

APPENDIX B

GOODS MOVEMENT ACTION PLAN

The Regional Freight Strategy is in its infancy, and many questions remain unanswered about the region's future role in global trade. Additional economic and land use studies will better define and develop the region's trade role, policies, and guidelines for integrating goods movement facilities and land uses with local communities and infrastructure requirements in future plans.

Until the region's future role is defined, the Regional Freight Strategy assumed an average annual growth rate of 5 percent for all freight. The Regional Freight Strategy identifies a list of prioritized projects known as the San Diego Regional Goods Movement Action Plan (GMAP) based upon objective criteria. The 2030 San Diego Regional Transportation Plan: Pathways to the Future (RTP or "the Plan") includes actions to pursue funding for GMAP projects not already included in the highway and rail plans.

Actions also are included in the 2030 RTP to ensure the integration and compatibility of the region's freight systems with other regions, our local communities, and environmental and quality of life goals. The Regional Freight Strategy proposes a proactive approach to addressing the impacts of goods movement and will pursue a regional freight system design that would avoid community, health, and environmental impacts, as well as remove existing impacts wherever possible.

Appendix B includes the GMAP list of prioritized projects, the Freight Project Evaluation Criteria, and the breakdown of evaluation points for each project. Detailed air cargo, border, maritime, pipeline, rail, and highway projects listings, cost estimates, and rankings by mode are included for the Revenue Constrained (RC), Reasonably Expected (RE) Revenue, and Unconstrained (UC) Scenarios.

Figure B.1 depicts all of the GMAP improvements included in the Revenue Constrained, Reasonably Expected Revenue, and Unconstrained scenarios. Table B.1 lists the GMAP projects, cost estimates, rankings by mode and overall, and by Revenue Scenario. The projects with costs shown in the Reasonably Expected Revenue Scenario would be funded through the development of new revenue sources, including new state and federal freight specific funds, gateway impact fees, and tolls. The region must actively develop these revenue sources to realize these projects.

The SANDAG Transportation Project Evaluation Criteria Ad Hoc Working Group (TPEC) developed revised criteria to be used to prioritize transportation projects for the 2030 RTP (see Technical Appendix 7). Using the template developed by TPEC, the Freight Working Group (FWG) drafted criteria for freight infrastructure projects to reflect the goals of the RTP, as well as the goals of the State of California Goods Movement Action Plan. The FWG used the SANDAG adopted freight project evaluation criteria to prioritize the freight infrastructure projects contained in the GMAP.

While the GMAP project information has been updated in Tables 6.5 in Chapter 6, the tables in Appendix B represent project descriptions, costs, and rankings as of September 2006. Project rankings have not yet been recalculated given any recent changes in scope or cost.

The freight project criteria shown in Table B.2 are organized into three categories of importance including "cost-effectiveness" (20 points); "serves freight system needs –throughput, velocity, and congestion reduction" (45 points); and "develops freight system integration – impacts, connectivity, and economic benefit" (35 points) for a possible total project score of 100 points. Increasing the ability to move freight depends on both capacity improvements and maximizing the efficiency of the system. Improving throughput

or velocity using better management systems and new technologies is an important criterion included in Table B.2.

The region's ranking of the GMAP projects based upon the evaluation criteria is shown in Table B.3. The criteria are weighted as first priority to provide adequate freight system capacity to relieve existing bottlenecks and capacity constraints so that existing freight demand is served. The second priority is to optimize efficiency and connectivity so that the region's individual freight system works together to serve our overall goods movement needs. This weighting is consistent with the primary goals of the state's Goods Movement Action Plan – to improve the existing goods movement system by providing additional throughput with increased capacity, efficiency, and connectivity.

Figure B.1 - Goods Movement Action Plan



Goods Movement Action Plan

San Diego Region

1 Air Cargo

Border

2 SR 905

3 SR 11/New Border Crossing

4 Maritime

5 Pipeline

Rail

6 Coastal/SPRINTER

6A High Speed Rail/Inland

7 South/MEX

7A Desert

Road/Managed Lanes

8 I-5

9 I-15

10 I-805

11 SR 94/125, I-8

12 SR 125/Toll

13 SR 54/125/52/67/94 Outer Loop



November 2007

**Table B.1–San Diego Regional Goods Movement Action Plan
List of Prioritized Projects and Revenue Scenarios
(September 2006)***

SAN DIEGO REGIONAL GOODS MOVEMENT ACTION PLAN List of Prioritized Projects and Revenue Scenarios		Total Points	Project Rank	Revenue Constrained	Reasonably Expected	Un- Constrained
System/Project Description	Estimated Cost (millions)	Out of 100 pts	Rank	RC	RE	UC
MARITIME						
NCMT Capacity and Operational Improvements - Access, Rail, Wharf, Decking and Realignment	\$183.1	93	3		\$183.1	
TAMT Capacity and Operational Improvements - Ground Access and Realignment	\$357.1	91	4	\$225.0	\$132.1	
Port Expansion (250 acres on-dock/inland port)	\$282.8	90	5		\$282.8	
Port Expansion (350 acres on-dock/inland port)	\$350.0	66	22			\$350.0
Port Expansion (200 acres on-dock/inland port)	\$189.8	64	26			\$189.8
Port , Expansion (500 acres on-dock/inland port)	\$500.0	62	27			\$500.0
RAIL						
Coastal - Sidings, Passing, Rehabilitation, Shared Use	\$1,350.0	96	1	\$1,350.0		
South Line/Trolley , Sidings, Passing, Yards incl. Port, Mexico Connectivity, Coronado Branch Rehab	\$327.6	88	6		\$327.6	
Mex Rail Rehabilitation, Maquilla Spur, Transload	\$31.6	76	10		\$31.6	
Logistics Center - Maquilla Area	\$57.9	70	20			\$57.9
Coastal - Logistics Center - Miramar Landfill/Mid-County	\$60.0	69	22			\$60.0
Logistics Center , South County	\$60.0	65	24			\$60.0
Coastal - Logistics Center - I-5NW	\$50.0	65	24			\$50.0
Logistics Center - Southeast County, Otay Mesa (2x)	\$131.1	61	29			\$131.1
Logistics Center - I-15 Northeast County	\$50.0	61	29			\$50.0
South Line , San Ysidro Yard Improvement 3	\$84.8	59	31			\$84.8
Sprinter - Improvements	\$484.0	55	32	\$484.0		
Desert Line - Basic Service	\$15.8	52	33			\$15.8
Mex Rail , Mainline Capacity Improvements	\$176.0	45	36			\$176.0
South Line , Otay Mesa Rail Spur/Inland Port	\$86.8	43	37			\$86.8
Desert Line - Modernization	\$166.1	32	43			\$166.1
High Speed/Inland Rail - North County	\$1,850.0	24	49			\$1,850.0
High Speed/Inland Rail - South County	\$1,600.0	24	49			\$1,600.0
High Speed /Inland Rail - Connect to Port	\$180.0	24	49			\$180.0
Sprinter Double Tracking - Planned	\$199.0	24	49	\$199.0		
Desert Line Double Tracking	\$2,130.0	23	53			\$2,130.0
Coastal , Del Mar / Miramar Hill Tunnel	\$475.0	19	55	\$475.0		
BORDER						
EOM Border Crossing SR905-8F SR11-4T, So.Truck Rte	\$1,498.0	96	1	\$855.0	\$643.0	
OME Border Crossing - Rail	\$150.0	34	41			\$150.0

* Project points and rankings reflect description and estimated cost in September 2006. Projects have not yet been re-evaluated, given any recent changes in scope or costs.

**Table B.1–San Diego Regional Goods Movement Action Plan
List of Prioritized Projects and Revenue Scenarios (cont'd)
(September 2006)***

SAN DIEGO REGIONAL GOODS MOVEMENT ACTION PLAN List of Prioritized Projects and Revenue Scenarios		Total Points	Project Rank	Revenue Constrained	Reasonably Expected	Un- Constrained
System/Project Description	Estimated Cost (millions)	Out of 100 pts	Rank	RC	RE	UC
ROAD/TRUCKWAY						
I-15 Imprvs., SR52 to Lake Hodges	\$83.0	76	10	\$83.0		
I-805, Widen/ML SR54 to SR52	\$631.0	76	10	\$631.0		
I-805, Widen/ML, SR52 to Carroll Cyn Rd to I-5	\$421.0	76	10	\$421.0		
I-805, Widen/ML SR905 to I-5	\$1,400.0	76	10	\$0.0	\$1,400.0	
I-15 Widen/ML, SR163 to SR56	\$426.0	75	15	\$426.0		
I-805, Widen/ML SR905 to SR94	\$884.0	75	15	\$884.0		
I-5, Widen/ML LollaVil. to Vandergrift	\$2,900.0	75	15	\$2,400.0	\$500.0	
I-15 Widen/ML, Ctr City Pkwy to SR78	\$215.0	75	15	\$215.0		
I-15, Widen/ML SR56 to Ctr City Pkwy	\$427.0	74	19	\$427.0		
I-15, Widen/HOV SR94 to SR163 **	\$265.0	65	24	\$265.0		
I-5, Widen I-805 to SR56	\$186.0	42	38	\$186.0		
I-5, J to Sea World Drive, SR54 to I-8	\$1,159.0	41	39	\$225.0	\$934.0	
I-15 Widen/HOV	\$300.0	35	40	\$300.0		
I-15 Improvement, SR52 - SR78	\$19.0	33	42	\$19.0		
SR125, SR905 to San Miguel RD	\$640.0	31	44	\$640.0		
SR125, San Miguel Rd to SR54	\$200.0	31	44	\$200.0		
SR125, Tele Canyon to San Miguel Rd	\$130.0	31	44	\$130.0		
I-15/I-805 HOV/ML Connectors	\$66.0	23	54	\$66.0		
SR 54/125/52 Outer Loop Extension to SR78	\$540.0	19	55	\$0.0	\$540.0	
SR52, I-805 to SR125	\$330.0	17	57	\$330.0		
SR52, Widen SR125 to SR67	\$446.0	15	58	\$446.0		
I-15/SR94, SAW-E/N Connectors	\$140.0	11	59	\$140.0		
SR94, Widen/HOV I-5 to I-805	\$200.0	11	59	\$200.0		
SR94/SR125 W/N-S/E Connectors	\$150.0	11	59	\$150.0		
SR54/125, Widen/HOV I805 to SR94	\$111.0	11	59	\$111.0		
SR94, Widen/HOV	\$190.0	11	59	\$0.0	\$190.0	
AIR CARGO						
SDIA Access to I-5	\$31.6	84	7		\$31.6	
Future Expansion, Fwy/Grd Access	\$173.2	51	34			\$173.2
SDIA, Aircraft/Ground Access, AC Facilities, Transload	\$110.7	49	35		\$110.7	
Future Expan., Air/Grd Access, AC Facilities, Transload	\$250.0	27	48			\$250.0
PIPELINE						
I-15 Access to KM MV Terminal	\$31.6	84	7		\$31.6	
KM, New Miramar Junction/Terminal/Tanks	\$39.5	70	20			\$39.5
KM Expand to 16 Pipe/Extend to Mexico	\$45.0	28	47			\$45.0
\$26,217.1				\$12,483.0	\$1,774.1	\$8,396.0
				\$3,564.0	GMRE	UC
				RC(+RE)		
				\$16,047.0		

* Project points and rankings reflect description and estimated cost in September 2006. Projects have not yet been re-evaluated, given any recent changes in scope or costs.

** I-15 between I-805 and SR 163 removed from GMAP in November 2007.

Table B.2–Freight Project Evaluation Criteria

GOAL	CRITERIA	DESCRIPTION	POINTS (TOTAL UP TO 100)	
COST EFFECTIVENESS	<ul style="list-style-type: none"> ▪ Cost-Effectiveness (Project Lifecycle) 	<ul style="list-style-type: none"> ▪ How does the project rank against others with respect to project cost-effectiveness? 	20	20
SERVES FREIGHT SYSTEM NEEDS	<ul style="list-style-type: none"> ▪ Supports Regional Economic Prosperity Strategy 	<ul style="list-style-type: none"> ▪ Does project support Regional Economic Prosperity Strategy, business, and trade? 	5	45
	<ul style="list-style-type: none"> ▪ Relieves Existing Freight Goods Movement Unit Capacity (GMUC) Backlog 	<ul style="list-style-type: none"> ▪ Does project relieve existing freight GMUC backlog (certified by SANDAG)? 	10	
	<ul style="list-style-type: none"> ▪ Relieves Freight System Bottlenecks/Capacity Constraint 	<ul style="list-style-type: none"> ▪ Does project relieve existing freight GMUC backlog (certified by SANDAG)? 	15	
	<ul style="list-style-type: none"> ▪ Improves Freight System Mobility/Reduces Delay 	<ul style="list-style-type: none"> ▪ Does project improve average travel time for freight? 	10	
	<ul style="list-style-type: none"> ▪ Improves Freight System Mobility by Shift to Alternative Route/System 	<ul style="list-style-type: none"> ▪ Does project improve freight throughput by shifting to alternative routes/system? 	5	
DEVELOPS FREIGHT NETWORK INTEGRATION	<ul style="list-style-type: none"> ▪ Improves Freight System Management/Efficiency 	<ul style="list-style-type: none"> ▪ Does project include freight management systems, strategies, and/or technologies to improve efficiency, velocity? 	10	35
	<ul style="list-style-type: none"> ▪ Integrates Local Freight to Regional Freight Network 	<ul style="list-style-type: none"> ▪ Does project integrate local freight system/logistics center to Regional Freight Network? 	5	
	<ul style="list-style-type: none"> ▪ Provides Critical Modal/ Intermodal Link/Connectivity 	<ul style="list-style-type: none"> ▪ Does project provide missing link to restore freight system capacity? 	10	
	<ul style="list-style-type: none"> ▪ Avoids/Minimizes Negative Community Impacts; Improves Safety, Reduces Hazards 	<ul style="list-style-type: none"> ▪ Does project avoid/remove or minimize/reduce negative community impacts? 	5	
	<ul style="list-style-type: none"> ▪ Avoids/Minimizes Negative Environmental/Habitat Impacts 	<ul style="list-style-type: none"> ▪ Does project avoid/remove or minimize/reduce negative environmental/habitat impacts? 	5	

**Table B.3–Applied Goods Movement Evaluation Criteria and Rankings
(September 2006)***

<p align="center">SAN DIEGO REGIONAL GOODS MOVEMENT ACTION PLAN List of Prioritized Projects Based on Evaluation Criteria</p>		Cost-Effectiveness per Project Lifecycle Cost	Supports Regional Economic Prosperity Strategy	Relieves Existing Freight Backlog	Relieves Freight System Bottlenecks, Capacity Constraints	Improves Freight System Mobility/Reduces Delay	Improves System Mobility Through Off-Peak Use/Alternative Route/Mode	Improves Freight System Management/Efficiency	Integrates Local Freight to Regional Freight Network	Provides Critical Modal/Intermodal Link	Avoids/Minimizes Negative Community and Safety Impacts	Avoids/Minimizes Negative Environmental/Habitat Impacts	Total Points	Project Rank
		System/Project Description	Estimated Cost (millions)	20	5	10	15	10	5	10	5	10	5	5

RAIL

Coastal - Sidings, Passing, Rehabilitation, Shared Use	\$1,350.0	20	5	6	15	10	5	10	5	10	5	5	96	1
South Line/Trolley , Sidings, Passing, Yards incl. Port, Mexico Connectivity, Coronado Branch Rehab	\$327.6	12	5	6	15	10	5	10	5	10	5	5	88	6
Mex Rail Rehabilitation, Maquilla Spur, Transload	\$31.6	4	3	6	15	10	5	10	5	10	5	3	76	10
Logistics Center - Maquilla Area	\$57.9	0	5	6	15	10	3	6	5	10	5	5	70	20
Coastal - Logistics Center - Miramar Landfill/Mid-County	\$60.0	0	5	4	12	10	3	10	5	10	5	5	69	22
Logistics Center , South County	\$60.0	0	5	4	12	10	3	6	5	10	5	5	65	24
Coastal - Logistics Center - I-5NW	\$50.0	0	5	4	12	10	3	6	5	10	5	5	65	24
Logistics Center - Southeast County, Otay Mesa (2x)	\$131.1	0	5	0	12	10	3	6	5	10	5	5	61	29
Logistics Center - I-15 Northeast County	\$50.0	0	5	0	12	10	3	6	5	10	5	5	61	29
South Line , San Ysidro Yard Improvement 3	\$84.8	0	3	0	12	10	3	6	5	10	5	5	59	31
Sprinter - Improvements	\$484.0	0	5	0	12	6	3	6	3	10	5	5	55	32
Desert Line - Basic Service	\$15.8	1	3	0	12	10	5	0	5	10	3	3	52	33
Mex Rail , Mainline Capacity Improvements	\$176.0	0	3	0	12	6	3	6	3	6	3	3	45	36
South Line , Otay Mesa Rail Spur/Inland Port	\$86.8	0	3	0	0	6	3	6	5	10	5	5	43	37
Desert Line - Modernization	\$166.1	0	3	0	0	6	3	6	0	6	3	5	32	43
High Speed/Inland Rail - North County	\$1,850.0	0	0	0	0	6	0	6	3	6	3	0	24	49
High Speed/Inland Rail - South County	\$1,600.0	0	0	0	0	6	0	6	3	6	3	0	24	49
High Speed /Inland Rail - Connect to Port	\$180.0	0	0	0	0	6	0	6	3	6	3	0	24	49
Sprinter Double Tracking - Planned	\$199.0	0	3	0	0	6	3	6	0	0	3	3	24	49
Desert Line Double Tracking	\$2,130.0	0	0	0	0	6	3	6	0	0	3	5	23	53
Coastal , Del Mar / Miramar Hill Tunnel	\$475.0	1	0	0	0	6	0	6	0	0	3	3	19	55

* Project points and rankings reflect description and estimated cost in September 2006. Projects have not yet been re-evaluated, given any recent changes in scope or costs.

**Table B.3–Applied Goods Movement Evaluation Criteria and Rankings – (cont’d)
(September 2006)***

<p align="center">SAN DIEGO REGIONAL GOODS MOVEMENT ACTION PLAN List of Prioritized Projects Based on Evaluation Criteria</p>		Cost-Effectiveness per Project Lifecycle Cost	Supports Regional Economic Prosperity Strategy	Relieves Existing Freight Backlog	Relieves Freight System Bottlenecks, Capacity Constraints	Improves Freight System Mobility/Reduces Delay	Improves System Mobility Through Off-Peak Use/Alternative Route/Mode	Improves Freight System Management/Efficiency	Integrates Local Freight to Regional Freight Network	Provides Critical Modal/Intermodal Link	Avoids/Minimizes Negative Community and Safety Impacts	Avoids/Minimizes Negative Environmental/Habitat Impacts	Total Points	Project Rank
		System/Project Description	Estimated Cost (millions)	20	5	10	15	10	5	10	5	10	5	5

MARITIME

NCMT Capacity and Operational Improvements - Access, Rail, Wharf, Decking and Realignment	\$183.1	14	5	9	15	10	5	10	5	10	5	5	93	3
TAMT Capacity and Operational Improvements - Ground Access and Realignment	\$357.1	12	5	9	15	10	5	10	5	10	5	5	91	4
Port Expansion (250 acres on-dock/inland port)	\$282.8	20	5	5	15	10	3	10	3	10	5	5	90	5
Port Expansion (350 acres on-dock/inland port)	\$350.0	16	3	0	12	6	0	6	3	10	5	5	66	22
Port Expansion (200 acres on-dock/inland port)	\$189.8	14	3	0	12	6	0	6	3	10	5	5	64	26
Port , Expansion (500 acres on-dock/inland port)	\$500.0	12	3	0	12	6	0	6	3	10	5	5	62	27

BORDER

EOM Border Crossing SR905-8F SR11-4T, So.Truck Rte	\$1,498.0	20	5	10	15	10	5	10	5	10	3	3	96	1
OME Border Crossing - Rail	\$150.0	0	3	0	0	6	5	6	5	6	3	0	34	41

AIR CARGO

SDIA Access to I-5	\$31.6	20	5	4	12	10	0	10	5	10	5	3	84	7
Future Expansion , Fwy/Grd Access	\$173.2	0	5	0	0	10	3	10	5	10	5	3	51	34
SDIA , Aircraft/Ground Access, AC Facilities,Transload	\$110.7	8	3	2	12	6	3	6	0	6	3	0	49	35
Future Expan. , Air/Grd Acss, AC Facilities,Transload	\$250.0	0	3	0	0	6	0	6	0	6	3	3	27	48

PIPELINE

I-15 Access to KM MV Terminal	\$31.6	20	5	4	12	10	0	10	5	10	5	3	84	7
KM , New Miramar Junction/Terminal/Tanks	\$39.5	11	3	4	12	6	5	6	5	10	5	3	70	20
KM Expand to 16 Pipe/Extend to Mexico	\$45.0	0	0	0	0	0	3	6	5	6	3	5	28	47

* Project points and rankings reflect description and estimated cost in September 2006. Projects have not yet been re-evaluated, given any recent changes in scope or costs.

**Table B.3–Applied Goods Movement Evaluation Criteria and Rankings – (cont’d)
(September 2006)***

<p align="center">SAN DIEGO REGIONAL GOODS MOVEMENT ACTION PLAN List of Prioritized Projects Based on Evaluation Criteria</p>		Cost-Effectiveness per Project Lifecycle Cost	Supports Regional Economic Prosperity Strategy	Relieves Existing Freight Backlog	Relieves Freight System Bottlenecks, Capacity Constraints	Improves Freight System Mobility/Reduces Delay	Improves System Mobility Through Off-Peak Use/Alternative Router/Mode	Improves Freight System Management/Efficiency	Integrates Local Freight to Regional Freight Network	Provides Critical Modal/Intermodal Link	Avoids/Minimizes Negative Community and Safety Impacts	Avoids/Minimizes Negative Environmental/Habitat Impacts	Total Points	Project Rank
		System/Project Description	Estimated Cost (millions)	20	5	10	15	10	5	10	5	10	5	5
ROAD/TRUCKWAY														
I-15 Imprvs., SR52 to Lake Hodges	\$83.0	20	5	5	12	6	3	6	3	10	3	3	76	10
I-805, Widen/ML SR54 to SR52	\$631.0	4	5	10	15	6	5	10	3	10	5	3	76	10
I-805, Widen/ML, SR52 toCarroll Cyn Rd to I-5	\$421.0	4	5	10	15	6	5	10	3	10	5	3	76	10
I-805, Widen/ML SR905 to I-5	\$1,400.0	6	5	10	15	6	5	10	3	10	3	3	76	10
I-15 Widen/ML, SR163 to SR56	\$426.0	8	5	8	12	6	5	10	3	10	5	3	75	15
I-805, Widen/ML SR905 to SR94	\$884.0	3	5	10	15	6	5	10	3	10	5	3	75	15
I-5, Widen/ML LJollaVil. to Vandergrift	\$2,900.0	2	5	9	15	6	5	10	3	10	5	5	75	15
I-15 Widen/ML, Ctr City Pkwy to SR78	\$215.0	6	5	8	12	6	5	10	3	10	5	5	75	15
I-15, Widen/ML SR56 to Ctr City Pkwy	\$427.0	5	5	8	12	6	5	10	3	10	5	5	74	19
I-15, Widen/HOV SR94 to SR163 **	\$265.0	1	5	4	15	6	3	6	5	10	5	5	65	24
I-5, Widen I-805 to SR56	\$186.0	11	5	0	12	6	0	0	0	0	3	5	42	38
I-5, J to Sea World Drive, SR54 to I-8	\$1,159.0	11	3	0	15	6	0	0	0	0	3	3	41	39
I-15 Widen/HOV	\$300.0	0	5	0	15	6	3	0	0	0	3	3	35	40
I-15 Improvement, SR52 - SR78	\$19.0	1	5	0	12	6	3	0	0	0	3	3	33	42
SR125, SR905 to San Miguel RD	\$640.0	1	3	0	0	6	3	6	0	6	3	3	31	44
SR125, San Miguel Rd to SR54	\$200.0	1	3	0	0	6	3	6	0	6	3	3	31	44
SR125, Tele Canyon to San Miguel Rd	\$130.0	1	3	0	0	6	3	6	0	6	3	3	31	44
I-15/I-805 HOV/ML Connectors	\$66.0	0	3	0	0	0	0	10	0	0	5	5	23	54
SR 54/125/52 Outer Loop Extension to SR78	\$540.0	0	5	0	0	0	0	0	0	6	5	3	19	55
SR52, I-805 to SR125	\$330.0	0	3	0	0	0	0	6	0	0	5	3	17	57
SR52, Widen SR125 to SR67	\$446.0	0	3	0	0	0	0	0	0	6	3	3	15	58
I-15/SR94, S/W-E/N Connectors	\$140.0	0	5	0	0	0	0	0	0	0	3	3	11	59
SR94, Widen/HOV I-5 to I-805	\$200.0	0	5	0	0	0	0	0	0	0	3	3	11	59
SR94/SR125 W/N-S/E Connectors	\$150.0	0	5	0	0	0	0	0	0	0	3	3	11	59
SR54/125, Widen/HOV I805 to SR94	\$111.0	0	5	0	0	0	0	0	0	0	3	3	11	59
SR94, Widen/HOV	\$190.0	0	5	0	0	0	0	0	0	0	3	3	11	59

* Project points and rankings reflect description and estimated cost in September 2006. Projects have not yet been re-evaluated, given any recent changes in scope or costs.

** I-15 between I-805 and SR 163 removed from GMAP in November 2007.