondary arterial standards
2010	CB04	Carlsbad	El Camino Real Improvements	SR 78 and Olivenhain Road - widen and improve to six lane arterial including traffic signal upgrades, bike lanes, and sidewalks
2010	CB13	Chula Vista	Poinsettia Lane Reach E	Cassia Drive to Skimmer Court - construct 4-lane arterial with median, bike lanes, and sidewalks/trails (DEMO ID: CA366 HPP No: 517)
2010	NC01	National City	Plaza Blvd Widening	Highland Ave to Euclid Ave - widen from two to three lanes
2010	N/A	Poway	Espola Road	Twin Peaks Road and Titan Way - future widening from two to four lanes
2010	VISTA08	Vista	West Vista Way Widening	Melrose Drive west to Thunder Drive - realign W. Vista Way including providing preliminary improvement plans, final right-of-way maps, and a metes and bounds legal description anticipated to provide congestion relief by widening W. Vista Way from two to four lanes
2014	CB11	Carlsbad	Cannon Road Reach 4	College Blvd. to boundary with Oceanside - construct four lane arterial with median, bike lanes, sidewalks, and pedestrian trails
2014	CHV08	Chula Vista	Willow Street Bridge Project	Bonita to Sweetwater - replace and widen from two to four lanes including bicycle lanes
2014	CNTY14	County of San Diego	South Santa Fe Avenue	Vista City limits to 700 feet south of Woodland - reconstruct and widen from two to four lanes including bicycle lane
2014	CNTY14A	County of San Diego	South Santa Fe Avenue South	Future widening of South Santa Fe Ave. from 700 feet south of Woodland Dr./South Santa Fe intersection to San Marcos city limits at Similax Road

Table A.5–Phased Arterial Projects - Revenue Constrained Plan¹ – (cont’d)

CONFORMITY ANALYSIS YEAR	SANDAG ID	LEAD AGENCY	PROJECT TITLE	PROJECT DESCRIPTION
2014	CNTY24	County of San Diego	Cole Grade Road	Future widening of Cole Grade Road from north of Horse Creek Trail to south of Pauma Heights Road to accommodate 14-ft traffic lane in both direction, 12-ft center 2-way left turn, 6-ft bike lane & 10-ft pathway
2014	CNTY39	County of San Diego	Bear Valley Parkway North	Bear Valley Parkway from San Pasqual Valley Road to Boyle Avenue - future widening
2014	CNTY21	County of San Diego	Bradley Avenue Overpass at SR 67	Magnolia Ave to Mollison Ave - future widening of Bradley Ave overpass from two to four lanes
2014	EL10	El Cajon	Jamacha Road	East Main Street to south of City limit - future widening of Jamacha Road from four to six lanes
2014	ESC04	Escondido	Citracado Parkway II	West Valley Pkwy to Harmony Grove Road - widen from two to four lanes with raised medians, construct bridge over Escondido Creek
2014	ESC02A	Escondido	East Valley/Valley Center	East Valley Pkwy to Valley Center Dr - widen roadway from four to six lanes with raised medians and left turn pockets; New Eureka Ranch Street and E. Valley Pkwy - modify signal at Lake Wohlford and Valley Center Road; widen bridge over Escondido Creek (DEMO ID: CA332; HPP No: 260)
2014	SD34	San Diego City	El Camino Real	San Dieguito Road to Via de la Valle - reconstruct and widen from two to four lanes and extend transition lane and additional grading to avoid biological impacts (CIP 52-479)
2014	SD103	San Diego City	I-5/Genessee Ave Interchange	In San Diego, replace Genessee Ave overcrossing from four lane bridge with six lane bridge; between Sorrento Valley Road and La Jolla Village Drive - construct auxiliary lanes and replace Voight Drive bridge (DEMO ID: CA639; HPP No: 3086)
2014	SD113	San Diego City	I-5/Sorrento Valley Road	On I-5 at Sorrento Valley - future new freeway access interchange including ramp
2014	SD90	San Diego City	SR 163/Clairemont Blvd. Interchange	Kearny Mesa to Kearny Villa Road - widen from four to six lane prime arterial (CIP 52-745.0)
2014	SD70	San Diego City	W. Mission Bay Bridge	Over San Diego River - replace from four to six lane bridge with class II bike lane (52-643)

Table A.5–Phased Arterial Projects - Revenue Constrained Plan¹ – (cont’d)

CONFORMITY ANALYSIS YEAR	SANDAG ID	LEAD AGENCY	PROJECT TITLE	PROJECT DESCRIPTION
2014	SM10	San Marcos	SR 78/Smilax Interchange Improvements	Construct new interchange at Smilax Road and SR 78
2014	SM24	San Marcos	Woodland Parkway Interchange Improvements	Modify existing ramps at Woodland Parkway and Barham Drive between Hill Drive and Rancheros Drive; future widening and realignment of SR 78 overcrossing and associated work
2014	SM30	San Marcos	San Marcos Boulevard Street Improvements	San Marcos Boulevard: Between Rancho Santa Fe Road to Bent Avenue; widen road to a six lane prime arterial
2020	SD11	San Diego City	Regents Road Bridge	Bridge spanning the AT&SF railroad and a portion of the Rose Canyon floodplain connecting the existing Regents Rd on both sides of the canyon - future widening Regents Rd from 100' north of Lahitte Ct to Governor and from 100' north of Lahitte Ct to the south abutment of the bridge including four lane with sidewalks and class II bike lanes (CIP 53-044.0)
2020	SD81	San Diego City	Genesee Avenue - Nobel Drive to SR 52	Nobel Drive to SR 52 - future widening to six lane major street north of Decoro Street and to a six lane primary arterial south of Decoro Street (CIP 52-458.0)
2020	SD83	San Diego City	SR 163 & Friars Road	Future construction new southbound SR 163 to westbound Friars Road off-ramp - PE only (CIP 52-455)
2020	SD115	San Diego City	La Jolla Village Drive/I-805 Interchange Ramps	I-805 at La Jolla Village Drive - reconfigure interchange and add 220 meters of acceleration lane (524850)

¹ These projects are included in the 2009, 2010, 2014, 2020, and 2030 analysis years for air quality assessment.

Table A.6–Major Capital Improvements - Reasonably Expected Revenue Scenario
(\$ millions – 2006 dollars)

Transit Facilities					Cost
SPRINTER Rail					\$484
Mid-Coast Light Rail					\$1,008
Downtown to Kearny Mesa Guideway					\$660
Sorrento Mesa Guideway					\$450
Transit Parking Structures					\$735
SPRINTER Rail Double Tracking and Westfield NC Fair Extension					\$669
Coastal Rail Double Tracking and Other Improvements					\$1,350
Coastal Rail Tunnels (Del Mar and UTC)					\$1,004
Regional Rail Grade Separations					\$671
Local Share for I-15 High Speed Rail					\$100
Improved/New Major Transit Stations and Centers					\$603
Transit Priority Measures/Enhancements					\$250
Vehicles for New Services					\$489
Arterial BRT Transit Priority Improvements					\$395
					Subtotal
					\$8,868
HOV and Managed Lane Facilities					
Freeway	From	To	Existing	Improvements	
I-5	SR 905	SR 54	8F	8F + 2HOV	\$202
I-5	SR 54	I-8	8F	8F + 2HOV	\$934
I-5	I-8	La Jolla Village Dr.	8F/10F	8F/10F + 2HOV	\$200
I-5	La Jolla Village Dr.	I-5/I-805 Merge	8F/14F	8F/14F + 2HOV	\$160
I-5	I-5/I-805 Merge	Vandegrift Blvd.	8F/14F	8F/14F + 4ML	\$2,740
I-15****	SR 94	SR 163	6F/8F	8F + 2HOV	\$265
I-15	SR 163	SR 56	8F + 2ML (R)	10F + 4ML/MB	\$414
I-15	SR 56	Centre City Pkwy.	8F	10F + 4ML/MB	\$427
I-15	Centre City Pkwy.	SR 78	8F	8F + 4ML	\$210
SR 52	I-805	SR 125	4F/6F	6F + 2ML(R)	\$330
SR 78	I-5	I-15	6F	6F + 2HOV	\$650
SR 94	I-5	I-805	8F	8F + 2HOV	\$200
SR 94/SR 125	I-805	I-8	8F	8F + 2HOV	\$834
I-805	SR 905	I-5	8F	8F + 4ML	\$3,336
					Subtotal
					\$10,902
HOV and BRT Connectors					
Freeway	Intersecting Freeway	Movement			
I-5	I-805	North to North & South to South			\$170
I-15	SR 78	East to South & North to West			\$213
I-15	SR 94	South to West & East to North			\$140
I-15	I-805	North to North & South to South			\$66
I-805	SR 52	West to North & South to East			\$190
I-805	SR 94	North to West & East to South			\$95
					Subtotal
					\$874

Table A.6–Major Capital Improvements - Reasonably Expected Revenue Scenario
(\$ millions – 2006 dollars) – (cont'd)

Highway System Completion					
Freeway	From	To	Existing	Improvements	
I-5/I-805	Port of Entry – Mexico		---	Inspection Facility	\$30
SR 11*	SR 905	Mexico	---	4T	\$300
SR 52	SR 125	SR 67	---	4F	\$538
SR 125**	SR 905	San Miguel Rd.	---	4T	\$640
SR 125	San Miguel Rd.	SR 54	---	4F	\$160
SR 241**	Orange County	I-5	---	4T/6T	\$552
SR 905	I-805	Mexico	---	6F	\$595
				Subtotal	\$2,815
Highway Widening, Arterials, and Freeway Interchanges					
Routes	From	To	Existing	Improvements	
I-5	J Street	Sea World Dr.	8F	Access Improvements	\$225
I-5	I-805	SR 56	10F	14F	\$186
I-5	Vandegrift Blvd.	Orange County	8F	8F + 4T	\$810
I-8	2 nd Street	Los Coches	4F	6F	\$54
I-15	SR 78	Riverside County	8F	8F + 4T	\$2,060
SR 52	I-5	I-805	4F	6F	\$119
SR 56	I-5	I-15	4F	6F	\$53
SR 67	Mapleview St.	Dye Rd.	2C/4C	4C	\$400
SR 75/SR 282***	Glorietta Blvd.	Alameda Blvd.	6C	6C + 2TU (PE only)	\$20
SR 76	Melrose Dr.	I-15	2C	4C	\$500
SR 125**	Telegraph Cyn.	San Miguel Rd.	4T	8T	\$130
SR 125	San Miguel Rd.	SR 54	4F	8F	\$40
Regional Arterials and Local Access Freeway Interchanges					\$1,437
				Subtotal	\$6,034
Freeway Connectors					
Freeway	Intersecting Freeway	Movement			
I-5	SR 56	West to North & South to East			\$185
I-5	SR 78	West to South & South to East			\$200
SR 94	SR 125	West to North & South to East			\$150
				Subtotal	\$535
Goods Movement Facilities¹					
		Improvements			
Port District Marine Terminals		Ground Access and Terminal Capacity			\$597
South Bay Rail		Yards, Sidings, Third Main Line			\$328
Mexican Rail		Rehabilitation, Spurs, Transload			\$32
East Otay Border Crossing		Port of Entry			\$350
SR 905		Add 2 general purpose lanes (6F to 8F) from I-805 to Border			\$200
Otay Mesa SB Truck Route		Widen and realignment			\$23
Air Cargo at SDIA		Access, warehouses, transload			\$142
Pipeline		Terminal access to I-15			\$32
				Subtotal	\$1,704
				Total	\$31,732

KEY

- | | | |
|--------------------------------|----------------------|--|
| C = Conventional Highway Lanes | T = Toll Lanes | ML = Managed Lanes (HOV & Value Pricing) |
| F = Freeway Lanes | MB = Movable Barrier | HOV = High Occupancy Vehicle Lanes |
| TU = Tunnel | | ML(R) = Managed Lanes (Reversible) |
- * public/private partnership
** privately funded
*** funding from federal discretionary defense funding sources
**** HOV dedication and/or construction contingent n completion and operation of SR 15 Mid-City BRT stations and system improvements

¹ Additional Goods Movement Action Plan (GMAP) improvements included in the Reasonably Expected Revenue scenario

Table A.7 – Phased Highway Projects - Reasonably Expected Revenue Scenario

YEAR BUILT BY	FREEWAY	FROM	TO	EXISTING	IMPROVEMENT	(\$ MILLIONS – 2006 DOLLARS)	
						COST	CUMULATIVE COST
2010	I-5	I-805	SR 56	10F	14F	\$186	\$186
2010	I-15	SR 56	Centre City Parkway	8F	10F + 4ML/MB	\$427	\$613
2010	SR 52	SR 125	SR 67	--	4F	\$538	\$1,151
2010	SR 75/282	Glorietta Boulevard	Alameda Boulevard	6C	6C+2TU (PE only)	\$20	\$1,171
2010	SR 125	SR 905	San Miguel Road	--	4T	\$640	\$1,811
2010	SR 125	San Miguel Road	SR 54	--	4F	\$160	\$1,971
2020	I-5	La Jolla Village Drive	I-5/I-805 Merge	8F/14F	8F/14F + 2HOV	\$160	\$2,131
2020	I-5	I-5/I-805 Merge	Vandegrift Boulevard	8F/14F	8F/14F + 4ML	\$2,740	\$4,871
2020	I-5/SR 56	West to North & South to East		--	Freeway Connectors	\$185	\$5,056
2020	I-5/I-805	Port of Entry – Mexico		--	Inspection Facility	\$30	\$5,086
2020	I-5/I-805	North to North & South to South		--	HOV Connectors	\$170	\$5,256
2020	SR 11	SR 905	Mexico	--	4T	\$300	\$5,556
2020	I-15**	SR 94	SR 163	6F/8F	8F + 2HOV	\$265	\$5,821
2020	I-15	SR 163	SR 56	8F + 2ML (R)	10F + 4ML/MB	\$414	\$6,235
2020	I-15	Centre City Pkwy.	SR 78	8F	8F + 4ML	\$210	\$6,445
2020	I-15	SR 78	Riverside County	8F	8F + 4T	\$2,060	\$8,505
2020	I-15/SR 94	South to West & East to North		--	HOV Connectors	\$140	\$8,645
2020	I-15/I-805	North to North & South to South		--	HOV Connectors	\$66	\$8,711
2020	SR 52	I-5	I-805	4F	6F	\$119	\$8,830
2020	SR 52	I-805	SR 125	4F/6F	6F + 2ML (R)	\$330	\$9,160
2020	SR 56	I-5	I-15	4F	6F	\$53	\$9,213
2020	SR 67	Mapleview Street	Scripps Poway Parkway	2C/4C	4C	\$120	\$9,333
2020	SR 76	Melrose Drive	I-15	2C	4C	\$500	\$9,833
2020	SR 94	I-5	I-805	8F	8F + 2HOV	\$200	\$10,033
2020	SR 94	I-805	SR 125	8F	8F + 2HOV	\$534	\$10,567
2020	SR 94/SR 125	West to North & South to East		--	Freeway Connectors	\$150	\$10,717
2020	SR 241	Orange County	I-5	--	4T	\$402	\$11,119
2020	I-805	Palomar Street	SR 94	8F	8F + 4ML	\$884	\$12,003

Table A.7 – Phased Highway Projects - Reasonably Expected Revenue Scenario – (cont’d)

YEAR BUILT BY	FREEWAY	FROM	TO	EXISTING	IMPROVEMENT	(\$ MILLIONS – 2006 DOLLARS)	
						COST	CUMULATIVE COST
2020	I-805	SR 94	I-8	8F	8F + 4ML	\$630	\$12,633
2020	I-805	I-8	SR 52	8F	8F + 2HOV	\$319	\$12,952
2020	I-805	SR 52	Carroll Canyon Road	8F	8F + 4ML	\$203	\$13,155
2020	I-805	Carroll Canyon Road	I-5	8F	8F + 4ML	\$262	\$13,417
2020	I-805/SR 52	West to North & South to East		--	HOV Connectors	\$190	\$13,607
2020	I-805/SR 94	North to West & East to South		--	HOV Connectors	\$95	\$13,702
2020	SR 905	I-805	Mexico	--	6F	\$595	\$14,297
2030	I-5	SR 905	SR 54	8F	8F + 2HOV	\$202	\$14,499
2030	I-5	SR 54	I-8	8F	8F + 2HOV	\$934	\$15,433
2030	I-5	J Street	Sea World Drive	8F	Access Improvements	\$225	\$15,658
2030	I-5	I-8	La Jolla Village Drive	8F/10F	8F/10F + 2HOV	\$200	\$15,858
2030	I-5	Vandegrift Boulevard	Orange County	8F	8F + 4T	\$810	\$16,668
2030	I-5/SR 78	West to South & South to East		--	Freeway Connectors	\$200	\$16,868
2030	I-8	2nd Street	Los Coches	4F	6F	\$54	\$16,922
2030	I-15/SR 78	East to South & North to West		--	HOV Connectors	\$213	\$17,135
2030	SR 67	Scripps Poway Parkway	Dye Road	2C/4C	4C	\$280	\$17,415
2030	SR 78	I-5	I-15	6F	6F + 2HOV	\$650	\$18,065
2030	SR 125	Telegraph Canyon	San Miguel Road	4T	8T	\$130	\$18,195
2030	SR 125	San Miguel Road	SR 54	4F	8F	\$40	\$18,235
2030	SR 125	SR 94	I-8	8F	8F + 2HOV	\$300	\$18,535
2030	SR 241*	Orange County	I-5	4T	4T/6T	\$150	\$18,685
2030	I-805	SR 905	Palomar Street	8F	8F + 4ML	\$288	\$18,973
2030	I-805	Mission Valley Viaduct		8F + 2HOV	8F + 4ML	\$600	\$19,573
2030	I-805	I-8	SR 52	8F + 2HOV	8F + 4ML	\$150	\$19,723
2030	SR 905	I-805	Mexico	6F	8F	\$200	\$19,923

* SR 241 - 4 toll lanes from I-5 to Cristianitos interchange; 6 toll lanes from Cristianitos Interchange to Orange County line

** HOV dedication and/or construction contingent n completion and operation of SR 15 Mid-City BRT stations and system improvements

KEY

C = Conventional Highway Lanes

F = Freeway Lanes

TU = Tunnel

T = Toll Lanes

MB = Movable Barrier

ML = Managed Lanes (HOV & Value Pricing)

HOV = High Occupancy Vehicle Lanes

ML(R) = Managed Lanes (Reversible)

Table A.8—Phased Transit Services - Reasonably Expected Revenue Scenario

DECADE	ROUTE	DESCRIPTION	PEAK HEADWAY (MINUTES)	OFF-PEAK HEADWAY (MINUTES)
2010	510	Increase in Existing Blue Line Trolley Service	7.5	7.5
2010	611	Mid-City Rapid Bus – SDSU to Downtown San Diego via El Cajon Boulevard and Park Boulevard	10	10
2010	628	Otay Mesa to Downtown San Diego via I-805/SR 94	10	15
2010	634	UCSD/UTC Super Loop	10	15
2010	350	Escondido Rapid Bus	10	10
2020	530	Increase in Existing Green Line Trolley Service	7.5	7.5
2020	610	Escondido to Downtown San Diego via I-15/SR 94*	10	15
2020	680	Otay Mesa to Sorrento Mesa via I-805/I-15/SR 52	10	15
2020	398	Increase in Existing COASTER Service (current headways 36/120)**	20	60
2020	520	Increase in Existing Orange Line Trolley Service	7.5	15
2020	570	Mid-Coast Trolley from Downtown San Diego to Sorrento Mesa	7.5	7.5
2020	399	Increase in SPRINTER Rail Service	15	15
2020	470	Riverside County to UTC/UCSD via Mira Mesa Blvd. (and via Carroll Canyon Road after 2020)***	10-30	15-60
2030	120	Kearny Mesa to Downtown San Diego via 4th/5th/SR 163 Corridor Guideway	10	10
2030	640	San Ysidro to Downtown San Diego and Kearny Mesa via I-5 and 4th/5th/SR 163 Corridor Guideway	7.5	7.5
2030	10	La Mesa to Old Town via University Avenue	10	10
2030	90	El Cajon to Downtown San Diego via SR 125 and SR 94	10	10
2030	11	SDSU to Downtown San Diego and Spring Valley via Adams, 1st, and National Avenue	15	15
2030	210	Mira Mesa to Downtown San Diego via I-15 and SR 94	10	15
2030	2	North Park - Downtown San Diego via 30th St. and Broadway	10	10
2030	30	UTC - I-5 via La Jolla Village, La Jolla Boulevard, and Grand Avenue	10	10
2030	955	SDSU to National City via 54th Street, Euclid Avenue, and Main Street	10	10
2030	41	Fashion Valley to UTC/UCSD via SR 163, Genesee Avenue, and La Jolla Village	10	10
2030	470	Riverside County to Sorrento Mesa via Carroll Canyon	10-30 ***	15-60***
2030	472	NE Oceanside to UTC via El Camino Real/I-5	10	10

* I-15 BRT services include all-day core service (Route 610) and peak period express services (Routes 607 and 608)

** Average headways

*** Peak headways at 15 minutes to Escondido and 30 minutes to Riverside County; off-peak headways at 30 minutes to Escondido and 60 minutes to Riverside County.

**Table A.9—Major Transit Expenditures - Reasonably Expected Revenue Scenario
(\$ millions – 2006 dollars)**

PROJECT CATEGORIES	2006- 2010	2011- 2020	2021- 2030	TOTAL
<i>Major New Capital Facilities</i>	<i>\$1,311</i>	<i>\$3,460</i>	<i>\$4,097</i>	<i>\$8,868</i>
SPRINTER Rail	\$484	\$0	\$0	\$484
Mid-Coast Light Rail	\$110	\$898	\$0	\$1,008
Downtown to Kearny Mesa Guideway	\$0	\$0	\$660	\$660
Sorrento Mesa Guideway	\$0	\$0	\$450	\$450
Transit Parking Structures	\$105	\$420	\$210	\$735
SPRINTER Rail Double Tracking/Westfield NC Fair Extension	\$0	\$199	\$470	\$669
Coastal Rail Doubletracking and Other Improvements	\$130	\$610	\$610	\$1,350
Coastal Rail Tunnels (Del Mar/UTC)	\$0	\$0	\$1,004	\$1,004
Regional Rail Grade Separations	\$100	\$300	\$271	\$671
Local Share for I-15 High Speed Rail	\$0	\$100	\$0	\$100
Improved/New Major Transit Stations and Centers	\$76	\$368	\$159	\$603
Transit Priority Measures/Enhancements	\$50	\$100	\$100	\$250
Vehicles for New Services	\$88	\$318	\$83	\$489
Arterial BRT Transit Priority Improvements	\$168	\$147	\$80	\$395
<i>Operating Subsidies</i>	<i>\$822</i>	<i>\$2,571</i>	<i>\$3,102</i>	<i>\$6,495</i>
Existing Service	\$740	\$1,850	\$1,850	\$4,440
ADA, Senior, Human Service Transportation	\$53	\$183	\$229	\$465
New/Improved Service	\$29	\$538	\$1,023	\$1,590
<i>Rehab./Replacement/ Miscellaneous Capital</i>	<i>\$390</i>	<i>\$1,066</i>	<i>\$1,057</i>	<i>\$2,513</i>
TOTAL	\$2,523	\$7,097	\$8,256	\$17,876

Table A.10–Major Capital Improvements – Differences Between Scenarios
(\$ millions – 2006 dollars)

Differences between Reasonably Expected Revenues (Tables 6.2 & A.5) and Revenue Constrained Plan (Table A.1) scenarios are in strikeout and shaded.

Transit Facilities	Cost
SPRINTER Rail	\$484
Mid-Coast Light Rail	\$1,008
Downtown to Kearny Mesa Guideway	\$660
Sorrento Mesa Guideway	\$450
Transit Parking Structures	\$693 \$735
SPRINTER Rail Double Tracking and Westfield-NC Fair Extension	\$199 \$669
Coastal Rail Double Tracking and Other Improvements	\$1,350
Coastal Rail Tunnel (Del Mar and UTC)	\$475 \$1,004
Regional Rail Grade Separations	\$363 \$671
Local Share for I-15 High Speed Rail	\$100
Improved/New Major Transit Stations and Centers	\$519 \$603
Transit Priority Measures/Enhancements	\$100 \$250
Vehicles for New Services	\$280 \$489
Arterial BRT Transit Priority Improvements	\$481 \$395
Subtotal	\$5,952 \$8,868

HOV and Managed Lane Facilities					
Freeway	From	To	Existing	Improvements	
I-5	SR 905	SR 54	8F	8F + 2HOV	\$0 \$202
I-5	SR 54	I-8	8F	8F + 2HOV	\$0 \$934
I-5	I-8	La Jolla Village Dr.	8F/10F	8F/10F + 2HOV	\$200
I-5	La Jolla Village Dr.	I-5/I-805 Merge	8F/14F	8F/14F + 2HOV	\$160
I-5	I-5/I-805 Merge	Vandegrift Blvd.	8F/14F	8F/14F + 4ML	\$2,240 \$2,740
I-15	SR 94	SR 163	6F/8F	8F + 2HOV	\$265
I-15	SR 163	SR 56	8F + 2ML (R)	10F + 4ML/MB	\$414
I-15	SR 56	Centre City Pkwy.	8F	10F + 4ML/MB	\$427
I-15	Centre City Pkwy.	SR 78	8F	8F + 4ML	\$210
SR 52	I-805	SR 125	4F/6F	6F + 2ML(R)	\$330
SR 78	I-5	I-15	6F	6F + 2HOV	\$0 \$650
SR 94	I-5	I-805	8F	8F + 2HOV	\$200
SR 94/SR 125	I-805	I-8	8F	8F + 2HOV	\$0 \$834
I-805	SR 905	I-5	8F	8F + 4ML	\$3,336
I-805	Palomar St.	SR 94	8F	8F + 4ML	\$884
I-805	SR 94	SR 52	8F	8F + 2HOV	\$631
I-805	SR 52	Carroll Cyn Rd.	8F	8F + 4ML	\$203
I-805	Carroll Cyn Rd.	I-5	8F	8F + 2HOV	\$218
Subtotal					\$6,382 \$10,902

HOV and BRT Connectors			
Freeway	Intersecting Freeway	Movement	
I-5	I-805	North to North & South to South	\$170
I-15	SR 78	East to South & North to West	\$0 \$213
I-15	SR 94	South to West & East to North	\$140
I-15	I-805	North to North & South to South	\$66
I-805	SR 52	West to North & South to East	\$190
I-805	SR 94	North to West & East to South	\$95
Subtotal			\$661 \$874

**Table A.10–Major Capital Improvements – Differences Between Scenarios
(\$ millions – 2006 dollars) – (cont'd)**

Highway System Completion					
Freeway	From	To	Existing	Improvements	
I-5/I-805	Port of Entry – Mexico		---	Inspection Facility	\$30
SR 11*	SR 905	Mexico	---	4T	\$300
SR 52	SR 125	SR 67	---	4F	\$538
SR 125**	SR 905	San Miguel Rd.	---	4T	\$640
SR 125	San Miguel Rd.	SR 54	---	4F	\$160
SR 241**	Orange County	I-5	---	4T/6T	\$552
SR 905	I-805	Mexico	---	6F	\$595
				Subtotal	\$2,815
Highway Widening, Arterials, and Freeway Interchanges					
Routes	From	To	Existing	Improvements	
I-5	J Street	Sea World Dr.	8F	Access Improvements	\$225
I-5	I-805	SR 56	10F	14F	\$186
I-5	Vandegrift Blvd.	Orange County	8F	8F + 4T	\$0 \$810
I-8	2 nd Street	Los Coches	4F	6F	\$0 \$54
I-15	SR 78	Riverside County	8F	8F + 4T	\$0 \$2,060
SR 52	I-5	I-805	4F	6F	\$119
SR 56	I-5	I-15	4F	6F	\$53
SR 67	Mapleview St.	Dye Rd.	2C/4C	4C	\$0 \$400
SR 75/SR 282***	Glorietta Blvd.	Alameda Blvd.	6C	6C + 2TU (PE only)	\$20
SR 76	Melrose Dr.	I-15	2C	4C	\$500
SR 125**	Telegraph Cyn.	San Miguel Rd.	4T	8T	\$130
SR 125	San Miguel Rd.	SR 54	4F	8F	\$40
Regional Arterials and Local Access Freeway Interchanges					\$914 \$1,437
				Subtotal	\$2,068 \$6,034
Freeway Connectors					
Freeway	Intersecting Freeway	Movement			
I-5	SR 56	West to North & South to East			\$185
I-5	SR 78	West to South & South to East			\$200
SR 94	SR 125	West to North & South to East			\$150
				Subtotal	\$535
Goods Movement Facilities¹					
Improvements					
Port District Marine Terminals	Ground Access and Terminal Capacity				\$597
South Bay Rail	Yards, Sidings, Third Main Line				\$328
Mexican Rail	Rehabilitation, Spurs, Transload				\$32
East Otay Border Crossing	Port of Entry				\$350
SR 905	Add 2 general purpose lanes (6F to 8F) from I 805 to Border				\$200
Otay Mesa SB Truck Route	Widen and realignment				\$23
Air Cargo at SDIA	Access, warehouses, transload				\$142
Pipeline	Terminal access to I-15				\$32
				Subtotal	\$1,704
Total					\$18,413 \$31,732

KEY

C = Conventional Highway Lanes T = Toll Lanes ML = Managed Lanes (HOV & Value Pricing)
 F = Freeway Lanes MB = Movable Barrier HOV = High Occupancy Vehicle Lanes
 TU = Tunnel ML(R) = Managed Lanes (Reversible)

* public/private partnership

** privately funded

*** funding from federal discretionary defense funding sources

¹ Additional Goods Movement Action Plan (GMAP) improvements included in the Reasonably Expected Revenue scenario



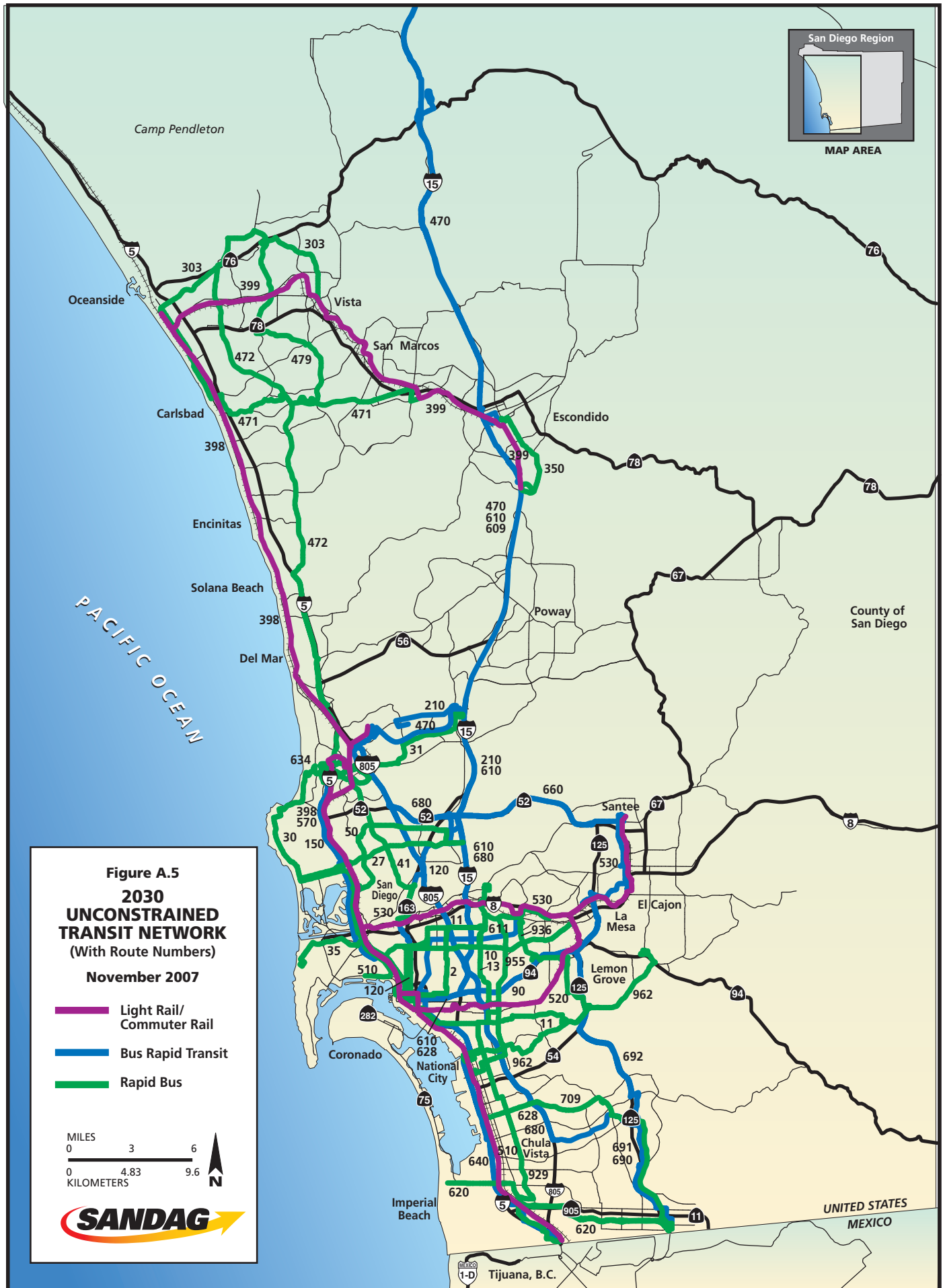


Figure A.5
2030
UNCONSTRAINED
TRANSIT NETWORK
 (With Route Numbers)

November 2007

- Light Rail/
Commuter Rail
- Bus Rapid Transit
- Rapid Bus

MILES
 0 3 6
 KILOMETERS
 0 4.83 9.6



**Table A.11–Major Capital Improvements - Unconstrained Needs Network
(\$ millions – 2006 dollars)**

Transit Facilities					Cost
SPRINTER Rail					\$484
Mid-Coast Light Rail					\$1,008
Downtown to Kearny Mesa Guideway					\$660
Sorrento Mesa Guideway					\$450
Transit Parking Structures					\$735
SPRINTER Double Tracking, Westfield NC Fair Extension, and Other Improvements					\$800
Coastal Rail Double Tracking and Other Improvements					\$1,350
Coastal Rail Tunnels (Del Mar and UTC)					\$1,004
Regional Rail Grade Separations					\$700
Local Share for I-15 High Speed Rail					\$200
Improved/New Major Transit Stations and Centers					\$786
Transit Priority Measures					\$500
Vehicles for New Services					\$642
Arterial BRT Corridor Improvements					\$476
Subtotal					\$9,795
HOV and Managed Lane Facilities					Cost
Freeway	From	To	Existing	Improvement	
I-5	SR 905	SR 54	8F	8F + 2HOV	\$202
I-5	SR 54	I-15	8F	10F + 2HOV	\$350
I-5	I-15	I-8	8F	8F + 2HOV	\$870
I-5	I-8	La Jolla Village Dr.	8F/10F	10F + 2HOV	\$450
I-5	La Jolla Village Dr.	SR 56	8F/14F	8F/14F + 4ML	\$291
I-5	SR 56	Palomar Airport Rd.	8F/10F	10F + 4ML	\$1,290
I-5	Palomar Airport Rd.	Vandegrift Blvd.	8F	8F + 4ML	\$1,200
I-8	I-5	I-15	8F	8F + 2HOV	\$1,330
I-8	I-15	College Avenue	10F	10F + 2HOV	\$1,080
I-8	College Avenue	SR 125	8F	8F + 2HOV	\$980
I-8	SR 125	SR 67	8F	8F + 2HOV	\$184
I-8	SR 67	Los Cochés	4F/6F	6F + 2HOV	\$238
I-15	I-5	SR 163	6F/8F	8F + 2HOV	\$580
I-15	SR 163	SR 56	8F + 2ML(R)	10F + 4ML/MB	\$414
I-15	SR 56	Centre City Pkwy.	8F	10F + 4ML/MB	\$427
I-15	Centre City Pkwy.	SR 78	8F	8F + 4ML	\$210
SR 52	I-5	I-805	4F	6F + 2HOV	\$210
SR 52	I-805	I-15	6F	8F + 2HOV	\$290
SR 52	I-15	SR 125	4F/6F	6F + 3ML/MB	\$500
SR 54	I-5	SR 125	6F	8F + 2HOV	\$128
SR 56	I-5	I-15	4F	6F + 2HOV	\$290
SR 78	I-5	I-15	6F	6F + 2HOV	\$650
SR 94	I-5	I-805	8F	8F + 2HOV	\$200
SR 94	I-805	College Avenue	8F/10F	10F + 2HOV	\$520
SR 94	College Avenue	SR 125	8F	8F + 2HOV	\$260
SR 94	SR 125	Avocado Blvd.	4F	6F + 2HOV	\$260
SR 125	SR 54	SR 94	8F	8F + 2HOV	\$170
SR 125	SR 94	I-8	8F	10F + 2HOV	\$160
SR 125	I-8	SR 52	6F	8F + 2HOV	\$270
SR 163	I-805	I-15	8F	8F + 2HOV	\$200

**Table A.11—Major Capital Improvements - Unconstrained Needs Network
(\$ millions – 2006 dollars) – (cont'd)**

HOV and Managed Lane Facilities (continued)					
Freeway	From	To	Existing	Improvement	
I-805	SR 905	Telegraph Cyn.	8F	8F + 4ML	\$532
I-805	Telegraph Cyn.	I-8	8F	10F + 4ML	\$2,410
I-805	Mission Valley Viaduct		8F	8F + 4ML	\$610
I-805	I-8	SR 52	8F/10F	10F + 4ML	\$500
I-805	SR 52	La Jolla Village Dr.	8F	10F + 4ML	\$290
I-805	La Jolla Village Dr.	I-5	8F	8F + 4ML	\$202
				Subtotal	\$18,748
HOV and BRT Connectors					
Freeway	Intersecting Freeway	Movement			
I-5	SR 52	West to South, North to East, South to East, and West to North			\$360
I-5	SR 54	West to South, North to East, South to East, and West to North			\$360
I-5	SR 56	South to East, West to North, North to East, and West to South			\$380
I-5	SR 78	South to East, West to North, North to East, and West to South			\$370
I-5	SR 94	West to South, North to East, South to East, and West to North			\$400
I-5	I-805	North to North and South to South			\$170
I-8	SR 125	West to South and North to East			\$280
I-15	SR 52	West to North and South to East			\$180
I-15	SR 56	East to North and South to West			\$190
I-15	SR 78	East to South and North to West			\$213
I-15	SR 94	East to North and South to West			\$140
I-15	SR 163	North to North and South to South			\$180
I-15	I-805	North to North and South to South			\$190
SR 52	SR 125	North to West and East to South			\$180
I-805	SR 52	West to North and South to East			\$190
I-805	SR 54	South to East and West to North			\$200
I-805	SR 94	East to South, East to North, South to East, North to West, West to South, and North to East			\$532
I-805	SR 163	North to North and South to South			\$190
				Subtotal	\$4,705
Highway System Completion					
Freeway	From	To	Existing	Improvement	
I-5/I-805	Port of Entry – Mexico		--	Inspection Facility	\$30
SR 11*	SR 905	Mexico	--	4T	\$300
SR 52	SR 125	SR 67	--	4F	\$538
SR 125**	SR 905	San Miguel Road	--	4T	\$640
SR 125	San Miguel Road	SR 54	--	4F	\$160
SR 241**	Orange County	I-5	--	6T	\$552
SR 905	I-805	Mexico	--	6F	\$595
				Subtotal	\$2,815
Highway Widening, Arterials, and Freeway Interchanges					
Freeway	From	To	Existing	Improvement	
I-5	Vandegrift Blvd.	Orange County	8F	8F + 4T	\$810
I-8	Los Coches	Dunbar Rd.	4F/6F	6F	\$143
I-15	SR 78	Riverside County	8F	8F + 4T	\$2,060
SR 52	SR 125	SR 67	4F	6F	\$50
SR 54	SR 125	SR 94	--	6E	\$457
SR 54	SR 94	I-8	2C	6E	\$450
SR 67	I-8	Mapleview Street	4F/6F	6F/8F	\$130
SR 67	Mapleview Street	Dye Road	2C/4C	4C	\$400

**Table A.11–Major Capital Improvements - Unconstrained Needs Network
(\$ millions – 2006 dollars) – (cont'd)**

Highway Widening, Arterials, and Freeway Interchanges (continued)						
Freeway	From	To	Existing	Improvement		
SR 75/SR 282***	Glorietta Blvd.	Alameda Blvd.	6C	6C + 4TU	\$460	
SR 76	Melrose Drive	Mission Road	2C	6C	\$250	
SR 76	Mission Road	I-15	2C	4C	\$250	
SR 76	I-15	Couser Canyon	2C	4C/6C	\$130	
SR 94	Avocado Blvd.	Jamacha Road	4C	6C	\$30	
SR 94	Jamacha Road	Melody Road	2C	4C	\$130	
SR 125**	SR 905	San Miguel Road	4T	8T	\$225	
SR 125	San Miguel Road	SR 54	4F	8F	\$40	
SR 905	I-5	Mexico	4F/6F	8F	\$270	
Regionally Significant Arterials and Local Freeway Access Interchanges					\$1,646	
					Subtotal	\$7,931
Freeway Connectors						
Freeway	Intersecting Freeway	Movement				
I-5	SR 94	North to East			\$230	
I-5	I-8	East to North and South to West			\$211	
I-5	SR 56	West to North and South to East			\$185	
I-5	SR 78	West to South and South to East			\$200	
I-15	SR 56	North to West			\$160	
SR 94	SR 125	West to North and South to East			\$150	
					Subtotal	\$1,136
					Total	\$45,130

KEY

C = Conventional Highway Lanes T = Toll Lanes ML = Managed Lanes (HOV & Value Pricing)
 F = Freeway Lanes MB = Movable Barrier HOV = High Occupancy Vehicle Lanes
 TU = Tunnel ML(R) = Managed Lanes (Reversible)

* public/private partnership

** privately funded

*** funding from federal discretionary defense funding sources

**Table A.12–Major Transit Expenditures - Unconstrained Needs Network
(\$ millions – 2006 dollars)**

PROJECT CATEGORIES	TOTAL
<i>Major New Capital Facilities</i>	<i>\$9,795</i>
SPRINTER Rail	\$484
Mid-Coast Light Rail	\$1,008
Transit Parking Structures	\$735
SPRINTER Rail Doubletracking, Westfield Extension, Other Improvements	\$800
Coastal Rail Doubletracking and Other Improvements	\$1,350
Coastal Rail Tunnels at University City and Del Mar	\$1,004
Regional Rail Grade Separations	\$700
Improved/New Major Transit Stations and Centers	\$786
Transit Priority Measures/Enhancements	\$500
Vehicles for New Services	\$642
Arterial BRT Corridor Improvements	\$476
Sorrento Mesa Guideway	\$450
Downtown to Kearny Mesa Guideway	\$660
Local Share for I-15 High-Speed Rail	\$200
<i>Operating Subsidies</i>	<i>\$7,047</i>
Existing Fixed-Route Service	\$4,440
ADA, Senior, Human Service Transportation	\$465
New/Improved Service	\$2,142
<i>Rehab/Replacement/Miscellaneous Capital</i>	<i>\$3,016</i>
TOTAL	\$19,858

**Table A.13–Unconstrained Transit Services (Headways)
(in minutes)**

ROUTE	DESCRIPTION	PEAK HEADWAY (MINUTES)	OFF-PEAK HEADWAY (MINUTES)
634	UCSD/UTC Super Loop	10	15
350	Escondido Rapid Bus	10	10
510	Increase in Existing Blue Line Trolley Service (current headways 7½/15)	7.5	7.5
611	Mid-City Rapid Bus – SDSU to Downtown San Diego via El Cajon Boulevard and Park Boulevard	10	10
530	Increase in Existing Green Line Trolley Service (current headways 15/15)	7.5	7.5
610	Escondido to Downtown San Diego via I-15/SR 94*	10	10
680	Otay Mesa to Sorrento Mesa via I-805/I-15/SR 52	10	10
628	Otay Mesa to Downtown San Diego via I-805/SR 94	10	15
398	Increase in Existing COASTER Service (current headways 36/120)**	20	20
520	Increase in Existing Orange Line Trolley Service (current headways 15/15-30)	7.5	10
570	Mid-Coast Trolley from Downtown San Diego to Sorrento Mesa	7.5	7.5
399	Increase in SPRINTER Rail Service (opening headways 30/30)	7.5	10
470	Riverside County to Sorrento Mesa via Mira Mesa Blvd (and via Carroll Canyon after 2020)***	10-30	15-60
120	Downtown San Diego to Kearny Mesa via 4th/5th/SR 163 Corridor Guideway	10	10
640	San Ysidro to Downtown San Diego and Kearny Mesa via I-5 and 4th/5th/SR 163 Corridor Guideway	7.5	7.5
10	La Mesa to Old Town via University Avenue	10	10
90	El Cajon to Downtown San Diego via SR 125, SR 94, and Broadway	10	10
11	SDSU to Downtown San Diego and Spring Valley via Adams, 1st Street, and National Avenue	10	10
210	Mira Mesa to Downtown San Diego via I-15 and SR 94	10	15
2	North Park to Downtown San Diego via 30th Street and Broadway	10	10
30	UTC to Downtown San Diego via La Jolla Village Drive, La Jolla Blvd, Grand Avenue, and I-5	10	10
955	SDSU to National City via 54th Street, Euclid Avenue, and Main Street	10	10
41	Fashion Valley to UTC/UCSD via SR 163, Genesee Avenue and La Jolla Village Drive	10	10
472	Oceanside to UTC via El Camino Real and I-5	10	10
150	UTC to Downtown San Diego via I-5	10	10
13	National City to Allied Gardens via Euclid and Fairmount	10	10
690	Otay Mesa to UTC/UCSD via Palomar Street and I-805	10	10
929	San Ysidro to 8th Street Trolley via 3rd Avenue and Highland	10	10
691	Otay Ranch to Sorrento Mesa via Palomar Street and I-805	10	10
609	Escondido to Kearny Mesa via I-15	7.5	---
27	Pacific Beach to Kearny Mesa via Garnet and Balboa Avenue	10	10

**Table A.13–Unconstrained Transit Services (Headways)
(in minutes) – (cont'd)**

ROUTE	DESCRIPTION	PEAK HEADWAY (MINUTES)	OFF-PEAK HEADWAY (MINUTES)
660	El Cajon to Kearny Mesa via Cuyamaca and SR 52	10	10
31	Mira Mesa to UTC/UCSD via Carroll Canyon, Camino Santa Fe, and Miramar Road	10	10
709	H Street Trolley to Otay Mesa via H Street, Palomar Street, and SR 125	10	10
50	Bay Park to Kearny Mesa via Clairemont Drive and Clairemont Mesa Boulevard	10	10
471	Oceanside to San Marcos via Highway 101 and Palomar Airport Road	10	10
35	Old Town to Ocean Beach via Midway Drive, W. Point Loma Blvd., and Cable Street	10	10
692	El Cajon to Otay Mesa via SR 125	10	---
962	Spring Valley to National City via Jamacha, Paradise Valley Rd and Plaza Boulevard	10	10
936	70th Street Trolley to Spring Valley via College Avenue and Skyline Drive	10	10
479	Oceanside to Palomar Airport via College Avenue and Melrose Drive	10	10
303	Oceanside to Vista via Mission, SR 76, and North Santa Fe	10	10
620	Otay Border to Imperial Beach via Airway Road and Palm Avenue	10	10
633	Old Town to SDIA via Pacific Highway	10	10

* I-15 BRT service includes all-day core service (Route 610) and peak period express services (Routes 607 and 608)

** Average headways

*** Peak headways at 10 minutes to Escondido and 30 minutes to Riverside County; off peak headways at 30 minutes to Escondido and 60 minutes to Riverside County

Table A.14–Summary of Highway Scenarios

ROUTE	FROM	TO	EXISTING	REVENUE CONSTRAINED PLAN	REASONABLY EXPECTED REVENUE	UNCONSTRAINED
I-5	Mexico	SR 905	8F	8F	8F	8F
I-5	SR 905	SR 54	8F	8F	8F	8F+2HOV
I-5	SR 54	I-15	8F	Access Improvements	Access Improvements	10F+2HOV
I-5	I-15	I-8	8F	Access Improvements	Access Improvements	8F+2HOV
I-5	I-8	La Jolla Village Drive	8F/10F	8F/10F+2HOV	8F/10F+2HOV	10F+2HOV
I-5	La Jolla Village Drive	I-5/I-805 Merge	8F/14F	8F/14F+2HOV	8F/14F+2HOV	8F/14F+4ML
I-5	I-5/I-805 Merge	SR 56	8F/14F	8F/14F+4ML	8F/14F+4ML	8F/14F+4ML
I-5	SR 56	Palomar Airport Road	8F	8F+4ML	8F+4ML	10F+4ML
I-5	Palomar Airport Road	Vandegrift Boulevard	8F	8F+4ML	8F+4ML	10F+4ML
I-5	Vandegrift Boulevard	Orange County	8F	8F	8F+4T	8F+4T
I-8	I-5	I-15	8F	8F	8F	8F+2HOV
I-8	I-15	College Avenue	10F	10F	10F	10F+2HOV
I-8	College Avenue	SR 125	8F	8F	8F	8F+2HOV
I-8	SR 125	SR 67	8F	8F	8F	8F+2HOV
I-8	SR 67	2nd Street	6F	6F	6F	6F+2HOV
I-8	2nd Street	Los Coches Road	4F	4F	6F	6F+2HOV
I-8	Los Coches Road	Dunbar	4F/6F	4F/6F	4F/6F	6F
I-8	Dunbar Road	Imperial County	4F	4F	4F	4F
SR 11	SR 905	Mexico	---	4T	4T	4T
I-15	I-5	SR 94	6F	6F	6F	8F+2HOV
I-15	SR 94	SR 163	8F	8F+2HOV	8F+2HOV	8F+2HOV
I-15	SR 163	SR 56	8F+2ML(R)	10F+4ML/MB	10F+4ML/MB	10F +4ML/MB
I-15	SR 56	Centre City Parkway	8F	10F+4ML/MB	10F+4ML/MB	10F +4ML/MB
I-15	Centre City Parkway	SR 78	8F	8F+4ML	8F + 4ML	8F +4ML
I-15	SR 78	Riverside County	8F	8F	8F+4T	8F+4T
SR 52	I-5	I-805	4F	4F	6F	6F+2HOV
SR 52	I-805	I-15	6F	6F+2HOV	6F+2HOV	8F+2HOV
SR 52	I-15	SR 125	4F	6F+2ML(R)	6F+2ML(R)	6F+3ML/MB
SR 52	SR 125	SR 67	---	4F	4F	6F
SR 54	I-5	SR 125	4F+2HOV/6F	6F	6F	8F+2HOV

Table A.14–Summary of Highway Scenarios (cont’d)

ROUTE	FROM	TO	EXISTING	REVENUE CONSTRAINED PLAN	REASONABLY EXPECTED REVENUE	UNCONSTRAINED
SR 54	SR 125	SR 94	---	---	---	6E
SR 54	SR 94	I-8	2C	2C	2C	6E
SR 56	I-5	I-15	---	6F	6F	6F+2HOV
SR 67	I-8	Mapleview Street	4F/6F	4F/6F	4F/6F	6F/8F
SR 67	Mapleview Street	Dye Road	2C/4C	2C/4C	4C	4C
SR 75	I-5 (South)	3rd Street	4C	4C	4C	4C
SR 75/ SR 282	Glorietta Boulevard	Alameda Boulevard	6C	6C	6C+4TU	6C+4TU
SR 76	I-5	Melrose Drive	4E	4E	4E	6E
SR 76	Melrose Drive	Mission Road	2C	4C	4C	6C
SR 76	Mission Road	I-15	2C	4C	4C	4C
SR 76	I-15	Couser Canyon	2C	2C	2C	4C/6C
SR 78	I-5	I-15	6F	6F	6F+2HOV	6F+2HOV
SR 79	I-8	Riverside County	2C	2C	2C	2C
SR 94	I-5	I-805	8F	8F+2HOV	8F+2HOV	8F+2HOV
SR 94	I-805	College Avenue	8F	8F	8F+2HOV	10F+2HOV
SR 94	College Avenue	SR 125	8F	8F	8F+2HOV	8F+2HOV
SR 94	SR 125	Avocado Boulevard	4F	4F	4F	6F+2HOV
SR 94	Avocado Boulevard	Jamacha Road	4C	4C	4C	6C
SR 94	Jamacha Road	Melody Road	2C	2C	2C	4C
SR 94	Melody Road	I-8	2C	2C	2C	2C
SR 125	SR 905	San Miguel Road	---	8T	8T	8T
SR 125	San Miguel Road	SR 54	---	8F	8F	8F
SR 125	SR 54	SR 94	---	6F	6F	8F+2HOV
SR 125	SR 94	I-8	8F	8F	8F+2HOV	10F+2HOV
SR 125	I-8	SR 52	6F	6F	6F	8F+2HOV
SR 163	I-5	I-8	4F	4F	4F	4F
SR 163	I-8	I-805	8F	8F	8F	8F
SR 163	I-805	SR 163	8F	8F	8F	8F+2HOV
SR 188	Mexico	SR 94	2C	2C	2C	2C
SR 241	I-5	Orange County	---	4T/6T	4T/6T	4T/6T

Table A.14–Summary of Highway Scenarios (cont’d)

ROUTE	FROM	TO	EXISTING	REVENUE CONSTRAINED PLAN	REASONABLY EXPECTED REVENUE	UNCONSTRAINED
I-805	I-5 (South)	SR 905	8F	8F	8F	8F
I-805	SR 905	Telegraph Canyon Road	8F		8F+4ML	8F+4ML
I-805	Telegraph Canyon Road	SR 54	8F		8F+4ML	10F+4ML
I-805	Palomar Street	SR 94	8F	8F+4ML		
I-805	SR 54	I-8	8F		8F+4ML	10F+4ML
I-805	Mission Valley Viaduct		8F		8F+4ML	8F+4ML
I-805	SR 94	SR 52	8F	8F+2HOV		
I-805	I-8	La Jolla Village Drive	8F/10F		8F/10F+4ML	10F+4ML
I-805	SR 52	Carroll Canyon Road	8F	8F+4ML		
I-805	La Jolla Village Drive	I-5 (North)	8F		8F+4ML	8F+4ML
I-805	Carroll Cyn Road	I-5	8F	8F+2HOV		
SR 905	I-5	I-805	4F	4F	4F	8F
SR 905	I-805	Mexico	---	6F	8F	8F

KEY

C = Conventional Highway Lanes T = Toll Lanes ML = Managed Lanes (HOV & Value Pricing)
 F = Freeway Lanes MB = Movable Barrier HOV = High Occupancy Vehicle Lanes
 TU = Tunnel ML(R) = Managed Lanes (Reversible)

Table A.14 (continued)—HOV Connectors

FREEWAY	INTER-SECTING FREEWAY	MOVEMENT	REVENUE CONSTRAINED PLAN	REASONABLY EXPECTED REVENUE	UNCONSTRAINED
I-5	SR 52	West to South, North to East, South to East, and West to North			■
I-5	SR 54	West to South, North to East, South to East, and West to North			■
I-5	SR 56	South to East, West to North, North to East, and West to South			■
I-5	SR 78	South to East, West to North, North to East, and West to South			■
I-5	SR 94	West to South, North to East, South to East, and West to North			■
I-5	I-805	North to North and South to South	■	■	■
I-8	SR 125	West to North and North to East			■
I-15	SR 52	West to North and South to East			■
I-15	SR 56	East to North and South to West			■
I-15	SR 78	East to South and North to West		■	■
I-15	SR 94	East to North and South to West	■	■	■
I-15	SR 163	North to North and South to South			■
I-15	I-805	North to North and South to South	■	■	■
SR 52	SR 125	North to West and East to South			■
I-805	SR 52	West to North and South to East	■	■	■
I-805	SR 54	South to East and West to North			■
I-805	SR 94	East to South, East to North, South to East, North to West, West to South, and North to East	■	■	■
I-805	SR 163	North to North and South to South			■

Table A.14 (continued) – Freeway Connectors

FREEWAY	INTER-SECTING FREEWAY	MOVEMENT	REVENUE CONSTRAINED PLAN	REASONABLY EXPECTED REVENUE	UNCON- STRAINED
I-5	I-8	East to North and South to West			■
I-5	SR 56	West to North and South to East	■	■	■
I-5	SR 78	West to South and South to East	■	■	■
I-5	SR 94	North to East			■
I-15	SR 56	North to West			■
SR 94	SR 125	West to North and South to East	■	■	■

**Table A.15–Summary of Transit Services and Headways
(in minutes)**

ROUTE	DESCRIPTION	REVENUE CONSTRAINED PLAN Peak/Off-Peak	REASONABLY EXPECTED REVENUE Peak/Off-Peak	UNCONSTRAINED Peak/Off-Peak
634	UCSD/UTC Super Loop	10/15	10/15	10/15
350	Escondido Rapid Bus	10/10	10/10	10/10
510	Increase in Existing Blue Line Trolley Service (current headways 7.5/15)	7.5/7.5	7.5/7.5	7.5/7.5
611	Mid-City Rapid Bus – SDSU to Downtown San Diego via El Cajon Boulevard and Park Boulevard	10/10	10/10	10/10
530	Increase in Existing Green Line Trolley Service (current headways 15/15)	7.5/15	7.5/7.5	7.5/7.5
610	Escondido to Downtown San Diego via I-15/SR 94*	10/15	10/15	10/10
680	Otay Mesa to Sorrento Mesa via I-805/I-15/SR 52	10/15	10/15	10/10
628	Otay Mesa to Downtown San Diego via I-805/SR 94	10/15	10/15	10/15
398	Increase in Existing COASTER Service (current headways 36/120)**	20/60	20/60	20/20
520	Increase in Existing Orange Line Trolley Service (current headways 15/15-30)	7.5/15	7.5/15	7.5/10
570	Mid-Coast Trolley from Downtown San Diego to Sorrento Mesa	15/15***	7.5/7.5	7.5/7.5
399	Increase in SPRINTER Rail Service (opening headways 30/30)	15/15	15/15	7.5/10
470	Riverside County to UTC/UCSD via Mira Mesa Boulevard (and via Carroll Canyon after 2020)	10/15****	10-30/ 15-60*****	10-30/15- 60*****
120	Kearny Mesa to Downtown San Diego via 4th/5th/SR 163 Corridor Guideway		10/10	10/10
640	San Ysidro to Downtown San Diego and Kearny Mesa via I-5 and 4th/5th/SR 163 Corridor Guideway		7.5/7.5	7.5/7.5
10	La Mesa to Old Town via University Avenue		10/10	10/10
90	El Cajon to Downtown San Diego via SR 125, SR 94, and Broadway		10/10	10/10
11	SDSU to Downtown San Diego and Spring Valley via Adams, 1st Street, and National Avenue		15/15	10/10
210	Mira Mesa to Downtown San Diego via I-15 and SR 94		10/15	7.5/7.5
2	North Park to Downtown San Diego via 30th Street and Broadway		10/10	10/10
30	UTC to Downtown San Diego via La Jolla Village Drive, La Jolla Boulevard, Grand Avenue, and I-5		10/10	10/10
955	SDSU to National City via 54th Street, Euclid Avenue, and Main Street		10/10	10/10
41	Fashion Valley to UTC/UCSD via SR 163, Genesee Avenue, and La Jolla Village Drive		10/10	10/10
472	Oceanside to UTC via El Camino Real and I-5		10/10	10/10

**Table A.15–Summary of Transit Services and Headways
(in minutes) – (cont’d)**

ROUTE	DESCRIPTION	REVENUE CONSTRAINED PLAN Peak/Off-Peak	REASONABLY EXPECTED REVENUE Peak/Off-Peak	UNCONSTRAINED Peak/Off-Peak
150	UTC to Downtown San Diego via I-5			10/10
13	National City to Allied Gardens via Euclid and Fairmount			10/10
690	Otay Ranch to UTC/UCSD via Palomar Street and I-805			10/10
929	San Ysidro to 8th Street Trolley via 3rd Avenue and Highland			10/10
691	Otay Ranch to Sorrento Mesa via Palomar Street and I-805			10/10
609	Escondido to Kearny Mesa via I-15			7.5/-
27	Pacific Beach to Kearny Mesa via Garnet and Balboa Avenue			10/10
660	El Cajon to Kearny Mesa via Cuyamaca and SR 52			10/10
31	Mira Mesa to UTC/UCSD via Carroll Canyon , Camino Santa Fe, and Miramar Road			10/10
709	H St Trolley to Otay Mesa via H Street, Palomar Street, and SR 125			10/10
50	Bay Park to Kearny Mesa via Clairemont Drive and Clairemont Mesa Boulevard			10/10
471	Oceanside to San Marcos via Highway 101 and Palomar Airport Road			10/10
35	Old Town to Ocean Beach via Midway Drive, W. Point Loma Boulevard, and Cable Street			10/10
692	El Cajon to Otay Mesa via SR 125			10/-
962	Spring Valley to National City via Jamacha, Paradise Valley Road, and Plaza Boulevard			10/10
936	70th Street Trolley to Spring Valley via College Avenue and Skyline Drive			10/10
479	Oceanside to Palomar Airport via College Avenue and Melrose Drive			10/10
303	Oceanside to Vista via Mission, SR 76, and North Santa Fe			10/10
620	Otay Border to Imperial Beach via Airway Road, SR 905, and Palm Avenue			10/10
633	Old Town to SDIA via Pacific Highway			10/10

- * I-15 BRT services include all-day service (Route 610) and peak period services (Route 607 and 608)
- ** Average headways
- *** Service to UTC only
- **** Service to Escondido only
- ***** Peak headways at 15 minutes to Escondido and 30 minutes to Riverside County; off-peak headways at 30 minutes to Escondido and 60 minutes to Riverside County

**Table A.16–Summary of Transit Expenditures
(\$ millions – 2006 dollars)**

PROJECT CATEGORIES	REVENUE CONSTRAINED PLAN	REASONABLY EXPECTED	UNCONSTRAINED
<i>Major New Capital Facilities</i>	<i>\$5,952</i>	<i>\$8,868</i>	<i>\$9,795</i>
SPRINTER Rail	\$484	\$484	\$484
Mid-Coast Light Rail	\$1,008	\$1,008	\$1,008
Transit Parking Structures	\$693	\$735	\$735
SPRINTER Rail Doubletracking, Westfield Extension, Other Improvements	\$199	\$669	\$800
Coastal Rail Doubletracking and Other Improvements	\$1,350	\$1,350	\$1,350
Coastal Rail Tunnels at University City and Del Mar	\$475	\$1,004	\$1,004
Regional Rail Grade Separations	\$363	\$670	\$700
Improved/New Major Transit Stations and Centers	\$519	\$604	\$786
Transit Priority Measures/Enhancements	\$100	\$250	\$500
Vehicles for New Services	\$280	\$489	\$642
Arterial BRT Corridor Improvements	\$481	\$395	\$476
Sorrento Mesa Guideway	\$0	\$450	\$450
Downtown to Kearny Mesa Guideway	\$0	\$660	\$660
Local Share for I-15 High-Speed Rail	\$0	\$100	\$200
<i>Operating Subsidies</i>	<i>\$5,403</i>	<i>\$6,494</i>	<i>\$7,047</i>
Existing Fixed-Route Service	\$4,119	\$4,440	\$4,440
ADA, Senior, Human Service Transportation	\$269	\$465	\$465
New/Improved Service	\$1,015	\$1,590	\$2,142
<i>Rehab./Replacement/ Miscellaneous Capital</i>	<i>\$1,819</i>	<i>\$2,513</i>	<i>\$3,016</i>
Total Plan	\$13,174	\$17,876	\$19,858