



# 2026 State Transportation Improvement Program Regional Transportation Improvement Program (2026 STIP—RTIP)

December 2025

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December 15, 2025

Ms. Tanisha Taylor  
Executive Director  
California Transportation Commission  
1120 N Street, Mail Station 52  
Sacramento, CA 95814

Dear Ms. Taylor:

Subject: SANDAG 2026 STIP Submittal

On behalf of SANDAG, I am pleased to submit the 2026 State Transportation Improvement Program (STIP) programming proposal to the California Transportation Commission. As in previous STIP proposals, the region continues to focus on delivering our TransNet Program priority projects. At its November 7, 2025, meeting, the SANDAG Board of Directors approved submittal of the set of projects included in this package. The 2026 STIP supports continued progress on major regional priorities through the investments, as described below.

The 2026 STIP continues to fund the design phase for SR 94/125 Interchange and Arterial Operational Improvements, which will construct the southbound SR 125 to eastbound SR 94 direct connector to improve freeway-to-freeway connectivity and reduce local street impacts. In addition, the I-5/I-805 HOV Conversion to Express Lanes Project shifts construction funding to FY 2028 to align with project delivery schedules and ongoing corridor coordination efforts.

In continuity with the 2024 cycle, the SR 67 Operation and Safety Improvements Project receives funding for plans, specifications, and estimates (PS&E) to enhance safety, support emergency evacuation capacity, and provide multimodal accommodations, including bike and wildlife connectivity along the corridor. The Coastal Rail Trail: E Street to Chesterfield Drive Phase 2 is funded for construction, advancing SANDAG's long-term goal of completing a 44-mile continuous bikeway from Oceanside to Downtown San Diego. The Carlsbad Village Trench Double Track Project is funded for environmental review and design to address capacity constraints and safety concerns along the LOSSAN rail corridor, one of the nation's busiest intercity passenger rail lines.

Lastly, \$15.1 million in previously programmed funds for the I-15 Transit Priority Lanes and Clairemont Direct Access Ramp Project have been reprogrammed to the I-5 NCC Managed Lanes - SR 78 to SR 76 Project to support construction needs. Collectively, the 2026 STIP continues to emphasize multimodal connectivity, safety, and corridor efficiency through a balanced mix of highway, managed lane, and rail investments consistent with the region's mobility and sustainability goals.

**Table 1: Proposed 2026 STIP (in \$000s)**

Project	Phase	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
SR 94/125 Interchange and Arterial Operational Improvement (Phase 2 - PPNO 1541)	PS&E		\$10,000				\$10,000
I-5/I-805 HOV Conversion to Express Lanes (PPNO 1410)	CON		\$80,900				\$80,900
SR 67 Operation and Safety Improvements (PPNO 1419)	PS&E		\$30,000				\$30,000
I-15 Transit Priority Lanes & Clairemont Direct Access Ramp (PPNO 4229)	PS&E			\$(15,100)			\$(15,100)
I-5 NCC Managed Lanes - SR 78 to SR 76 (PPNO 1547)	CON		\$15,100				\$15,100
Carlsbad Village Trench Double Track (PPNO 1595)	PA&ED	\$20,800					\$20,800
Coastal Rail Trail Encinitas: E St to Chesterfield Phase 2 (PPNO 1594)	CON	\$9,000					\$9,000
Regional PPM (PPNO 7402)	Planning	\$1,691	\$1,691	\$1,229	\$1,229	\$1,229	\$7,069
<b>Total Proposed 2026 STIP Programming</b>		<b>\$31,491</b>	<b>\$137,691</b>	<b>\$(13,871)</b>	<b>\$1,229</b>	<b>\$1,229</b>	<b>\$157,769</b>

- SR 94/125 Interchange and Arterial Operational Improvements:**
  - Phase 1:** The State Route (SR) 94/ SR 125 Auxiliary Lanes Project will provide operational improvements by adding three auxiliary lanes on SR 125 and SR 94. The existing Southbound (SB) SR 125 off-ramp to Spring Street experiences queueing that extends onto the freeway lanes during peak hours. The proposed auxiliary lane on SB SR 125 between Lemon Avenue and Spring Street will allow queued vehicles to remain off the through lanes of SB SR 125. The proposed auxiliary lane will provide improved traffic flow.
  - Phase 2:** This submittal would provide funds for the design (PS&E) phase in FY 2028 for \$10 million to provide a direct freeway-to-freeway connection from southbound SR 125 to eastbound SR 94. The 2024 STIP already provided \$6 million of funds for the environmental phase in FY 2026.
- I-5/I-805 HOV Conversion to Express Lanes:** This project will convert existing High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes along I-5, from the I-5/805 merge to SR 78 and along I-805, from SR 52 to the I-5/805 merge and includes installation of technology that would support HOT lanes. Funding from previous STIP cycles helped to fund the design (PS&E) phase and a portion of right-of-way for this project. The 2026 STIP proposes to fund the construction phase in FY 2028 for \$80.9 million.
- SR 67 Operational and Safety Improvements:** This project is in the Project Approval and Environmental Document (PA&ED) phase for the full project limits, covering operational and safety improvements along SR 67 in San Diego County from Maplevue Street to Highland Valley/Dye Road. Three improvement alternatives and a No-Build alternative are being evaluated and considered as potential improvements

to the SR 67 Highway Improvements Project. Funding for subsequent phases will be programmed in stages. This submittal retains full STIP funding for the project's environmental clearance and includes \$30 million in STIP funding for the design (PS&E) of Stage 1 improvements.

- **I-15 Transit Priority Lanes & Clairemont Direct Access Ramp:** The purpose of adding transit priority lanes through this corridor is to improve mobility, accessibility, and contribute to more reliable travel times for transit and the region's commuters. This project will add two transit priority lanes, one in each direction and a Direct Access Ramp at Clairemont Mesa Blvd in San Diego from 0.24 miles north of Adams Ave. overcrossing to 0.7 miles south of Miramar Way overcrossing. The prior year STIP funding provides funds for the environmental (PA&ED) phase for this project. The \$15.1 million for the design phase is being repurposed to help fund the more immediate need on the North Coast Corridor (NCC). While work continues on the environmental phase, funding needs for this project will be re-evaluated as part of the 2028 STIP.
- **I-5 North Coast Corridor (NCC) Managed Lanes - SR 78 to SR 76:** This project will focus on the final piece of the I-5 NCC HOV & Managed lanes planned from the SR 78 to SR 76, constructing one managed lane in each direction, as well as community enhancements and operational improvements. These improvements provide the technological framework for the region's planned evolution of freeway lanes to form an integrated transportation network. The 2024 STIP programmed \$10 million of STIP funds for the design (PS&E) phase and the proposed 2026 STIP would provide \$15.1 million from the I-15 Transit Priority Lanes project to help fund construction in FY 2028 which would support any future grant opportunities.
- **Carlsbad Village Trench Double Track:** Funding approved as part of the 2024 STIP provides funding for the environmental phase (PA&ED) for this project. This project would provide grade separations at various crossings in the City of Carlsbad and improve safety at these locations. Coastal access and traffic circulation is currently limited due to the minimal number of crossings at the railroad tracks through the Carlsbad Village and Barrio neighborhoods. Trenching through the City of Carlsbad will provide much improved and safer connections to coastal resources and the coastline for residents, visitors, and train riders. The existing single-track bridge across the Buena Vista Lagoon was constructed in 1942 and is nearing the end of its useful life. This project will replace the bridge with a new double-track bridge, built to modern design criteria, and will account for sea level rise.
- **Coastal Rail Trail Encinitas: E St to Chesterfield Phase 2:** The STIP funding on this project would fully fund the construction of the final phase of 1.7 miles of new bicycle facility from Chesterfield Drive to Santa Fe Drive (Phase 1) and onto F St located east of the railroad tracks and along San Elijo Avenue (Phase 2).

The other proposed programming is for Planning, Programming, and Monitoring (PPM) at the full 5% of the county share.

As part of the agreed upon procedures to provide more transparency for the regional STIP, SANDAG's website dedicated to the STIP can be found at [SANDAG STIP](#). Attached to this letter, please find all the documents required as related to this STIP submittal.

We look forward to working with the California Transportation Commission as it evaluates this and other proposals to develop the statewide STIP. You may contact Michelle Smith, SANDAG's Manager of Financial Programming, at (619) 595-5608 if you need additional information.



Sincerely,

A handwritten signature in black ink, appearing to read 'Mario Orso', written in a cursive style.

MARIO ORSO  
Chief Executive Officer

MSM/APA

Attachment: SANDAG 2026 STIP Package

cc: Ann Fox, Caltrans District 11 Director  
James Anderson, Caltrans HQ Programming

# Table of Contents

Cover Letter.....	2
Table of Contents.....	6
A. Overview and Schedule.....	8
Section 1. Executive Summary.....	8
Section 2. General Information.....	8
Section 3. Background of Regional Transportation Improvement Program (RTIP).....	9
Section 4. Completion of Prior RTIP Projects (Required per Section 78).....	9
Section 5. RTIP Outreach and Participation.....	10
B. 2026 STIP Regional Fund Request.....	13
Section 6. 2026 STIP Regional Share and Request for Programming.....	13
Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program (RIP) Projects.....	16
Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs.....	18
Section 9. Projects Planned Within Multi-Modal Corridors.....	18
Section 10. Highways to Boulevards Conversion Pilot Program.....	19
Section 11. Complete Streets Consideration (per Section 26).....	19
C. Relationship of RTIP to RP/SCS/APS and Benefits of RTIP.....	20
Section 12. Regional Level Performance Evaluation (per Section 22A of the Guidelines).....	20
Section 13. Regional and Statewide Benefits of RTIP.....	22
D. Performance and Effectiveness of RTIP.....	23
Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B).....	23
Section 15. Project Specific Evaluation (Required per Section 22C and 22D).....	23
E. Detailed Project Information.....	24
Section 16. Overview of Projects Programmed with RIP Funding.....	24
F. Appendices.....	27
Section 17. Project Programming Requests.....	28
Section 18. Board Approval.....	124
Section 19. Fact Sheet.....	138
Section 20. Project Study Reports.....	141

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# A. Overview and Schedule

## Section 1. Executive Summary

The 2026 State Transportation Improvement Program (STIP) for the San Diego region is strategically focused on advancing regional mobility, safety, and connectivity, thereby supporting the sustainable, efficient, and equitable system objectives outlined in the 2025 Regional Plan. The STIP continues to prioritize the delivery of core TransNet Program projects. Key ongoing commitments include funding for Phase 2 design of the SR 94/125 Interchange and Arterial Operational Improvements Project. New and advancing investments feature plans, specifications, and estimates (PS&E) for the SR 67 Operation and Safety Improvements Project to enhance multimodal access, and construction funding for Phase 2 of the Coastal Rail Trail: E Street to Chesterfield Drive segment. Furthermore, environmental design is funded for the Carlsbad Village Trench Double Track Project to address critical capacity and safety issues on the LOSSAN corridor. A strategic reprogramming adjustment proposes \$15.1 million to be shifted from the I-15 Transit Priority Lanes and Clairemont Direct Access Ramp Project to the I-5 North Coast Corridor (NCC) Managed Lanes Project to support its construction phase. Finally, the proposed 2026 STIP incorporates programming for essential Planning, Programming, and Monitoring (PPM) activities.

## Section 2. General Information

### Regional Agency Name

San Diego Association of Governments (SANDAG)

### Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Plan (RP)

- Regional Agency Website Link: [SANDAG.org](https://www.sandag.org)
- RTIP document link: [STIP Regional Transportation Improvement Program \(SANDAG.org\)](https://www.sandag.org/rtip)
- RP link: [SANDAG.org/regional-plan](https://www.sandag.org/regional-plan)

### Regional Agency Executive Director/Chief Executive Officer Contact Information

#### Mario Orso

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### RTIP Manager Staff Contact Information

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## California Department of Transportation (Caltrans) Headquarter Staff Contact Information

### **Sudha Kodali**

Chief, Division of Financial Programming

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## California Transportation Commission (CTC) Staff Contact Information

### **Kacey Moore-Gutierrez**

Associate Deputy Director

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916.707.1388

## Section 3. Background of Regional Transportation Improvement Program (RTIP)

### **A. What is the Regional Transportation Improvement Program?**

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Plan (RP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

### **B. Regional Agency's Historical and Current Approach to developing the RTIP**

The biennial proposed program of projects for the STIP implements SANDAG Board practice (in effect since 2004) that prioritizes projects for funding as follows for focus on: (1) projects that are ready-to-go; (2) completing projects currently programmed in the STIP; (3) TransNet priority projects<sup>1</sup>; and (4) near-term projects needed to implement the Regional Transportation Plan.

## Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Since the adoption of the previous 2024 STIP, no new RTIP projects have been completed.

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<sup>1</sup> TransNet is the county-wide sales tax dedicated toward transportation projects passed by voters in 2004.

## Section 5. RTIP Outreach and Participation

### A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, South	October 30, 2025
CTC ITIP Hearing, North	November 7, 2025
Regional Agency adopts 2026 RTIP	November 7, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

### B. Community Engagement

#### Outreach Activities

SANDAG conducted a comprehensive community outreach program to gather transportation needs and collect public comment to inform the development of the Draft 2025 Regional Plan as described in [Appendix J](#) of the Final Proposed [2025 Regional Plan](#). This included online feedback collection, as well as education and discussion at a multitude of in-person and virtual public meetings, including SANDAG Board, Committees, and Working Groups. Public engagement was conducted at locations across the region in person and virtually: this included workshops, learning sessions, webinars, and pop-ups, and presentations which were made to various stakeholder organizations, including community planning groups, city councils, chambers of commerce, university groups, collaboratives, and more. Online outreach additionally used various digital tactics (such as e-blasts, social media ads, webpages, and media advisories) to promote interactive community education tools and collect public input around the 2025 Draft Plan.

SANDAG also worked with Community Based Organizations (CBO) across the region via a dedicated CBO working group that helped to craft accessible messaging, tactics, and educational materials, recruited participants, and gathered public input at Regional Plan outreach events in their communities. All public information was distributed in English and Spanish, interpretation in Spanish was provided, and bilingual staff members were made available at SANDAG-led public meetings. Digital and print materials in other languages were provided upon request.



Community feedback collected regarding transportation needs in 2023 was summarized, acknowledged, and incorporated into the Regional Plan, as described in the Feedback Summary report released by staff in 2023 with the Initial Concept of the Draft 2025 Regional Plan. Additionally, feedback related to the Draft 2025 Regional Plan collected in 2025 was incorporated where possible into the Final Proposed 2025 Regional Plan, as outlined in the comment responses provided in [Appendix J](#) of the plan, posted on the [2025 Regional Plan](#) webpage.

Additionally, SANDAG hosted a series of presentations and conducted extensive community outreach for ongoing bike projects, and numerous general public and project stakeholder meetings were held throughout the different phases of the projects. SANDAG also conducted and published surveys, assessments, and various feasibility studies in advance of presenting the bike projects for National Environmental Policy Act (NEPA) approval. SANDAG developed a series of digital and print marketing materials including but not limited to eblasts, banners, door hangers, postcards, and social media to inform the public about the projects and community impacts.

### **Community Benefits Summary**

Through key performance measures, the proposed 2025 Regional Plan demonstrates how investments in the transportation network and supportive policies and programs deliver measurable benefits across the region. To ensure convenient and reliable movement, the Plan invests in a multimodal transportation system that reduces travel times and improves access to essential destinations.

- More residents will be able to reach parks or retail stores within 15 minutes and access medical facilities within 30 minutes, enhancing quality of life and regional connectivity.
- The Plan promotes equitable access to opportunities by expanding transit connections to major employment centers and higher education institutions. As a result, more adults can reach these destinations within 30 to 45 minutes by transit, creating more pathways to economic and educational advancement.
- To support healthy communities and a cleaner environment, the Plan reduces greenhouse gas (GHG) emissions by providing options for people to shift to lower-emission travel modes.
- It meets the Senate Bill 375 19% per capita GHG emissions reduction target by 2035 and federal air quality standards.
- Additionally, the Plan promotes safer transportation options by building more infrastructure for people who walk and bike. These improvements increase transportation-related physical activity, contributing to healthier communities.

The implementation of the 2025 Regional Plan is guided by how well the transportation system performs in achieving the region's goals for a convenient, equitable, healthy, and safe future for all. Performance measures help track our progress toward these goals and inform adjustments as needed. There are four areas in which our primary performance measures are categorized: Access to Basic Needs, Access to Opportunities, SB 375 Greenhouse Gas Emissions (GHG), and vehicle miles traveled (VMT).

1. **Access to Basic Needs:** Our model looks at how many people can reach places like retail, parks, and medical facilities within a short trip—15 minutes to retail or parks and 30 minutes to healthcare – using different modes of transportation to get around. The investments in the 2025 Regional Plan show that more people in our communities now have better access to everyday essential needs.
2. **Access to Opportunities:** Our transportation system also provides access to employment centers and higher education which helps people advance economically. Our model looks at how many adults can reach these places by transit within 30 or 45 minutes. The 2025 Regional Plan shows that more people across the region will be able to get to work or school by transit.
3. **SB 375 Greenhouse Gas (GHG) Emissions:** Reducing vehicle emissions is one way our transportation system supports a healthier environment. We measure how much these emissions will go down compared to 2005 levels. Unlike the other performance areas, the state sets a required target under SB 375 to reduce our per capita GHG emissions by 19% by 2035 from 2005 levels. The 2025 Regional Plan achieves a 19.3% GHG reduction per capita by 2035.
4. **Vehicle Miles Traveled (VMT):** Reducing the number of miles driven across the region is a key strategy in advancing a more sustainable and efficient transportation system. VMT is calculated both regionally and on a per capita basis to evaluate how well the transportation network supports shorter and fewer drive alone trips. The 2025 Regional Plan reduces VMT by investing in high-quality transit, active transportation infrastructure, and a land use pattern that supports such investments. These investments help more people meet their daily needs closer to home and provide viable alternatives to driving alone. Lower VMT supports regional goals to improve air quality, reduce congestion, and enhance quality of life throughout the San Diego region.

## **C. Consultation with Caltrans District (Required per Section 20)**

### **Caltrans District 11**

SANDAG considers Caltrans (District 11) a valuable partner in the regional transportation network of projects (both short and long term) where the two agencies consistently consult each other, not just for the STIP but in all areas of regional transportation. SANDAG also collaborates with Caltrans Office of Project Development, Management and Delivery along with the Division of Local Assistance regarding intercity rail needs. SANDAG has been meeting with Caltrans District staff since August 2025 regarding proposed STIP projects.

SANDAG and District 11 collaborate and continuously submit requests for funding for projects that meet the interregional criteria as discussed in Section 8.

SANDAG and District 11 also collaborate on active transportation initiatives, including the Complete Streets Action Plan as discussed in Section 11

## B. 2026 STIP Regional Fund Request

### Section 6. 2026 STIP Regional Share and Request for Programming

#### A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

SANDAG has no new target shares for projects, per the STIP Fund estimate.

#### B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount (\$1,000s)	Fiscal Year	Phase
SR 94/125 Auxiliary Lanes PPNO 0356	At Route 94/125 in Lemon Grove in San Diego County, construct southbound Route 125 to eastbound Route 94 Operations Improvements – Phase I (Auxiliary Lane)	\$13.948 (prior) \$14,000 (prior) <u>\$71,000</u> (prior) \$98,948	Prior APDE FY 2026 FY 2026	PS&E CON Sup CON
SR 94/125 Interchange and Arterial Operational Improvements (Freeway Connector) PPNO 1541	At Route 94/125 in Lemon Grove in San Diego County, environmental and design for southbound Route 125 to eastbound Route 94 freeway connector ramp.	\$6,000 (prior) <u>\$10,000</u> \$16,000	FY 2026 FY 2028	PA&ED PS&E
I-5/I-805 HOV Conversion to Express Lanes PPNO 1410	On the 805, from SR 52 to the I-5/805 merge. And on the I-5, from the I-5/805 merge to SR 78, implementation of ITS elements by connecting existing and proposed fiber optics lines and to implement the managed lanes.	\$14,850 (prior) \$250 (prior) \$1,000 (prior) \$14,940 <u>\$65,960</u> \$97,000	FY 2022 FY 2022 FY 2022 FY 2028 FY 2028	PS&E R/W Sup R/W CON Sup CON

Project Name and Location	Project Description	Requested RIP Amount (\$1,000s)	Fiscal Year	Phase
I-5 NCC Managed Lanes - SR 78 to SR 76 PPNO 1547	In the City of Oceanside from SR78 to SR 76, design one high occupancy vehicle (HOV) lane in each direction.	\$10,000 (prior) \$1,820 <u>\$13,280</u> \$25,100 (\$15,100 reprogrammed from PPNO 4229)	FY 2025 FY 2028 FY 2028	PS&E CON Sup CON
I-15/SR 78 HOV Connectors PPNO 1139	In San Diego County in & near Escondido and in San Marcos on Route 15 and on Route 78, design managed lanes connectors and operational improvements.	\$12,000 (prior) <u>\$19,730</u> (prior) \$31,730	Prior APDE FY 2026	PA&ED PS&E
I-805 South Managed Lanes Conversion Project (HOV to HOT) PPNO 1545	In the County of San Diego in and near the City of Chula Vista, National City and the City of San Diego, on the I-805 from Palomar Street to SR 94, design the ITS elements to implement the managed lanes.	\$9,300 (prior) <u>\$700</u> (prior) \$10,000	FY 2025 FY 2025	PS&E R/W SUP
SR 67 Operation and Safety Improvements PPNO 1419	In the County of San Diego between the City of Ramona and the City of Santee along SR 67 from Dye Road to Maplevue design an evacuation route for fire safety	\$30,000	FY 2028	PS&E
Coastal Rail Trail Encinitas: E-Street to Chesterfield Drive Phase 2 PPNO 1594	In the City of Encinitas, along San Elijo Avenue, construct 0.4 miles of new bicycle facility to close a gap in the Coastal Rail Trail	\$9,000	FY 2027	CON

Project Name and Location	Project Description	Requested RIP Amount (\$1,000s)	Fiscal Year	Phase
Carlsbad Village Trench Double Track PPNO 1595	In the City of Carlsbad. Carlsbad between MP 228.0 and MP 230.6 on the San Diego Subdivision of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor.	\$20,800	FY 2027	PA&ED
I-15 Transit Priority Lanes and Clairemont Direct Access Ramp PPNO 4229	In the City of San Diego on the I-15 from SR 163 to I-8, environmental and design for two transit priority lanes and a south facing Direct Access Ramp at Clairemont Mesa Blvd.	\$8,000 (prior) \$15,100 <del>\$(15,100)</del> \$8,000 (\$15,100 reprogrammed to PPNO 1547)	FY 2026 FY 2029	PA&ED PS&E
Regional Planning, Programming, and Monitoring		\$23,787 (prior) \$1,691 \$1,691 <del>\$3,687</del> \$30,856	Various FY 2027 FY 2028 Various	
<b>Total Proposed 2026 STIP</b>		<b>\$353,647</b> <b>(\$3,687 New)</b>		

## Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program (RIP) Projects

Major capital projects delivered with STIP funding often require non-STIP funds to fully fund a phase of work. For most projects, the STIP funds are leveraged by local sales tax and federal formula funds. Several projects, including the SR 67 Operation and Safety Improvements and I-5/I-805 HOV Conversion to Express Lanes are funded with formula and competitive SBI funding.

RP ID/ Page #	Proposed 2026 RTIP	Total RTIP	Other Funding (\$1,000s)							Total Project Cost
			ITIP	STBG/ CMAQ	SBI	TCRP	Local/ Sales Tax	Other Federal**	Uncommitted	
CC082/ A.32	SR 94/125 Auxiliary Lanes Phase 1 (Auxiliary Lane) PPNO 0356	\$98,948		\$6,000	\$853	\$6,352	\$3,415			\$115,568
CC082/ A.32	SR 94/125 Interchange and Arterial Operational Improvements Phase 2 PPNO 1541	\$16,000							\$144,000	\$160,000
CC006/ CC020 A.17/A.54	I-5/I-805 HOV Conversion to Express Lanes PPNO 1410	\$97,000		\$36,650			\$6,250			\$139,900
CC007/ A.18	I-5 NCC Managed Lanes - SR 78 to SR 76 PPNO 1547	\$25,100		\$67,000			\$200	\$1,166	\$70,000	\$163,466
CC071/ A.18	I-15/SR 78 HOV Connectors PPNO 1139	\$31,730					\$4,207		\$396,910	\$432,847



RP ID/ Page #	Proposed 2026 RTIP	Total RTIP	Other Funding (\$1,000s)							Total Project Cost
			ITIP	STBG/ CMAQ	SBI	TCRP	Local/ Sales Tax	Other Federal**	Uncommitted	
CC017/ A.69	I-805 South Managed Lanes Conversion Project PPNO 1545	\$10,000			\$39,600		\$1,072	\$80,400		\$131,072
CC050/ A.32	SR 67 Operation and Safety Improvements PPNO 1419	\$30,000		\$11,125	\$4,043		\$6,832		\$2,613,500	\$2,665,500
AT006/ A.13	Coastal Rail Trail: E Street to Chesterfield Drive Phase 2 PPNO 1594	\$9,000			\$992		\$8,848	\$234		\$19,074
TL003/ A.13	Carlsbad Village Trench Double Track PPNO 1595	\$20,800							\$585,300	\$606,100
CC010/ CC083/A.5 O/A.52	I-15 Transit Priority Lanes and Clairemont Direct Access Ramp PPNO 4229	\$8,000		\$3,920					\$231,100	\$243,020
N/A	Regional Planning, Programming, and Monitoring PPNO 7402	\$30,856								\$30,856
<b>Totals</b>		<b>\$377,434</b>	<b>\$0</b>	<b>\$124,695</b>	<b>\$45,488</b>	<b>\$6,352</b>	<b>\$30,824</b>	<b>\$81,800</b>	<b>\$4,040,810</b>	<b>\$4,707,403</b>

Notes: Other Funding (in \$000s); \*OTHER STATE includes Active Transportation Grant program (ATP) and State Highway Account (SHA) funds;  
 \*\* OTHER FEDERAL includes Carbon Reduction Program (CRP), Highway Infrastructure Program (HIP), and Transportation Enhancement (TE) funds

## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

SANDAG requested \$62 Million in ITIP funding in the 2024 STIP Cycle for construction of Phase Two of the San Dieguito Lagoon Double Track Bridge Replacement and Del Mar Special Events Platform. The project, part of the North Coast Corridor, will replace the single-track San Dieguito River Railway Bridge, provide a second main track north of the San Dieguito River Bridge (approximately 0.9 miles of additional double track), and construct a new special events platform with passenger connection to the Del Mar Fairgrounds. No new request for the 2026 STIP Cycle will be considered at this time.

SANDAG plans to construct nearly \$1 billion in improvements to support commuter, intercity, and freight rail services on the LOSSAN Corridor. This effort to double track the corridor from Orange County to Downtown San Diego needs funding for construction of shovel-ready projects and advancement of projects through environmental, final design, right-of-way, and construction.

## **Section 9. Projects Planned Within Multi-Modal Corridors**

In 2019, SANDAG identified various corridors to develop Comprehensive Multimodal Corridor Plans (CMCPs) which are designed to reduce vehicle miles traveled and greenhouse gas emissions and identify mobility solutions in our region's busiest travel corridors. SANDAG has undertaken multiple CMCP projects that involved numerous outreach efforts, including holding public meetings and surveys. In addition, SANDAG, in cooperation with Caltrans District 11, is preparing Comprehensive Multimodal Corridor Plans for 12 critical corridors in the San Diego Region. Each plan has a Public Affairs strategy which includes tactics appropriate to the project audience, such as a dedicated website, surveys, meetings, pop-ups, social media, partner toolkits, email lists, interactive GIS mapping tools, and presentations.

For example, once completed, the I-5 NCC program of projects will have a significant benefit to the region's mobility and provide alternate mode choices. The I-5 NCC is the major set of projects along this corridor addressed in the Transportation & Resource Enhancement Program & Public Works Plan (TREP/PWP), which is the comprehensive multi-modal plan. Projects planned or underway would complement this project.

The projects proposed for the 2026 STIP are all identified in one of these corridors with the goal to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, visitors, and commercial cargo, while also preserving the local community, social character, and creating opportunities for neighborhood enhancement projects.

## **Section 10. Highways to Boulevards Conversion Pilot Program**

This pilot program has been cancelled. The program was eliminated as part of recent state budget cuts, and no future work is planned under this program.

## **Section 11. Complete Streets Consideration (per Section 26)**

Regions are strongly encouraged to incorporate Complete Streets elements into all highway projects proposed for State Transportation Improvement Program (STIP) funding, aligning with Caltrans' Complete Streets Action Plan.

The Caltrans Director's Office of Sustainability developed the Complete Streets Action Plan to implement the Director's Policy for Complete Streets. This plan identifies high-priority tasks and will track efforts from January 2024 to December 2025, with updates scheduled every two years.

District 11 is actively using the Action Plan to coordinate active transportation improvements within San Diego County. This involves regular collaboration with SANDAG Planning and Capital Delivery teams to ensure all projects include appropriate bicycling and walking improvements. This joint effort supports collective goals for safety, climate change mitigation, and modal change.

Furthermore, SANDAG has its own Complete Streets policy linked to its Sales Tax Measure, which mandates compliance from all local jurisdictions and transit agencies within its purview.

## C. Relationship of RTIP to RP/SCS/APS and Benefits of RTIP

### Section 12. Regional Level Performance Evaluation (per Section 22A of the Guidelines)

The goals of the 2025 Regional Plan (RP) include the efficient movement of people and goods, access to affordable, reliable, and safe mobility options for everyone, and healthier air and reduced GHG emissions regionwide. The 2026 SANDAG STIP-RTIP focuses on each of RP's goals. The RTIP includes projects for multimodal corridors, transit corridors, and active transportation, promoting efficient travel options. The RTIP also includes safety-related projects.

These investments will continue to advance healthier air, and GHG emission reductions in addition to affordable, reliable mobility options.

Additionally, I-5 NCC and the Regional Bikeway Program of Projects are part of the SCS network. The entire transportation network, the land use patterns, Transportation Demand Management, Transportation System Management, and pricing make up the building blocks of the SCS.

#### A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines)

**Table B1: Evaluation – Regional Level Performance Indicators and Measures**

Goal	Indicator/Measure	Current System Performance (2025 RP SCS, 2022 Baseline)	Projected System Performance (2025 RP SCS, 2035)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	23.68	23.82
	Percent of congested VMT (at or below 35 mph) (For all day, freeway only)	3.29%	1.49%
	Commute mode share (travel to work)	Bike and Walk: 12.5%	Bike and Walk: 13.9%
		Carpool: 9.5%	Carpool: 10.6%
		Drive Alone: 76.1%	Drive Alone: 72.7%
		Other: 0.8%	Other: 0.8%
		Transit: 1.0%	Transit: 2.0%
Infrastructure Condition	Percent of distressed state highway lane-miles	Data is not available. Caltrans Transportation Asset Management Plan does not include state highway conditions by county.	Data not available

Goal	Indicator/Measure	Current System Performance (2025 RP SCS, 2022 Baseline)	Projected System Performance (2025 RP SCS, 2035)
	Pavement Condition Index (local streets and roads)	Data is not available. Local agencies do not report pavement conditions to MPO.	Data not available
	Percent of highway bridges by deck area classified in Poor condition	1.97%	Data not available
	Percent of transit assets that have surpassed the FTA useful life period	4.55%	Data not available
	System Reliability Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	7.45%	Data not available
Safety	Fatalities and serious injuries per capita	8.65 per 100,000 residents	SANDAG does not project future fatal and serious injuries
	Fatalities and serious injuries per VMT	1.08 per 100 million VMT	SANDAG does not project future fatal and serious injuries
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Housing Units: 19.2% Jobs: 25.6%	Housing Units: 44% Jobs: 55.1%
	Mean commute travel time (to work)	24	23
Environmental Sustainability	Change in acres of agricultural land	Data not available	Data not available
	CO <sub>2</sub> emissions reduction per capita	4.63	5.03

## Section 13. Regional and Statewide Benefits of RTIP

**Appendix N** of the 2025 Regional Plan outlines the performance evaluation of the region's transportation network and how projects fare in the evaluation which helps determine the project priorities. The evaluation structure was designed to advance the regional goals of a convenient, equitable, healthy, and safe transportation system. The adopted network significantly expands multimodal access to transit, basic needs, employment centers and education, reduces emissions, improves the truck travel time index, and reduces heavy duty truck delay over the no-build scenario.

In addition, an important contribution to the Plan benefits come from active transportation. The Coastal Rail Trail Encinitas: E Street to Chesterfield bike project will provide 1.7 miles of new bicycle facility east of the railroad track and the I-15/SR 78 HOV Connectors project includes the construction of 1.16 mile of bike facility and the improvement of bike/ped access across SR 78. The connections made by these projects enable trips of longer distance, provide access to the network from additional communities, and encourage multimodal trip-taking by connecting people walking and riding a bike to local and regional transit.



## D. Performance and Effectiveness of RTIP

### Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

For the 2026 STIP cycle, SANDAG is not proposing any new projects for programming. All currently programmed projects were previously evaluated and included in prior STIP cycles. As such, there are no new candidate projects requiring cost-effectiveness evaluation at this time.

Consistent with the 2024 STIP–RTIP and in alignment with STIP guidance, Table B2 is therefore not included in this submittal. Please refer to Table B1 for regional system performance information.

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements to evaluate the proposed changes to the built environment.

However, no new projects are being proposed; therefore, no new changes to the built environment are anticipated.

### Section 15. Project Specific Evaluation (Required per Section 22C and 22D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on Section 22C and 22D of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

The STIP Guidelines state that this evaluation should be included in the PPRs. For projects implemented by Caltrans, SANDAG uses the Caltrans estimates. No new projects are being proposed to the 2026 STIP from the 2024 STIP.

## E. Detailed Project Information

### Section 16. Overview of Projects Programmed with RIP Funding

#### **SR 94/125 Interchange and Arterial Operational Improvements:**

- **Phase 1:** The State Route (SR) 94/ SR 125 Auxiliary Lanes Project will provide operational improvements by adding three auxiliary lanes on SR 125 and SR 94. The existing Southbound (SB) SR 125 off-ramp to Spring Street experiences queueing that extends onto the freeway lanes during peak hours. The proposed auxiliary lane on SB SR 125 between Lemon Ave and Spring St will allow queued vehicles to remain off the through lanes of SB SR 125. The proposed auxiliary lane will provide improved traffic flow.
- **Phase 2:** This submittal would provide funds for the design (PS&E) phase in FY 2028 for \$10 million to provide a direct freeway-to-freeway connection from southbound SR 125 to eastbound SR 94. The 2024 STIP already provided \$6 million of funds for the environmental phase in FY 2026.

**I-5/I-805 HOV Conversion to Express Lanes:** This project will convert existing High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes along I-5, from the I-5/805 merge to SR 78 and along I-805, from SR 52 to the I-5/805 merge and includes installation of technology that would support HOT lanes. Funding from previous STIP cycles helped to fund the design (PS&E) phase and a portion of right-of-way for this project. The 2026 STIP proposes to fund the construction phase in FY 2028 for \$80.9 million.

**I-5 NCC Managed Lanes – SR 78 to SR 76:** This project will focus on the final piece of the I-5 NCC HOV & Managed lanes planned from the SR 78 to SR 76, constructing one managed lane in each direction, as well as community enhancements and operational improvements. These improvements provide the technological framework for the region's planned evolution of freeway lanes to form an integrated transportation network. The 2024 STIP programmed \$10 million of STIP funds for the design (PS&E) phase and the proposed 2026 STIP would provide \$15.1 million from the I-15 Transit Priority Lanes project to help fund construction in FY 2028 which would support any future grant opportunities.

**SR 78/SR 15 HOV Lanes Connector:** The purpose of this project is to provide a reliable transportation option that reduces travel times, encourages multi-occupant vehicle usage, and reduces greenhouse gas emissions and air pollution. The project also aims to improve access to key employment, residential, health, and educational centers in the corridor, while supporting state and regional transportation goals of improving person throughput and reducing vehicle miles traveled. This project proposes extending the existing I-15 Managed Lanes onto SR 78 for 3-miles, and will benefit commuters, residents, and businesses by providing a reliable transportation option.

**SR 67 Operation and Safety Improvements:** This project is in the Project Approval and Environmental Document (PA&ED) phase for the full project limits, covering operational and safety improvements along SR 67 in San Diego County from Maplevue Street to Highland Valley/Dye Road. Three improvement alternatives and a No-Build alternative are being evaluated and considered as potential improvements to the SR 67 Highway Improvements Project. Funding for subsequent phases will be programmed in stages. This submittal retains full STIP funding for the project's environmental clearance and includes \$30 million in STIP funding for the design (PS&E) of Stage 1 improvements.

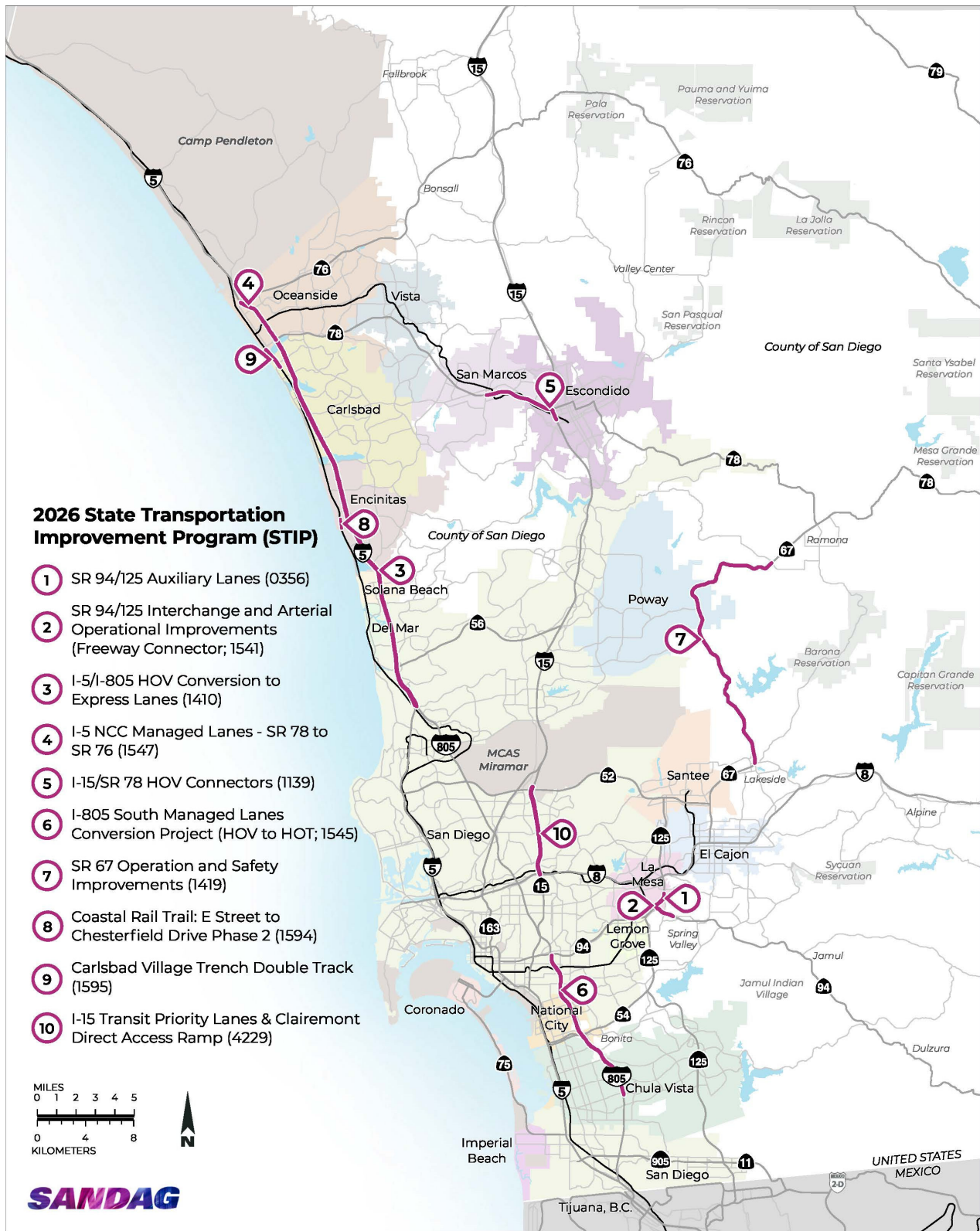
**I-15 Transit Priority Lanes & Clairemont Direct Access Ramp:** The purpose of adding transit priority lanes through this corridor is to improve mobility, accessibility, and contribute to more reliable travel times for transit and the region's commuters. This project will add two transit priority lanes, one in each direction and a Direct Access Ramp at Clairemont Mesa Blvd in San Diego from 0.24 miles north of Adams Ave. overcrossing to 0.7 miles south of Miramar Way overcrossing. The prior year STIP funding provides funds for the environmental (PA&ED) phase for this project. The \$15.1 million for the design phase is being repurposed to help fund the more immediate need on the North Coast Corridor (NCC). While work continues on the environmental phase, funding needs for this project will be re-evaluated as part of the 2028 STIP.

**Carlsbad Village Trench Double-Track:** Funding approved as part of the 2024 STIP provides funding for the environmental phase (PA&ED) for this project. This project would provide grade separations at various crossings in the City of Carlsbad and improve safety at these locations. Coastal access and traffic circulation is currently limited due to the minimal number of crossings at the railroad tracks through the Carlsbad Village and Barrio neighborhoods. Trenching through the City of Carlsbad will provide much improved and safer connections to coastal resources and the coastline for residents, visitors, and train riders. The existing single-track bridge across the Buena Vista Lagoon was constructed in 1942 and is nearing the end of its useful life. This project will replace the bridge with a new double-track bridge, built to modern design criteria, and will account for sea level rise.

**Coastal Rail Trail Encinitas: E St to Chesterfield:** The STIP funding on this project would fully fund the construction of the final phase of 1.7 miles of new bicycle facility from Chesterfield Drive to Santa Fe Drive (Phase 1) and onto F St located east of the railroad tracks and along San Elijo Avenue (Phase 2).

**Regional Planning, Programming, and Monitoring:** Regions are eligible to program up to 5% for PPM. Activities supported by these funds in the upcoming years include development, completion, and implementation of the Regional Transportation Plan. Total proposed 2026 STIP funding is about \$3,687.

## 2026 State Transportation Improvement Program (STIP)



## F. Appendices

**Section 17. Projects Programming Request Forms** (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, reprogrammed from the 2024 STIP.

**Section 18. Board Resolution or Documentation of 2026 RTIP Approval** (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

**Section 19. Fact Sheet** (See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

**Section 20. Project Study Reports**

## **Section 17. Project Programming Requests**



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2025 08:38:39
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
11	14665	1100000078	0356	San Diego Association of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Diego County	94	R 10.300	R 11.900	Caltrans District 11		
San Diego County	125	13.200	R 14.900	MPO	Element	
				SANDAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Jake Stelten			619-679-2547	jake.stelten@dot.ca.gov		

Project Title

SR 94/125 Auxiliary Lanes

Location (Project Limits), Description (Scope of Work)

In San Diego County in and near La Mesa on State Route 94 from Spring Street undercrossing to 0.1 mile east of Kenwood Drive undercrossing and on State Route 125 from 0.2 mile south of Spring Street undercrossing to 0.2 mile north of Lemon Avenue undercrossing. Construct NB SR 125, SB SR 125, and EB SR 94 auxiliary lanes.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	77	Senate:	18,39	Congressional:	52
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	04/02/2013	04/02/2013
Circulate Draft Environmental Document Document Type		
Draft Project Report	10/27/2015	10/27/2015
End Environmental Phase (PA&ED Milestone)	12/16/2015	12/16/2015
Begin Design (PS&E) Phase	04/01/2019	04/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	06/30/2025	04/03/2026
Begin Right of Way Phase	08/14/2020	08/14/2020
End Right of Way Phase (Right of Way Certification Milestone)	06/27/2025	03/27/2026
Begin Construction Phase (Contract Award Milestone)	03/27/2026	10/16/2026
End Construction Phase (Construction Contract Acceptance Milestone)	08/16/2029	11/16/2029
Begin Closeout Phase	10/16/2030	03/12/2031
End Closeout Phase (Closeout Report)	07/20/2032	12/17/2032

Date 12/15/2025 08:38:39

Purpose and Need

Provide operational improvements by adding three auxiliary lanes on SR 125 and SR 94. The existing SB SR 125 off-ramp to Spring Street experiences queueing that extends onto the freeway lanes during peak hours. The proposed auxiliary lane on SB SR 125 between Lemon Ave. and Spring St. will allow queued vehicles to remain off the through lanes of SB SR 125. The existing NB 125 between WB SR 94 to NB SR 125 connector and Lemon Ave. experience congestion during peak hours due to the lane drop before Mariposa St OC. The proposed auxiliary lane will provide improved traffic flow. The interchange spacing on EB SR 94 between Bancroft Drive and Kenwood Drive is less than the minimum distance of one mile required in urban areas. The auxiliary lane provided between these two interchanges will facilitate merging operations.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	Operational improvements	EA	1
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	0.47
Pavement (lane-miles)	Mainline Shoulders construction	Miles	2.6
Other	Sound wall miles constructed	Miles	0.91
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	10,091
TMS (Traffic Management Systems)	Changeable message signs	EA	2
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.56
Active Transportation	Bicycle lane-miles	Miles	0.75
ADA Improvements	New sidewalk	LF	1,228

Additional Information

1. Any Complete Street elements (for projects on the highway system).

This project will provide complete streets by expanding the multimodal network for nonmotorized users. It will also improve traffic movement reducing congestion on the freeways and local streets.

Bicycle Improvements:

- Add Class 2 bikeways on NB and SB Bancroft Road between Spring Place and Campo Road
- Add Class 2 bikeway within Caltrans right of way on Merritt Boulevard between the Merritt Boulevard/Mariposa Street and Garfield Street/Mariposa Street.
- Add Class 3 bikeway outside of Caltrans right of way on Merritt Boulevard between the Merritt Boulevard/Mariposa Street and Garfield Street/Mariposa Street.
- Add bicycle striping to Bancroft Drive.

Pedestrian and ADA Improvements:

- Mariposa Street Overcrossing replacement will have new 7' wide sidewalks on both sides and ADA-compliant curb ramps on all four corners

2. How the project meets CAPTI goals

One of the main contributors to greenhouse gas emissions in the transportation sector is congestion, which leads to inefficient fuel consumption and increased emissions. By adding auxiliary lanes, traffic flow can be improved, reducing congestion and idling time for vehicles. Smoother traffic movements lead to decreased emissions from individual vehicles, contributing to the overall reduction of GHG emissions. With less congestion, public transit, cycling, and walking become more efficient and time-effective alternatives, encouraging people to shift away from single-occupancy vehicles.

3. How the project supports equity

The Project is in the City of La Mesa, at the junction between La Mesa, Lemon Grove and the unincorporated area of Spring Valley. The adjacent communities living directly south of the Project are considered disadvantaged based on the criteria listed in California Senate Bill 535. The area scores in the 88 percentile on the CalEnviroScreen 4.0, showing a high pollution burden. The proposed project is expected to reduce the volume of traffic exiting from southbound SR 125 at Spring Street which will contribute to reducing congestion levels along the corridor and surrounding streets, reduce the length of time during which vehicles are idling or traveling at slower speed leading to reduction in emissions and impacts on air quality. This is especially important from an equity standpoint, as residents in disadvantaged communities typically live near freeways and arterials and are more likely to suffer from health conditions directly related to the environment.

The proposed Project includes safety upgrades not only on the freeways but also on surrounding arterials and roadways. This is a key equity component, as research has shown that low-income communities tend to live in areas with higher volumes of traffic and are consequently more likely to be injured in a collision. The proposed upgrades will support the development of a safer pedestrian network that will contribute to reducing the likelihood of collisions and improve the quality of life of local communities.

4. Project Milestones

Pending utility relocation design and associated utility agreements have the potential to delay Ready to List (RTL) and/or Transmittal milestones. For this reason a risk has been documented in the Project's Risk Register.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	10,312,600	10,512,000	-199,400
			VMT per Capita	430	449	-19
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	140,132	1,785,222	-1,645,090
			Hours per Capita	9	13	-4
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	50	180	-130
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0.9	6	-5.1
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.05	0.08	-0.03
			PM 10 Tons	0.05	0.08	-0.03
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	8,156	10,587	-2,431
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	4.67	5.11	-0.44
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.07	0.1	-0.03
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	77.05	82.6	-5.55
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	10.61	11.15	-0.54
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	2	3	-1
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.29	0.32	-0.03
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	57,113	57,113	0
	Optional	Number of Destinations Accessible by Mode	Number	129	129	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	507	0	507
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.2	0	3.2

District	County	Route	EA	Project ID	PPNO
11	San Diego County, San Diego County	94, 125	14665	1100000078	0356
Project Title					
SR 94/125 Auxiliary Lanes					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	6,803							6,803	Caltrans District 11
PS&E	17,321							17,321	Caltrans District 11
R/W SUP (CT)	2,472							2,472	Caltrans District 11
CON SUP (CT)	14,000							14,000	Caltrans District 11
R/W	4,053							4,053	Caltrans District 11
CON	71,000							71,000	Caltrans District 11
TOTAL	115,649							115,649	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	6,803							6,803	
PS&E	17,595							17,595	
R/W SUP (CT)	2,368							2,368	
CON SUP (CT)	14,000							14,000	
R/W	3,802							3,802	
CON	71,000							71,000	
TOTAL	115,568							115,568	

Fund #1:	TCRP (Committed) - Traffic Congestion Relief Fund (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.710.875
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	5,000							5,000	Caltrans District 11
PS&E									\$697 RW voted 08/05/04 \$536 PAED voted 06/28/17 \$4464 PAED voted 09/28/00 \$750 RW voted 02/14/07
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,352							1,352	
CON									
TOTAL	6,352							6,352	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	5,000							5,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,352							1,352	
CON									
TOTAL	6,352							6,352	

Fund #2:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	275							275	San Diego Association of Governmen
PS&E									
R/W SUP (CT)	475							475	
CON SUP (CT)									
R/W	1,066							1,066	
CON									
TOTAL	1,816							1,816	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	275							275	
PS&E	274							274	
R/W SUP (CT)	475							475	
CON SUP (CT)									
R/W	837							837	
CON									
TOTAL	1,861							1,861	
Fund #3:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.200
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 11 \$3000 RW voted 08/12/20
PS&E									
R/W SUP (CT)	957							957	
CON SUP (CT)									
R/W	22							22	
CON									
TOTAL	979							979	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	853							853	
CON SUP (CT)									
R/W									
CON									
TOTAL	853							853	

Fund #4:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	26							26	
CON									
TOTAL	26							26	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	26							26	
CON									
TOTAL	26							26	
Fund #5:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									The match for RSTP in PS&E will be STIP-RIP. The match for RSTP in R/W SUP will be TransNet.
PS&E	3,373							3,373	
R/W SUP (CT)	1,040							1,040	
CON SUP (CT)									
R/W	1,587							1,587	
CON									
TOTAL	6,000							6,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,373							3,373	
R/W SUP (CT)	1,040							1,040	
CON SUP (CT)									
R/W	1,587							1,587	
CON									
TOTAL	6,000							6,000	

Fund #6:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	1,528							1,528	San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,528							1,528	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,528							1,528	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,528							1,528	
Fund #7:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E	13,948							13,948	
R/W SUP (CT)									
CON SUP (CT)	14,000							14,000	
R/W									
CON	71,000							71,000	
TOTAL	98,948							98,948	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Requesting advanced allocation for STIP-RIP.
PS&E	13,948							13,948	
R/W SUP (CT)									
CON SUP (CT)	14,000							14,000	
R/W									
CON	71,000							71,000	
TOTAL	98,948							98,948	



Fund #8:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Complete this page for amendments only					Date 12/15/2025 08:38:39
District	County	Route	EA	Project ID	PPNO
11	San Diego County, San Diego County	94, 125	14665	1100000078	0356

SECTION 1 - All Projects

Project Background

Project Milestones: Updated to reflect delay attributed to utility relocations.  
Proposed Funding Plan: Add \$800,000 needed for PS&E support efforts associated with the utility relocations.

Programming Change Requested

Update Project Milestones to reflect delay attributed to utility relocations.

Reason for Proposed Change

Project Milestones need to be updated since utility relocation coordination has taken longer than anticipated.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

(1) In June of 2024, SDG&E refused to engage in the Project due to staff turnover and unfamiliarity of the new staff with standard process. Despite elevating the issue SDG&E did not engage until approximately January, 2025. Continued strain in coordination since January has resulted in further delay. (2) Project Delay has resulted in an anticipated estimated support budget overrun of \$500,000. (3) The budget overrun will be funded through the Region's STIP allotment.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Update Project Milestones to reflect delay attributed to utility relocations and an additional \$500,000 needed for PS&E support efforts associated with the utility relocation efforts.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

- Attachments
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
  - 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/15/2025 08:40:46
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11	2T372	1123000262	1541	San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego County	125	13.400	15.700	Caltrans District 11	
San Diego County	94	R 10.300	R 11.800	MPO	Element
				SANDAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Jake Stelten			619-679-2547	jake.stelten@dot.ca.gov	

Project Title

Route 94/125 Interchange and Arterial Operational Improvements (FREEWAY CONNECTOR)

Location (Project Limits), Description (Scope of Work)

In San Diego County in and near La Mesa on Route 94 from Spring Street undercrossing to Kenwood Drive undercrossing and on Route 125 from Spring Street undercrossing to 0.1 mile north of Murray Drive undercrossing. Construct southbound Route 125 to eastbound Route 94 freeway connector.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	40	Senate:	18,39	Congressional:	52
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2024	12/31/2025
Circulate Draft Environmental Document		
Document Type		
Draft Project Report	11/30/2024	08/05/2027
End Environmental Phase (PA&ED Milestone)	04/30/2025	07/03/2028
Begin Design (PS&E) Phase	07/01/2026	07/28/2028
End Design Phase (Ready to List for Advertisement Milestone)	07/02/2028	07/31/2030
Begin Right of Way Phase	12/02/2026	09/01/2028
End Right of Way Phase (Right of Way Certification Milestone)	06/15/2028	06/28/2030
Begin Construction Phase (Contract Award Milestone)	01/10/2029	02/06/2031
End Construction Phase (Construction Contract Acceptance Milestone)	01/30/2033	02/20/2034
Begin Closeout Phase	02/01/2034	02/20/2035
End Closeout Phase (Closeout Report)	03/01/2034	01/20/2037

Date 12/15/2025 08:40:46

Purpose and Need

Provide a direct freeway-to-freeway connection from southbound SR 125 to eastbound SR 94. Regional traffic is currently forced to use local streets (Spring Street and Campo Road) to complete this move. The use of local streets results in deficient existing operations during the peak hours at the SB SR 125 off-ramp/Spring Street and Spring Street/Campo Road intersections.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Bridge / Tunnel	New bridges/tunnels	SQFT	56,974
Pavement (lane-miles)	Mainline Shoulders construction	Miles	1.3
Other	Sound wall miles constructed	Miles	0.3
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	2.36
Active Transportation	Bicycle lane-miles	Miles	0.1
ADA Improvements	New sidewalk	LF	972
Pavement (lane-miles)	Roadway lane miles	Miles	0.37
Operational Improvement	Interchange modifications	EA	1
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	4,092

Additional Information

1. Any Complete Street elements (for projects on the highway system).

This project will provide complete streets by improving traffic movement, reducing congestion on the freeways and local streets. With less congestion, public transit, cycling, and walking become more efficient and time-effective alternatives, encouraging people to shift away from single-occupancy vehicles.

2. How the project meets CAPTI goals

One of the main contributors to greenhouse gas emissions in the transportation sector is congestion, which leads to inefficient fuel consumption and increased emissions. By adding a connector, traffic flow will improve, reducing congestion and idling time for vehicles. Smoother traffic movements lead to decreased emissions from individual vehicles, contributing to the overall reduction of GHG emissions. With less congestion, public transit, cycling, and walking become more efficient and time-effective alternatives, encouraging people to shift away from single-occupancy vehicles.

3. How the project supports equity

The Project is in the City of La Mesa, at the junction between La Mesa, Lemon Grove and the unincorporated area of Spring Valley. The adjacent communities living directly south of the Project are considered disadvantaged based on the criteria listed in California Senate Bill 535. The area scores in the 88 percentile on the CalEnviroScreen 4.0, showing a high pollution burden. The proposed Project is expected to reduce the volume of traffic exiting from southbound SR 125 at Spring Street by more than 15,000 vehicles a day. This significant reduction in volumes will contribute to reducing congestion levels along the corridor and surrounding streets, reduce the length of time during which vehicles are idling or traveling at slower speed leading to reduction in emissions and impacts on air quality. This is especially important from an equity standpoint, as residents in disadvantaged communities typically live near freeways and arterials and are more likely to suffer from health conditions directly related to the environment.

The proposed Project includes safety upgrades not only on the freeways but also on surrounding arterials and roadways. This is a key equity component, as research has shown that low-income communities tend to live in areas with higher volumes of traffic and are consequently more likely to be injured in a collision. The proposed upgrades will support the development of a safer pedestrian network that will contribute to reducing the likelihood of collisions and improve the quality of life of local communities.

Performance Indicators and Measures Tab: System Reliability, Level of Transit Delay - This metric applicable to transit projects only per guidelines. ePPR system does not allow to enter N/A, so entered zero since N/A for this project.

As a freeway-to-freeway connector, reversible lanes were determined to be inappropriate for this project.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	412	449	-37
			VTM per Capita	10,113,000	10,512,000	-399,000
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	7	13	-6
			Hours per Capita	210,197	1,785,222	-1,575,025
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	27	180	-153
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0.7	6	-5.3
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.04	0.08	-0.04
			PM 10 Tons	0.05	0.08	-0.03
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	5,526	10,587	-5,061
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	4.38	5.11	-0.73
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.05	0.1	-0.05
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	72.97	82.6	-9.63
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	7.52	11.15	-3.63
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	2	3	-1
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.29	0.32	-0.03
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	57,113	57,113	0
	Optional	Number of Destinations Accessible by Mode	Number	129	129	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,014	0	1,014
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.4	0	1.4

District	County	Route	EA	Project ID	PPNO
11	San Diego County, San Diego County	125, 94	2T372	1123000262	1541
Project Title					
Route 94/125 Interchange and Arterial Operational Improvements (FREEWAY CONNECTOR)					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	6,000							6,000	Caltrans District 11
PS&E			10,000					10,000	Caltrans District 11
R/W SUP (CT)		4,000						4,000	Caltrans District 11
CON SUP (CT)				20,000				20,000	Caltrans District 11
R/W		4,000						4,000	Caltrans District 11
CON				80,000				80,000	Caltrans District 11
TOTAL	6,000	8,000	10,000	100,000				124,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	6,000							6,000	
PS&E			10,000					10,000	
R/W SUP (CT)			500					500	
CON SUP (CT)						30,000		30,000	
R/W				3,500				3,500	
CON						110,000		110,000	
TOTAL	6,000		10,500	3,500		140,000		160,000	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	6,000							6,000	Caltrans HQ
PS&E			10,000					10,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,000		10,000					16,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	6,000							6,000	
PS&E			10,000					10,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,000		10,000					16,000	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		4,000						4,000	
CON SUP (CT)				20,000				20,000	
R/W		4,000						4,000	
CON				80,000				80,000	
TOTAL		8,000		100,000				108,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)			500					500	
CON SUP (CT)						30,000		30,000	
R/W				3,500				3,500	
CON						110,000		110,000	
TOTAL			500	3,500		140,000		144,000	



Complete this page for amendments only					Date 12/15/2025 08:40:46
District	County	Route	EA	Project ID	PPNO
11	San Diego County, San Diego County	125, 94	2T372	1123000262	1541

SECTION 1 - All Projects

Project Background

The project is needed to address existing operational deficiencies for traffic going from SB SR 125 to EB SR 94, and additional deficiencies anticipated in the future. The existing interchange is missing a direct connection from SB SR 125 to EB SR 94. In the current configuration, vehicles must exit SR 125 south at Spring Street, make a left turn onto Spring Street at a signalized intersection, and then proceed onto the loop on-ramp to EB SR 94. As a result, regional traffic is forced to utilize a local street (Spring Street) to complete this move. The use of local streets results in deficient levels of service during the peak hours at the intersection of the SB SR 125 off-ramp and Spring Street and at the intersection of Spring Street and Campo Road; travel time delays for the freeway and local street network; and queuing on Spring Street and Campo Road that impedes the efficient flow of traffic during peak hours. Existing congestion and queuing at the SR 94/SR 125 interchange is primarily caused by vehicles exiting and entering the freeway system via the local street system. The proposed project is needed due to existing and future operational deficiencies in the southbound SR 125 to eastbound SR 94 connection.

Programming Change Requested

Updating future Project Milestones to match the initially programmed funding plan reflecting the assumption that a new environmental document is needed.

Reason for Proposed Change

When the Project was initially programmed, it was assumed that a new environmental document would be needed. As such, the \$16,000,000 programmed was split between the Environmental Phase and the Design Phase. However, the Project Milestones submitted with the initial ePPR did not match that assumption. Rather the milestones reflected completion of a revalidation of the original environmental document in the Design Phase.

The revised schedule reflects the assumption that a new environmental document will be needed and completed in the Environmental Phase, using the \$6,000,000 programmed in that phase. If it is found that revalidation of the original environmental document is sufficient, the programmed funds will be utilized for revalidation, a supplemental project report, as well as some preliminary design.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

- (1) The Project Milestones submitted with the initial ePPR were not updated to match the funding plan assumption in that ePPR that a new environmental document would be needed. The Project Milestones are being updated to reflect that assumption.
- (2) There is no cost increase to the funded phases of the Project associated with the delay. However, the ROW and Construction phases (unfunded) have increased by approximately \$36,000,000 due to escalation associated with the schedule update.
- (3) This Project does not have committed funds for the ROW or Construction phases. Should capacity allow, and the need prioritized, the additional funds would come from the STIP.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Project Milestones update.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/12/2025 10:50:59
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11	2T367	1122000082	1410	San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego County	805	23.600	28.700	Caltrans District 11	
San Diego County	5	R 30.700	R 51.300	MPO	Element
				SANDAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Abu-Bakr Al-Jafri			619-606-3415	abu-bakr.h.al-jafri@dot.ca.gov	

Project Title

I-5/I-805 HOV Conversion to Express Lanes

Location (Project Limits), Description (Scope of Work)

On the 805, from SR-52 to the I-5/805 merge. And on the I-5, from the I-5/805 merge to SR-78, implementation of ITS elements by connecting existing and proposed fiber optics lines and to implement the express lanes.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	73,74,75	Senate:	38,39	Congressional:	49,50
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/01/2001	03/01/2001
Circulate Draft Environmental Document Document Type EIR/EIS	06/01/2010	06/01/2010
Draft Project Report	10/23/2013	10/23/2013
End Environmental Phase (PA&ED Milestone)	08/30/2014	10/23/2013
Begin Design (PS&E) Phase	07/01/2023	07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	03/03/2025	04/01/2027
Begin Right of Way Phase	07/01/2023	07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2025	03/01/2027
Begin Construction Phase (Contract Award Milestone)	02/01/2026	11/30/2027
End Construction Phase (Construction Contract Acceptance Milestone)	05/02/2030	02/28/2031
Begin Closeout Phase	11/01/2030	08/02/2031
End Closeout Phase (Closeout Report)	11/01/2031	07/06/2032

Date 12/12/2025 10:50:59

Purpose and Need

Maintain and/or improve the existing and future traffic operations in the I-5 North Coast Corridor and the I-805 Corridor to provide for the safe and efficient regional movement of people and goods.

The NCC CMCP has identified the use of managed/high occupancy toll (HOT) lanes as a key component of the transportation vision in this corridor. These managed lanes are part of a larger network of managed lanes in the region identified in the 2021 & Draft 2025 San Diego Forward Regional Transportation Plan (RTP) and in the District 11 Managed Lanes System Plan (MLSP). These documents outline the overall vision of the managed lanes network for the region, implementation priorities, and how these lanes are integrated with other operational strategies being implemented in the region. Additionally, these documents provide a commitment to reinvesting the net revenue from the managed lanes network to provide new VMT-reducing projects and strategies in the corridor. These improvements provide the technology framework for the region’s planned evolution of freeway lanes to form an integrated transportation network of connecting vehicles and transit.

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Software and hardware systems	EA	1
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	6.4

Additional Information

1. Any Complete Street elements (for projects on the highway system).  
Although it is not anticipated to incorporate Complete Street elements in this HOV Conversion project, all potential concepts will be evaluated in the 1 phase.
2. How the project meets CAPTI goals
- SAFETY: HOT lanes can contribute to safety by reducing congestion and traffic jams, which often lead to accidents.
  - CLIMATE: HOT lanes can encourage carpooling and transit use, reducing the number of single-occupancy vehicles on the road; thus, decreases greenhouse gas emissions (GHG).
  - QUALITY OF LIFE & PUBLIC HEALTH: reducing congestion leads to improving air quality. Less time spent in traffic leads to reduced stress and improved quality of life.
  - ENVIRONMENT: converting existing lanes into HOT lanes minimizes environmental effects by maximizing the existing highway footprint.
3. How the project supports equity  
Converting existing HOV lanes into HOT lanes allows individuals, who normally would not have the option to utilize the HOV lanes, the ability to access the HOT lanes by paying a toll.

Performance Indicators and Measures: metrics will be refined after Forecasting Modeling is complete.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	2,407,296,589	2,435,731,250	-28,434,661
			VMT per Capita	19.99	20.36	-0.37
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-5,386,548	0	-5,386,548
			Hours per Capita	-0.05	0	-0.05
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1	1.012	-0.012
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-1	0	-1
			PM 10 Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-197,563	0	-197,563
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-6	0	-6
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-2	0	-2
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-330	0	-330
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-42	0	-42
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	3	-3
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0.08	-0.08
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	173	-173
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	3.06	-3.06
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	67	0	67
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.6	0	1.6
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	92,664,010	92,664,010	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	94,775,535	94,775,535	0

District	County	Route	EA	Project ID	PPNO
11	San Diego County, San Diego County	805, 5	2T367	1122000082	1410
Project Title					
I-5/I-805 HOV Conversion to Express Lanes					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	2,000							2,000	Caltrans District 11
PS&E	16,650							16,650	Caltrans District 11
R/W SUP (CT)	250							250	Caltrans District 11
CON SUP (CT)	10,270	14,940						25,210	Caltrans District 11
R/W	1,000							1,000	Caltrans District 11
CON	58,830	65,960						124,790	Caltrans District 11
TOTAL	89,000	80,900						169,900	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,000							2,000	
PS&E	16,650							16,650	
R/W SUP (CT)	250							250	
CON SUP (CT)	1,000		24,210					25,210	
R/W	1,000							1,000	
CON	3,450		91,340					94,790	
TOTAL	24,350		115,550					139,900	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E	1,800							1,800	
R/W SUP (CT)									
CON SUP (CT)	1,000							1,000	
R/W									
CON	3,450							3,450	
TOTAL	6,250							6,250	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,800							1,800	
R/W SUP (CT)									
CON SUP (CT)	1,000							1,000	
R/W									
CON	3,450							3,450	
TOTAL	6,250							6,250	

Fund #2:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	2,000							2,000	San Diego Association of Governmen PAED was part of a larger environmental document.
PS&E									
R/W SUP (CT)									
CON SUP (CT)	2,520							2,520	
R/W									
CON	15,070							15,070	
TOTAL	19,590							19,590	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,000							2,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)			2,520					2,520	
R/W									
CON			5,070					5,070	
TOTAL	2,000		7,590					9,590	
Fund #3:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)	6,750							6,750	
R/W									
CON	40,310							40,310	
TOTAL	47,060							47,060	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			6,750					6,750	
R/W									
CON			20,310					20,310	
TOTAL			27,060					27,060	



Fund #4:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	14,850							14,850	
R/W SUP (CT)	250							250	
CON SUP (CT)		14,940						14,940	
R/W	1,000							1,000	
CON		65,960						65,960	
TOTAL	16,100	80,900						97,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	14,850							14,850	
R/W SUP (CT)	250							250	
CON SUP (CT)			14,940					14,940	
R/W	1,000							1,000	
CON			65,960					65,960	
TOTAL	16,100		80,900					97,000	

Complete this page for amendments only					Date 12/12/2025 10:50:59
District	County	Route	EA	Project ID	PPNO
11	San Diego County, San Diego County	805, 5	2T367	1122000082	1410

SECTION 1 - All Projects

Project Background

The project proposes conversion of High-Occupancy Vehicle (HOV) lanes to Managed Lanes. This effort aims to enhance traffic operations along the I-5 Corridor by implementing Managed Lanes.

Environmental clearance for the project was secured in October 2013 under Environmental Assessment (EA) 23580 / PPNO 0615. In alignment with updated corridor strategies and operational goals, the project will now be delivered through two separate construction EAs to optimize phasing and delivery efficiency.

Programming Change Requested

Reason for Proposed Change

Funding has been moved due to delays in selecting the appropriate technology and procuring a system integrator. The integrator will be chosen following the completion of a pilot project that tests various technologies. Based on the field results, the most suitable system integrator will be procured.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Additional time is required to assess pricing structures, technical specifications for poles and gantries, detection equipment, and app-based tolling systems. This includes evaluating data collection and reporting mechanisms, as well as finalizing traffic and equity studies. Construction can begin once the civil project design is finalized to integrate the selected equipment and system integrator, and all necessary materials have been fabricated.

Additional costs, if any, are expected to be absorbed in current project budget.

Other Significant Information

\$30M is being removed and will be utilized for the future Back Office under a separate project. Milestone dates have been updated to reflect this change as funding will not be needed prior to construction beginning.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

No amendment requested.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/12/2025 10:47:30
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11	2T377	1124000108	1547	San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego County	5	R 51.000	R 54.000	Caltrans District 11	
				MPO	Element
				SANDAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Abu-Bakr Al-Jafri			619-606-3415	abu-bakr.h.al-jafri@dot.ca.gov	

Project Title

I-5 NCC Managed Lanes - SR 78 to SR 76

Location (Project Limits), Description (Scope of Work)

In Oceanside, on Interstate 5 (I-5), from State Route 78 (SR 78) to Harbor Dr/State Route 76 (SR 76).

Construct one HOV/Express Lanes in each direction, community enhancement & operational improvements.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	74	Senate:	38	Congressional:	49
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/01/2001	03/01/2001
Circulate Draft Environmental Document Document Type EIR/EIS	06/01/2010	06/01/2010
Draft Project Report	10/23/2013	10/23/2013
End Environmental Phase (PA&ED Milestone)	08/30/2014	08/30/2014
Begin Design (PS&E) Phase	01/02/2025	01/02/2025
End Design Phase (Ready to List for Advertisement Milestone)	08/01/2027	08/01/2027
Begin Right of Way Phase	07/02/2025	07/02/2025
End Right of Way Phase (Right of Way Certification Milestone)	09/03/2027	07/19/2027
Begin Construction Phase (Contract Award Milestone)	04/04/2028	04/04/2028
End Construction Phase (Construction Contract Acceptance Milestone)	05/02/2031	05/02/2031
Begin Closeout Phase	11/05/2031	11/05/2031
End Closeout Phase (Closeout Report)	07/05/2032	07/05/2032

Date 12/12/2025 10:47:30

Purpose and Need

As one of only two north-south transportation corridors in San Diego, the I 5 corridor experiences significant congestion which limits the efficient movement of goods and services. Additionally, this corridor has limited alternatives to the single occupant vehicle. Carpool lanes at the south end of the corridor have recently been constructed. Unfortunately, high violation rates in the carpool lanes limit the effectiveness of these new alternatives.

The NCC CMCP has identified the use of managed/high occupancy toll (HOT) lanes as a key component of the transportation vision in this corridor. These managed lanes are part of a larger network of managed lanes in the region identified in the 2021 & Draft 2025 San Diego Forward Regional Transportation Plan (RTP) and in the District 11 Managed Lanes System Plan (MLSP). These documents outline the overall vision of the managed lanes network for the region, implementation priorities, and how these lanes are integrated with other operational strategies being implemented in the region. Additionally, these documents provide a commitment to reinvesting the net revenue from the managed lanes network to provide new VMT-reducing projects and strategies in the corridor. These improvements provide the technology framework for the region’s planned evolution of freeway lanes to form an integrated transportation network of connecting vehicles and transit.

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	6

Date 12/12/2025 10:47:30

Additional Information

1. Any Complete Street elements (for projects on the highway system).  
-Although it is not anticipated to incorporate Complete Street elements in this HOV project, all potential concepts will be evaluated in the 1 phase.
  2. How the project meets CAPTI goals  
-Managed lanes contribute to achieving climate related CAPTI goal by alleviating congestion and reducing greenhouse gas (GHG) emissions in the transportation sector. One of the primary culprits behind rising GHG emissions is congestion, which not only leads to inefficient fuel consumption but also results in increased emissions from vehicles. By implementing managed lanes, these issues can be addressed and promote more sustainable transportation practices.
  3. How the project supports equity - This project supports equity through several means. Creating high occupancy lanes for public transit vehicles, such as buses, will enhance reliability and efficiency, making them more attractive to a broader range of people, particularly those who rely on public transportation as their primary mode of travel. High occupancy lanes can also benefit individuals who carpool, as they save money and enjoy a faster commute. Lower-income individuals who may not have access to a personal vehicle can also benefit from carpooling options provided by ridesharing services.
- Operational improvements in the SB direction between 78 and CVD includes:
- Modifying the ramp from 3-phase to 2-phase by eliminating the left turn move from the SB OFR to WB Vista Way - PDT agrees with moving forward.
  - Aux lane extension from 78 to CVD - pending
    - does not provide much operational value with current SB ONR configuration
    - In the process of evaluating traffic collision data to identify potential safety concerns
    - Would provide more operational value when the SB ONR is widened to two lanes
  - Aux Lane extension in the NB direction between Las Flores and SR 78.
    - Environmental team advised this feature may not be accomplished with a ReVal to the NCC ED as it deviates from the lane configuration.
  - Aux Lane extension in the NB direction from CA Overcrossing to Oceanside Blvd OFR-moving forward.
- Contingency Plan - If full funding amount cannot be obtained project can be segmented until additional funds become available and team will look for additional funds and/or reduce scope. Team will continue to look for savings throughout the project, including value study, and meet with functional units to discuss any potential cost savings.
- Provide a Plan to secure the funding - Team plans to submit this project for the next round of SB1 SCCP funds in the amount of \$70M. Team will look to pursue other grants for funding where possible.
- Explain the risk of not securing the funding - This proposed solution is tailored specifically to the unique context of this urban/suburban and sensitive coastal corridor, and is the result of a decade of community/stakeholder input across multiple planning efforts like Build I-5 NCC / North County CMCP. This input has shaped the design features to address needs and elevate voices of impacted community stakeholders in San Diego's North County / other disadvantage communities; from businesses, freight providers & services reliant on efficient I-5 operations & restricted by lessening speeds & travel time reliability from congestion; & from U.S. Dept of Defense providers requiring efficient operations to ensure military readiness on this critical STRAHNET corridor for the movement of equipment/personnel in peace & wartime. Historically, both directions of the I-5 have experienced unreliable travel conditions during peak/off-peak hours always resulting in recurrent congestions and substandard operations. Due to increasing congestion & reduced travel speeds along the southbound I-5 corridor, many drivers opt for alternate routes through local side streets. Without this project congestion will continue to grow.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	265,371,498	298,542,935	-33,171,437
			VMT per Capita	2.2	2.5	-0.3
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-13,413,981	0	-13,413,981
			Hours per Capita	-0.11	0	-0.11
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1	1.125	-0.125
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-1	0	-1
			PM 10 Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-230,490	0	-230,490
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-7	0	-7
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-2	0	-2
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-384	0	-384
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-49	0	-49
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	1	-1
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0.14	-0.14
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	33	-33
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	3.52	-3.52
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	149	0	149
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.3	0	3.3
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	92,664,010	92,664,010	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	94,775,535	94,775,535	0

District	County	Route	EA	Project ID	PPNO
11	San Diego County	5	2T377	1124000108	1547
Project Title					
I-5 NCC Managed Lanes - SR 78 to SR 76					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Caltrans District 11
PS&E	10,000							10,000	Caltrans District 11
R/W SUP (CT)									Caltrans District 11
CON SUP (CT)			12,000					12,000	Caltrans District 11
R/W			1,000					1,000	Caltrans District 11
CON			85,000					85,000	Caltrans District 11
TOTAL	10,000		98,000					108,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	11,366							11,366	
R/W SUP (CT)			1,000					1,000	
CON SUP (CT)			19,370					19,370	
R/W			1,000					1,000	
CON			130,730					130,730	
TOTAL	11,366		152,100					163,466	

Fund #1:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)			12,000					12,000	
R/W			1,000					1,000	
CON			85,000					85,000	
TOTAL			98,000					98,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SANDAG / Caltrans plan to submit this project for the next round of SB1 SCCP funds in the amount of \$70M
PS&E									
R/W SUP (CT)									
CON SUP (CT)			9,100					9,100	
R/W									
CON			60,900					60,900	
TOTAL			70,000					70,000	



Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen PA&ED was part of a larger environmental document.
PS&E	10,000							10,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	10,000							10,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Moving \$15.1M STIP-RIP from PPNO 4229 I-15 Transit Priority.
PS&E	10,000							10,000	
R/W SUP (CT)									
CON SUP (CT)			1,820					1,820	
R/W									
CON			13,280					13,280	
TOTAL	10,000		15,100					25,100	
Fund #3:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,166							1,166	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,166							1,166	

Fund #4:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	200							200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	200							200	
Fund #5:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									The project will be submitted as part of a future federal grant.
PS&E									
R/W SUP (CT)			1,000					1,000	
CON SUP (CT)			8,450					8,450	
R/W			1,000					1,000	
CON			56,550					56,550	
TOTAL			67,000					67,000	

Complete this page for amendments only					Date 12/12/2025 10:47:30
District	County	Route	EA	Project ID	PPNO
11	San Diego County	5	2T377	1124000108	1547

SECTION 1 - All Projects

Project Background

The Project proposes improvements along I-5 from the termination of the existing HOV lane at SR 78 to Harbor Drive in Oceanside.

The Project proposes to construct additional two HOV in the median of I-5, a NB auxiliary lane from 500ft south of Las Flores to the existing opening of the auxiliary lane, a NB I-5 auxiliary lane 500ft south of California Street through Oceanside Boulevard, and southbound operational improvements between SR 78 and Carlsbad Village Drive. Additional community enhancements in Oceanside will include active transportation improvements at key sections of I-5, and connections to regional bike trails and networks.

Final configuration of Aux lanes and operational improvement will be determined based on and ongoing traffic study and corridor needs.

Programming Change Requested

Reason for Proposed Change

\$108M was a very early preliminary estimate, full scope of project was not identified at that time. Current estimate was updated by Caltrans Design unit, including potential operational improvement and community enhancement, as well as cost escalation.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

Final scope or a final estimate has not been determined yet.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

TBD

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
  - 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/12/2025 12:02:54
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
11	2T240	1112000131	1139	San Diego Association of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Diego County	15	R 30.600	R 32.000	Caltrans District 11		
San Diego County	78	12.800	R 16.600	MPO	Element	
				SANDAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Wameedh Tozy			619-679-2867	wameedh.tozy@dot.ca.gov		

**Project Title**

I-15/SR-78 HOV Connectors

**Location (Project Limits), Description (Scope of Work)**

On Route 15 in and near Escondido and in San Marcos from 0.4 mile south of Hale Avenue Overcrossing to 0.5 mile north of Route 15/78 Separation and on Route 78 from 0.3 mile west of Twin Oaks Valley Overcrossing to 0.2 mile west of the Rock Springs Road Overcrossing. Description/scope: Construct Direct connectors between I-15 and SR 78, 3-miles of Managed Lanes on SR 78, and operational improvements. The project scope includes the construction of 1.16 miles of Class IV bike facility along Barham Drive/Woodland Parkway from California State San Marcos to the Inland Rail Trail (a separated regional bike facility).

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

**Legislative Districts**

Assembly:	75	Senate:	38	Congressional:	50
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	10/14/2019	10/14/2019
Circulate Draft Environmental Document Document Type EIR/FONSI	12/30/2024	05/19/2025
Draft Project Report	12/30/2024	05/14/2025
End Environmental Phase (PA&ED Milestone)	12/30/2025	09/01/2026
Begin Design (PS&E) Phase	03/01/2026	02/13/2027
End Design Phase (Ready to List for Advertisement Milestone)	09/01/2029	12/05/2030
Begin Right of Way Phase	03/01/2026	02/13/2027
End Right of Way Phase (Right of Way Certification Milestone)	08/01/2029	11/05/2030
Begin Construction Phase (Contract Award Milestone)	02/01/2030	01/11/2031
End Construction Phase (Construction Contract Acceptance Milestone)	02/28/2033	02/08/2036
Begin Closeout Phase	03/01/2033	02/08/2037
End Closeout Phase (Closeout Report)	12/18/2034	11/08/2038

Date 12/12/2025 12:02:54

Purpose and Need

The purpose of this project is to provide a reliable transportation option that reduces travel times, encourages multi-occupant vehicle usage, and reduces greenhouse gas emissions and air pollution. The project also aims to improve access to key employment, residential, health, and educational centers in the corridor, while supporting state and regional transportation goals of improving person throughput and reducing vehicle miles traveled. Over the past 25 years, the corridor has experienced a substantial amount of growth in its residential, job, and housing centers. This growth coupled with a lack of travel options has placed a strain on the I-15/SR 78 interchange and local streets in the cities of San Marcos and Escondido. The lack of improved local connections, managed facilities, and travel options are affecting travel times and air pollution, which are expected to increase while person throughput and mobility decrease.

This project proposes to extend the existing I-15 Managed Lanes onto SR 78 for 3-miles, this improvement will benefit commuters, residents, and businesses by providing a reliable transportation option that reduces travel times, encourages multi-occupant vehicle travel, and reduces greenhouse gas emissions. It also proposes to improve access to key residential and employment centers while supporting state and regional goals to move more people while reducing total number of vehicle miles traveled.

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	New bridges	EA	1
State Highway Road Construction	Operational improvements	EA	6
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.16
State Highway Road Construction	HOV/HOT lane-miles constructed	Miles	6
State Highway Road Construction	Modified/Reconstructed bridges	EA	2

Additional Information

The 15/78 project meets CAPTI goals by improving accessibility on and between the two corridors. The project seeks to build Managed Lanes Direct Connectors between I-15 and SR 78. The project would extend three miles of Managed Lanes (High Occupancy Toll) in each direction on SR 78, between the interchange and San Marcos Boulevard. It would also widen and realign Barham Drive from La Moree Road to Woodland Parkway to improve the circulation of local traffic and provide the necessary structure width for the implementation of this project's managed lane direct connector. This project anticipates a 10% cut-through trips reduction for the westbound connection (approx. 370 AM Peak, 350 PM Peak) and 150-160 cutting through on W Valley Pkwy and El Norte Pkwy. The improved flow between I-15 and Twin Oaks Valley Rd. and demand removed from NB to WB GP connector is expected to reduce the cut through on Deer Springs Rd. These improvements add to the quality of the state's transportation infrastructure.

The project includes elements such as Class I bike lanes, walkways, and high-visibility crosswalks that enhance environmental health and reduce negative transportation impacts. The construction of 1.16 mile of bike facility along Barham Drive/Woodland Parkway would help establish an interconnected regional bike throughout the region This project connects Inland Rail Trail and CSUSM (and light rail station) with mostly a Class I facility and its pairing with SPRINTER frequency improvements between ESC-SM will benefit the community. The improvement of bike/ped access across SR-78, will create a connected bike network to I-15. The priced Lane tolls would provide funding for transit services and improve trip time reliability. These additional improvements are expected to improve overall quality of life and public health in north inland San Diego County. By providing the proposed managed lanes and connector, managed lane traffic could avoid the weaving and queuing that occurs as vehicles enter and exit the facility at the existing interchanges; thereby enhancing safety. This project would relieve traffic conflicts that contribute to sideswipe, broadside, and rear end collision.

The project is anticipated to contribute to the equity and economy of the surrounding communities. In proximity to SR 78, growth is anticipated to occur for both population and employment in San Marcos. San Marcos is designated as a Tier 2 Employment Center. This includes major employers such as Kaiser San Marcos Medical Center and TrueCare San Marcos. Educational and institutional centers in this area include the California State University at San Marcos, Palomar College, and the San Marcos Civic Center. SANDAG identified 6 mobility hubs in North County and this project lies between two one of them. The Mobility Hubs are Escondido and San Marcos with a combined population of 210,079 and combined employment of 159,119. Also, the City of San Marcos University District is expected to densify development near CSUSM, therefore, the transportation improvements proposed by this project are needed to support this development. These improvements expand multimodal transportation options and prioritizes climate. The inclusion on SPRINTER improvements would be a direct equity benefit to the surrounding communities and alleviate the weave/merge condition approaching the NB-WB connector ramps (having more people travel by SPRINTER to destination to the west).

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0



District	County	Route	EA	Project ID	PPNO
11	San Diego County, San Diego County	15, 78	2T240	1112000131	1139
Project Title					
I-15/SR-78 HOV Connectors					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	14,582							14,582	Caltrans District 11
PS&E	21,355							21,355	Caltrans District 11
R/W SUP (CT)	1,410							1,410	Caltrans District 11
CON SUP (CT)					23,500			23,500	Caltrans District 11
R/W		22,000						22,000	Caltrans District 11
CON					350,000			350,000	Caltrans District 11
TOTAL	37,347	22,000			373,500			432,847	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	14,582							14,582	
PS&E	21,355							21,355	
R/W SUP (CT)	1,410							1,410	
CON SUP (CT)					23,500			23,500	
R/W		22,000						22,000	
CON					350,000			350,000	
TOTAL	37,347	22,000			373,500			432,847	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	12,000							12,000	San Diego Association of Governmen
PS&E	19,730							19,730	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	31,730							31,730	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	12,000							12,000	
PS&E	19,730							19,730	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	31,730							31,730	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	1,410							1,410	
CON SUP (CT)					23,500			23,500	
R/W		22,000						22,000	
CON					350,000			350,000	
TOTAL	1,410	22,000			373,500			396,910	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	1,410							1,410	
CON SUP (CT)					23,500			23,500	
R/W		22,000						22,000	
CON					350,000			350,000	
TOTAL	1,410	22,000			373,500			396,910	
Fund #3:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #5:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	2,582							2,582	San Diego Association of Governmen
PS&E	1,625							1,625	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,207							4,207	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,582							2,582	
PS&E	1,625							1,625	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,207							4,207	

Fund #6:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #7:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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Date 12/12/2025 12:02:54

District	County	Route	EA	Project ID	PPNO
11	San Diego County, San Diego County	15, 78	2T240	1112000131	1139

**SECTION 1 - All Projects**

**Project Background**

North County San Diego is home to about 1 in 5 of the region's residents (19.9%) and jobs (17.9%) and by 2050 is expected to grow by 13% in population and 46% in jobs (when compared to 2019). North County is the gateway between regional destinations in San Diego County and the communities to the north—especially communities in southern Riverside County. North County mobility, transportation, and quality of life will be affected by a series of unique observations: a strained system, continued population growth, and need to adapt and be resilient. Infill development in the San Marcos and Escondido areas, and other cities along I-15 within San Diego and Riverside Counties, has increased the use of North County's transportation system. There has been significant growth in population, employment, and housing in the jurisdictions adjacent to the SR 78 corridor. An increased number of traffic generators along the corridor, such as schools, hospitals and both local and regional shopping and recreational activities have increased corridor use. New developments near California State University, San Marcos and in the northern part of Escondido have the potential to generate new trips in the area surrounding SR 78. The transportation system in North County influences individuals' and families' decisions on where to live, work, shop, go to school, recreate, and how to move around safely within the community. North County's rapid growth in population and employment over the last 20 years has strained the existing transportation system. The increased demand and mobility needs have outpaced the ability of the transportation system and services to support them—making North County travelers experience congestion, delay, inconsistent travel times, and safety risks.

**Programming Change Requested**

**Design Delay**

\* Traffic study took longer than anticipated due to use of new model and when the ABM was ready for CT use.

\*VMT analysis and mitigation study is a new component to the environmental phase that this project is partly pioneering, so it took additional time to get through the process.

\*In consultation with the Rincon Tribal Nation, it was disclosed that we potential could be impacting a historic religious site, subsequently, our coordination with the tribe and Caltrans HQ to determine a mutually agreeable solution added to the delay.

**Reason for Proposed Change**

**Design Delay**

\* Traffic study took longer than anticipated due to use of new model and when the ABM was ready for CT use.

\*VMT analysis and mitigation study is a new component to the environmental phase that this project is partly pioneering, so it took additional time to get through the process.

\*In consultation with the Rincon Tribal Nation, it was disclosed that we potential could be impacting a historic religious site, which led to additional coordination time.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

**Other Significant Information**

**SECTION 2 - For SB1 Project Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals
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I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/15/2025 08:42:12
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11	2T375	1124000106	1545	San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego County	805	4.400	15.800	Caltrans District 11	
				MPO	Element
				SANDAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Ramon Martinez			619-921-3722	ramon.martinez@dot.ca.gov	

Project Title

I-805 South Managed Lanes Conversion Project (HOV to HOT)

Location (Project Limits), Description (Scope of Work)

Convert existing HOV lanes to HOT lanes on I-805 from 0.3 mile south of the E. Palomar St. overcrossing to Landis Street overcrossing. Install technology that would support HOT lanes.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	78,79	Senate:	18,39	Congressional:	52
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/18/2008	08/18/2008
Circulate Draft Environmental Document Document Type EIR/FONSI	12/10/2010	12/10/2010
Draft Project Report	12/10/2010	12/10/2010
End Environmental Phase (PA&ED Milestone)	06/22/2011	06/22/2011
Begin Design (PS&E) Phase	07/01/2024	07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	03/31/2027	03/31/2027
Begin Right of Way Phase	07/01/2024	07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	03/19/2027	03/19/2027
Begin Construction Phase (Contract Award Milestone)	10/29/2027	10/29/2027
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2030	12/31/2030
Begin Closeout Phase	01/31/2031	01/31/2031
End Closeout Phase (Closeout Report)	06/30/2034	06/30/2034

Date 12/15/2025 08:42:12

Purpose and Need

The overall purpose of this project is to provide a backbone of multi-modal transportation facilities for the I-805 South Project area, providing safe and efficient regional movement of people and goods. The objectives of this project are:

- Provide facilities to accommodate Managed Lanes and the regional transit agencies region-wide Bus Rapid Transit (BRT) system to improve the reliability for transit
- Improve transportation choices for all users of the I-805 south corridor
- Provide consistency with the 2050 Regional Transportation Plan
- Protect and enhance the human and natural environment along I-805 south where feasible

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	50



Date 12/15/2025 08:42:12

Additional Information

Environmental document was completed under separate PPNO 0730 (EA-08161x).

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	522,900	522,912	-12
			VMT per Capita	0.158	0.158	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	8,615,772	0	8,615,772
			Hours per Capita	2.61	0	2.61
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0.02089	0.02996	-0.00907
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	100	85	15
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.017	0	-0.017
			PM 10 Tons	-0.018	0	-0.018
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-2,321.69	0	-2,321.69
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-0.414	0	-0.414
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.025	0	-0.025
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-7.789	0	-7.789
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-0.881	0	-0.881
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	35	37	-2
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.48	0.5	-0.02
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	1,949	2,052	-103
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	26.6	27.7	-1.1
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,703	0	1,703
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.8	0	1.8
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	83,671,505	83,672,235	-730
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	95,063,885	95,064,980	-1,095

District	County	Route	EA	Project ID	PPNO
11	San Diego County	805	2T375	1124000106	1545

**Project Title**

I-805 South Managed Lanes Conversion Project (HOV to HOT)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Caltrans District 11
PS&E	10,374							10,374	Caltrans District 11
R/W SUP (CT)	700							700	Caltrans District 11
CON SUP (CT)		25,980						25,980	Caltrans District 11
R/W									Caltrans District 11
CON		94,020						94,020	Caltrans District 11
TOTAL	11,074	120,000						131,074	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	10,372							10,372	
R/W SUP (CT)	700							700	
CON SUP (CT)		25,980						25,980	
R/W									
CON		94,020						94,020	
TOTAL	11,072	120,000						131,072	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	9,300							9,300	
R/W SUP (CT)	700							700	
CON SUP (CT)									
R/W									
CON									
TOTAL	10,000							10,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	9,300							9,300	
R/W SUP (CT)	700							700	
CON SUP (CT)									
R/W									
CON									
TOTAL	10,000							10,000	

Fund #2:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen SANDAG FY25 Program Budget - Local Fund Source 91000100 Transnet MC
PS&E	1,074							1,074	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,074							1,074	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,072							1,072	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,072							1,072	
Fund #3:	Other Fed - Carbon Reduction Program (CRP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.335
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									State CRP Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)		16,080						16,080	
R/W									
CON		64,320						64,320	
TOTAL		80,400						80,400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		16,080						16,080	
R/W									
CON		64,320						64,320	
TOTAL		80,400						80,400	

Fund #4:	State SB1 SCCP - State Highway Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.705.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		9,900						9,900	
R/W									
CON		29,700						29,700	
TOTAL		39,600						39,600	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		9,900						9,900	
R/W									
CON		29,700						29,700	
TOTAL		39,600						39,600	

Complete this page for amendments only					Date 12/15/2025 08:42:12
District	County	Route	EA	Project ID	PPNO
11	San Diego County	805	2T375	1124000106	1545

SECTION 1 - All Projects

Project Background

The proposed project is one component of the greater 805 South Managed Lanes mega project that was cleared environmentally in 2011.

Programming Change Requested

Updating STIP programming

Reason for Proposed Change

Updating STIP programing

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No delays are projected

Other Significant Information

This project is funded through construction.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Updating STIP programming

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/12/2025 11:37:56
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
11	28700	1100000339	1419	San Diego Association of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Diego County	67	5.479	21.348	Caltrans District 11		
				MPO	Element	
				SANDAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
MIYOKO NAKAJIMA			858-688-1531	miyoko.nakajima@dot.ca.gov		

**Project Title**

SR 67 Operation and Safety Improvements

**Location (Project Limits), Description (Scope of Work)**

This project is in the Project Approval and Environmental Document (PA&ED) phase for the full project limits, covering operational and safety improvements along SR 67 in San Diego County from Maplevue Street (PM R5.479) to Highland Valley/Dye Road (PM 21.348). Three improvement alternatives and a No-Build alternative are being evaluated and considered as potential improvements to the SR 67 Highway Improvements Project. Funding for subsequent phases will be programmed in stages. This submittal retains full STIP funding for the project's environmental clearance and includes \$30M in STIP funding for the design of Stage 1 improvements.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

**Legislative Districts**

Assembly:	75	Senate:	40	Congressional:	48
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/06/2020	01/06/2020
Circulate Draft Environmental Document Document Type EIR/EIS	01/15/2026	07/31/2026
Draft Project Report	05/15/2026	07/03/2026
End Environmental Phase (PA&ED Milestone)	01/15/2027	09/21/2027
Begin Design (PS&E) Phase	05/18/2027	12/20/2027
End Design Phase (Ready to List for Advertisement Milestone)	05/18/2037	12/28/2037
Begin Right of Way Phase	06/18/2027	12/20/2027
End Right of Way Phase (Right of Way Certification Milestone)	03/18/2037	05/22/2037
Begin Construction Phase (Contract Award Milestone)	02/15/2038	02/15/2038
End Construction Phase (Construction Contract Acceptance Milestone)	02/18/2044	02/18/2044
Begin Closeout Phase	12/19/2044	06/20/2044
End Closeout Phase (Closeout Report)	12/18/2045	12/18/2045

Date 12/12/2025 11:37:56

Purpose and Need

PURPOSE

The purpose of the State Route (SR-67) Improvements Project is to improve the safe and efficient movement of people and goods utilizing various modes of travel during typical highway operations and emergencies such as wildfires.

The objectives of the proposed Project are to:

- Enhance traveler safety.
- Increase temporary emergency evacuation capacity during wildfires and other emergencies.
- Facilitate recreational and wildlife movement along and across the route.
- Preserve the human and natural environment along SR 67.
- Add active options such as bike paths and/or lanes where feasible.

NEED

Highway travelers experience increased travel times and overall delays during everyday highway operations. This condition is exacerbated during emergencies such as wildfires due to a lack of temporary evacuation capacity. In addition, multimodal infrastructure is lacking despite the public demand for bus, bicycle, and pedestrian accommodations. The existing highway also limits the movement of recreational users and wildlife, including many endangered wildlife species. Access to recreational areas along SR-67 has insufficient parking, few dedicated crossings, and limited trail-network connectivity. There are no dedicated crossings for wildlife within the project limits.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	15.8



Additional Information

- Performance Indicators and Measures pending completion of Traffic, Safety and Environmental Studies.
- Category and Outputs. SR67 Highway Improvements project proposes operational and safety improvements to travel lanes, shoulders, medians, traffic signals and emergency access lanes.
- Three improvement alternatives and a no-built alternative are being evaluated.

Complete Streets Elements – The project proposes a multi-use path and connectivity between existing trail networks for safe and accessible bicycle and pedestrian access.

CAPTI Goals – The project proposes to improve the safe and efficient movement of people and goods utilizing various modes of travel and emergencies such as evacuations. The operational and safety improvements will reduce fatalities and severe injuries of all users towards zero and improve wildlife connectivity. Increasing temporary emergency evacuation capacity will reduce the community’s vulnerability to climate impacts/risks, including wildfires. Proposed multi-modal options include transit network improvements.

Equity – The project is a significant investment in underserved rural communities, including Tribal Reservations, and focused on collaborative engagement to strengthen relationships and trust with communities and partners. Community-led solutions have been developed through meaningful stakeholder working groups, participation in community planning group meetings, and a public engagement portal.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	4,264,592,838	4,264,592,838	0
			VMT per Capita	16.13	16.13	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-129,762,184	0	-129,762,184
			Hours per Capita	-24.389	0	-24.389
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1	1.37	-0.37
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-1	0	-1
			PM 10 Tons	-2	0	-2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-30,167	0	-30,167
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-43	0	-43
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-543	0	-543
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-48	0	-48
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	7	-7
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0.16	-0.16
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	169	-169
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	3.96	-3.96
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,390	0	1,390
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2	0	2
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	11,076,027	11,076,027	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	10,246,937	10,246,937	0

District	County	Route	EA	Project ID	PPNO
11	San Diego County	67	28700	1100000339	1419
Project Title					
SR 67 Operation and Safety Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	19,000							19,000	Caltrans District 11
PS&E		65,000	30,000					95,000	Caltrans District 11
R/W SUP (CT)							17,000	17,000	Caltrans District 11
CON SUP (CT)							140,000	140,000	Caltrans District 11
R/W							9,000	9,000	Caltrans District 11
CON							1,057,000	1,057,000	Caltrans District 11
TOTAL	19,000	65,000	30,000				1,223,000	1,337,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	22,000							22,000	
PS&E			30,000				215,000	245,000	
R/W SUP (CT)			5,000				36,000	41,000	
CON SUP (CT)							308,500	308,500	
R/W							68,000	68,000	
CON							1,981,000	1,981,000	
TOTAL	22,000		35,000				2,608,500	2,665,500	

Fund #1:	RSTP - STP Local (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.010.810
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	11,125							11,125	Caltrans HQ
PS&E									FY24 \$4,043 is a match to LPP-F
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	11,125							11,125	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	11,125							11,125	FY24 \$4,043 is a match to LPP-F
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	11,125							11,125	

Fund #2:	Local Funds - TRANSNET (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	3,832							3,832	Caltrans HQ FY25 \$3,000 is a match to future LPP-F
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,832							3,832	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	6,832							6,832	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,832							6,832	
Fund #3:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							17,000	17,000	
CON SUP (CT)							140,000	140,000	
R/W							9,000	9,000	
CON							1,057,000	1,057,000	
TOTAL							1,223,000	1,223,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Fund #3 is for the first stage of the project.
PS&E									
R/W SUP (CT)			5,000					5,000	
CON SUP (CT)							37,500	37,500	
R/W							28,000	28,000	
CON							250,000	250,000	
TOTAL			5,000				315,500	320,500	

Fund #4:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E			30,000					30,000	Program STIP in FY27
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			30,000					30,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									\$30M in FY28 for 1st stage of project.
PS&E			30,000					30,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			30,000					30,000	
Fund #5:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E		65,000						65,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		65,000						65,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #6:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									20.20.210.200
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	4,043							4,043	RSTP will match FY24 LPP-F\$4043 PAED voted 12/07/23
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,043							4,043	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	4,043							4,043	RSTP will match FY24 LPP-F\$4043 PAED voted 12/07/23
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,043							4,043	
Fund #7:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Future stage needs.
PS&E							215,000	215,000	
R/W SUP (CT)							36,000	36,000	
CON SUP (CT)							271,000	271,000	
R/W							40,000	40,000	
CON							1,731,000	1,731,000	
TOTAL							2,293,000	2,293,000	

**Complete this page for amendments only**

Date 12/12/2025 11:37:56

District	County	Route	EA	Project ID	PPNO
11	San Diego County	67	28700	1100000339	1419

**SECTION 1 - All Projects**

**Project Background**

The SR 67 Highway Improvements Project proposes to complete the environmental document and preliminary engineering phase on a 15.9 mile section of the SR 67 corridor between Maplevue Street in the unincorporated community of Lakeside and Highland Valley/Dye Road in the unincorporated community of Ramona. The Project Approval and Environmental Document (PA&ED) phase of the SR67 Highway Improvements Project proposes operational and safety improvements to travel lanes, shoulders, medians, traffic signals, and to improve evacuation capacity.

**Programming Change Requested**

**Reason for Proposed Change**

- Unprogrammed \$65 Million RSTP in PS&E - project has been re-evaluated with new funding strategy, deliverables will be split into stages with each stage having its own Design, Right of Way and Construction phases.

- After PA&ED, this parent project will be split into stages with each stage having its own Design, Right of Way, and Construction phases. We anticipate the remaining \$30 Million STIP will fully fund PS&E of the first stage.

- Milestones: In the Environmental phase, it was determined that consultant support would be needed to help complete environmental and traffic studies. In the development and execution of Task Orders, there was a delay in establishing Consultant Contracts.

- Project Description: This revised description clarifies the project's phased funding strategy, distinguishing between the fully funded environmental phase and the designated first stage of Design. Funding for subsequent phases (Design, Right-of-Way, and Construction) will be programmed in stages and future submittals will program additional stages as design, right-of-way, and construction estimates are finalized and additional funding is identified. This submittal retains full STIP funding for the project's environmental clearance and includes \$30M in STIP funding for the design of Stage 1 improvements.

-Right of way support moved to 27/28 to line up with PS&E phase and reduced from \$17M to \$5M to reflect stage 1 only.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

**Other Significant Information**

Future funding for design, construction support, construction capital, right of way support, and right of way capital adjusted to reflect full project for all stages segregated as Fund #3 for stage 1 and Fund #7 for future stages.

**SECTION 2 - For SB1 Project Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/11/2025 13:50:27
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11			1594	San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego County	5	R 40.800	R 41.300 R		
				MPO	Element
				SANDAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Timothy DeWitt			619-699-1935	tde@sandag.org	
Project Title					

Coastal Rail Trail: E Street to Chesterfield Drive Phase 2

Location (Project Limits), Description (Scope of Work)

The project limits are from the intersection of Vulcan Avenue and Santa Fe Street northward to F Street. The alignment includes a Class I bicycle facility in the North County Transit District's (NCTD) ROW and City ROW from Santa Fe Street to F Street. The project constructs Class I bikeway suitable for users of all ages and skill levels.

Component	Implementing Agency				
PA&ED	San Diego Association of Governments				
PS&E	San Diego Association of Governments				
Right of Way	San Diego Association of Governments				
Construction	San Diego Association of Governments				
Legislative Districts					
Assembly:	77	Senate:	38	Congressional:	49
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				10/05/2012	
Circulate Draft Environmental Document	Document Type CE			08/30/2017	
Draft Project Report				11/15/2017	
End Environmental Phase (PA&ED Milestone)			08/07/2017	08/07/2017	
Begin Design (PS&E) Phase			08/17/2020	08/17/2020	
End Design Phase (Ready to List for Advertisement Milestone)			11/19/2021	11/19/2021	
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)			07/01/2025	07/01/2026	
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2026	07/01/2028	
Begin Closeout Phase			07/02/2026	07/02/2028	
End Closeout Phase (Closeout Report)			07/01/2027	07/01/2029	

Date 12/11/2025 13:50:27

Purpose and Need

The Coastal Rail Trail is a planned continuous bike route that runs approximately 44 miles between Oceanside and Santa Fe Depot in Downtown San Diego. The Coastal Rail Trail was initially planned in the mid-1990's and is being constructed in segments by SANDAG and the various cities it traverses. This project is a segment of the 44 mile Coastal Rail Trail

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.5

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	1	-1

District	County	Route	EA	Project ID	PPNO
11	San Diego County	5			1594
Project Title					
Coastal Rail Trail: E Street to Chesterfield Drive Phase 2					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	234							234	San Diego Association of Governmen
PS&E	1,219							1,219	San Diego Association of Governmen
R/W SUP (CT)									San Diego Association of Governmen
CON SUP (CT)									San Diego Association of Governmen
R/W									San Diego Association of Governmen
CON	7,104	9,000						16,104	San Diego Association of Governmen
TOTAL	8,557	9,000						17,557	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	234							234	
PS&E	1,219							1,219	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,096	9,525						17,621	
TOTAL	9,549	9,525						19,074	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,000						9,000	
TOTAL		9,000						9,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,000						9,000	
TOTAL		9,000						9,000	

Fund #2:	Other Fed - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	234							234	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	234							234	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	234							234	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	234							234	
Fund #3:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Prior years construction was for Phase 1
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,104							7,104	
TOTAL	8,104							8,104	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Local Sales Tax Measure Funding
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,104	525						7,629	
TOTAL	8,104	525						8,629	

Fund #4:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E	219							219	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	219							219	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									City of Encinitas Funding
PS&E	219							219	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	219							219	
Fund #5:	ATP - Active Transportation Program (RMR-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Added to ePPR as confirmed funding for Construction of Phase 1 of this project
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	992							992	
TOTAL	992							992	

Complete this page for amendments only					Date 12/11/2025 13:50:27
District	County	Route	EA	Project ID	PPNO
11	San Diego County	5			1594

SECTION 1 - All Projects

Project Background

The Coastal Rail Trail is a planned continuous bike route that runs approximately 44 miles between Oceanside and Santa Fe Depot in Downtown San Diego. The Coastal Rail Trail was initially planned in the mid-1990's and is being constructed in segments by SANDAG and the various cities it traverses. This project is a segment of the 44-mile Coastal Rail Trail.

Programming Change Requested

Milestone dates for CON have been delayed two years due to the availability of funding.

Reason for Proposed Change

Reprogramming the 2026 STIP.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

- 1) Delay due to timing of funds availability  
2&3) Delay caused a cost increase of \$500,000 which will be funded with local funds

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Proposal of 2026 STIP Funding

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency  
2) Project Location Map



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/11/2025 13:55:46
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			1595	San Diego Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Diego County	5	R 48.755	R 51.354		
				MPO	Element
				SANDAG	Rail
Project Manager/Contact			Phone	Email Address	
Tim DeWitt			619-699-1935	tim.dewitt@sandag.org	

Project Title

Carlsbad Village Trench Double Track

Location (Project Limits), Description (Scope of Work)

The proposed project limits are located in the City of Carlsbad between MP 228.0 and MP 230.6 on the San Diego Subdivision of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor.

Component	Implementing Agency
PA&ED	San Diego Association of Governments
PS&E	San Diego Association of Governments
Right of Way	San Diego Association of Governments
Construction	San Diego Association of Governments

Legislative Districts

Assembly:	77	Senate:	38	Congressional:	49
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2027	06/30/2027
Circulate Draft Environmental Document Document Type	01/01/2029	01/01/2029
Draft Project Report	01/01/2029	01/01/2029
End Environmental Phase (PA&ED Milestone)	07/01/2029	07/01/2029
Begin Design (PS&E) Phase	07/01/2029	07/01/2029
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2031	07/01/2031
Begin Right of Way Phase	07/01/2029	07/01/2029
End Right of Way Phase (Right of Way Certification Milestone)	07/01/2031	07/01/2031
Begin Construction Phase (Contract Award Milestone)	01/01/2032	01/01/2032
End Construction Phase (Construction Contract Acceptance Milestone)	01/01/2036	01/01/2036
Begin Closeout Phase	01/02/2036	01/02/2036
End Closeout Phase (Closeout Report)	01/01/2037	01/01/2037

Date 12/11/2025 13:55:46

Purpose and Need

The 351-mile Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor serves as a vital link for passenger and freight movements in San Diego County. The LOSSAN corridor is the second busiest intercity passenger rail line in the United States. Additionally, the corridor is the only viable freight rail link between San Diego and the rest of the nation. Currently, because of single track through the northern part of the project area, trains must wait at a siding whenever a COASTER train is loading or unloading passengers at the Carlsbad Village Station. Additionally, meeting or passing trains must take turns using the single track, which reduces operational flexibility and results in cascading delays. Double tracking this segment directly supports the objective of SANDAG, NCTD, Amtrak, and BNSF Railway to increase the efficiency of this rail corridor, not only to accommodate existing train volumes, but also to provide for future demand for rail services on the LOSSAN corridor.

There are currently multiple heavily trafficked at-grade crossings within the project limits that will be grade separated as a result of this project. Amtrak trains currently pass through this area at maximum authorized speed (90mph) as Amtrak does not stop at Carlsbad Village Station. Since 2013 there have been 15 strike incidents involving Amtrak and BNSF trains that pass through this area without stopping at the station. This project would grade separate these crossings and eliminate the potential for pedestrian and vehicular strikes at these locations.

Coastal access and traffic circulation is currently limited due to the minimal number of crossings at the railroad tracks through the Carlsbad Village and Barrio neighborhoods. Proposed increases in train frequencies will increase the delays at current at-grade crossings. Trenching through the City of Carlsbad will provide much improved and safer connections to coastal resources and the coastline for residents, visitors, and train riders. Allowing for increases in railroad volumes without negatively impacting the on-street pedestrian and vehicle traffic in the City.

The existing single-track bridge across the Buena Vista Lagoon was constructed in 1942 and is nearing the end of its useful life. This project will replace the bridge with a new double track bridge, built to modern design criteria, and will account for sea level rise.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	1.1
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	6

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	1.5	-1.5

District	County	Route	EA	Project ID	PPNO
75	San Diego County	5			1595
Project Title					
Carlsbad Village Trench Double Track					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)		20,800						20,800	San Diego Association of Governmen
PS&E			5,300	42,000				47,300	San Diego Association of Governmen
R/W SUP (CT)				15,300				15,300	San Diego Association of Governmen
CON SUP (CT)									San Diego Association of Governmen
R/W									San Diego Association of Governmen
CON					528,000			528,000	San Diego Association of Governmen
TOTAL		20,800	5,300	57,300	528,000			611,400	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)		20,800						20,800	
PS&E				42,000				42,000	
R/W SUP (CT)				15,300				15,300	
CON SUP (CT)									
R/W									
CON							528,000	528,000	
TOTAL		20,800		57,300			528,000	606,100	

Fund #1:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									City of Carlsbad
PS&E				42,000				42,000	City of Carlsbad has committed a match to the STIP funding
R/W SUP (CT)				15,300				15,300	
CON SUP (CT)									
R/W									
CON					528,000			528,000	
TOTAL				57,300	528,000			585,300	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				42,000				42,000	
R/W SUP (CT)				15,300				15,300	
CON SUP (CT)									
R/W									
CON							528,000	528,000	
TOTAL				57,300			528,000	585,300	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.020.630
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)		20,800						20,800	San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		20,800						20,800	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		20,800						20,800	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		20,800						20,800	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									City of Carlsbad
PS&E			5,300					5,300	City of Carlsbad has committee a match to the STIP funding.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			5,300					5,300	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									The City would only match a specific grant that was not received.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Complete this page for amendments only					Date 12/11/2025 13:55:46
District	County	Route	EA	Project ID	PPNO
75	San Diego County	5			1595

SECTION 1 - All Projects

Project Background

Double-track and trench [~1 mile] of LOSSAN through Carlsbad Village, grade-separate Carlsbad Village Dr/Grand Ave, and modernize Carlsbad Village Station. The project removes two crossings, improves safety and reliability, increases corridor capacity, reduces horn noise/traffic delay, and supports planned frequency growth. Delivered by SANDAG with City of Carlsbad/NCTD/Caltrans

Programming Change Requested

Reprogramming of 2026 STIP.

Reason for Proposed Change

Proposal of 2026 STIP Funding

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Programming change requested: Reprogramming of the 2026 STIP.

Reason/need: Aligns funding with project readiness and partner contributions, maintains momentum toward double-tracking and trenching through Carlsbad Village, and positions the project for subsequent construction funds.

Scope/benefits: No change to approved scope. The project will double-track, trench through Carlsbad Village, replace the Buena Vista Lagoon bridge, and grade-separate key crossings—improving safety, reliability, and capacity in the LOSSAN corridor.

Schedule: Programming in FY 2028–29 supports completion of PS&E/start of ROW activities on schedule and keeps the project on the critical path to construction.

Funding plan: Removing Local Funds from funding plan, due to it being a match for a grant that was not received; other funding sources remain unchanged and continue to support later phases.

Approvals
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I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2025 08:41:41
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
11	27930	1100020302	4229	San Diego Association of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Diego County	15	M 5.840	M 12.600	Caltrans District 11		
				MPO	Element	
				SANDAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Jake Stelten			619-679-2547	jake.stelten@dot.ca.gov		

Project Title

I-15 Transit Priority Lanes & Clairemont Direct Access Ramp

Location (Project Limits), Description (Scope of Work)

In San Diego County in San Diego from 0.24 miles north of Adams Ave. Overcrossing to 0.7 Miles South of Miramar Way Overcrossing.

Add 2 transit priority lanes, one in each direction and a Direct Access Ramp at Clairemont Mesa BLVD. Transit priority lane is under the umbrella of managed lanes, that will be determined in the environmental document.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Caltrans District 11
Right of Way	Caltrans District 11
Construction	Caltrans District 11

Legislative Districts

Assembly:	77,78,79	Senate:	38,39	Congressional:	51,52
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2025	09/30/2025
Circulate Draft Environmental Document		
Document Type		
Draft Project Report	02/28/2027	10/06/2027
End Environmental Phase (PA&ED Milestone)	06/30/2028	06/02/2028
Begin Design (PS&E) Phase	07/01/2028	07/17/2028
End Design Phase (Ready to List for Advertisement Milestone)	07/02/2030	12/09/2030
Begin Right of Way Phase	12/02/2028	12/01/2028
End Right of Way Phase (Right of Way Certification Milestone)	06/15/2030	11/06/2030
Begin Construction Phase (Contract Award Milestone)	01/10/2031	06/17/2031
End Construction Phase (Construction Contract Acceptance Milestone)	01/30/2033	07/12/2034
Begin Closeout Phase	02/01/2033	07/28/2034
End Closeout Phase (Closeout Report)	03/01/2035	08/29/2036

Date 12/15/2025 08:41:41

Purpose and Need

The purpose of adding transit priority lanes through this corridor is to improve mobility, accessibility, and contribute to more reliable travel times for transit and the regions commuters.

The I-15 corridor is an Intermodal Corridor of Economic Significance (ICES). As port of this crucial system, it has statewide and national significance in providing for the economic vitality of California and the nation as a whole. Improving the timeliness with which goods and services are moved is a primary concern to the regional business and government alike.

The Mobility 2030 RTP, dated April 2003, formulated an improvement plan which recommended an extensive regional transit priority network termed the "flexible" highway system. These lanes are critical to many of the proposed regional transit services by providing free-flow speeds to transit riders, while also providing a quicker ride to transit priority lanes during rush hours. The RTP proposed to continue the existing North County managed lanes south from SR-163 to SR-94, providing a continuous network from the northern end of the county to Downtown San Diego. I-15 also connects to the I-805, which also has proposals for an extensive Managed Lanes system. The proposed transit priority lanes on the I-15 would further contribute to the region's managed lane system by providing regional connectivity that is important to the overall maximization of the region's transportation system. The new enhanced bus services proposed by 2030 RTP consists of high frequency BRT services that would operate in the lanes connecting North County areas to job centers in Kearny Mesa and downtown San Diego as well as connecting South County and Mid City areas to Mission Valley, Kearny Mesa and Sorrento Valley.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	0.5
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	12.8

Additional Information

1. Any Complete Street elements (for projects on the highway system)
- Pedestrian ramp upgrades will be evaluated in the 0 phase.
  - This project will maximize the use of existing Right of Way to facilitate goods movement in a manner with the least environmental and social impacts.
  - SanDag has proposed an extensive regional BRT system that is based on the free-flowing managed lanes. The transit priority lanes provide priority service to the buses, providing a quicker ride to transit patrons during rush hour.

2. How the project meets CAPTI goals

Transit priority lanes are a great way to encourage people to use public transportation, which ultimately reduces the number of cars on the road, travel times, and fuel consumption, leading to lower emissions. This is particularly beneficial during peak traffic hours when congestion and emissions are at their highest. By giving buses and other transit vehicles a clear path, these lanes make public transportation more efficient, enticing more people to ride instead of driving alone in their cars. This shift is crucial because public transportation has lower emissions per passenger compared to single-occupancy vehicles.

The presence of a Transit Priority Lane can influence urban planning and development strategies. Local authorities may prioritize infrastructure improvements to support public transportation and active transportation options, leading to more sustainable and greener city designs.

3. How the project supports equity

Transit Priority Lanes contribute to a more equitable, efficient, and environmentally friendly transportation system for all.

Busses use the priority lanes, and these vehicles can provide vital mobility options for individuals who do not own cars. Transit Priority Lanes can offer more reliable and efficient travel options for residents of low-income communities, allowing them to access jobs, education, and other essential services.

Transit Priority lanes help alleviate traffic congestion. This benefits everyone on the road, including people from all socio-economic backgrounds, by reducing travel times, decreasing stress, and improving overall transportation efficiency.

Lowering greenhouse gas emissions through increased carpooling and public transportation use, contributes to a healthier environment for everyone, regardless of income level. Lower pollution levels lead to improved air quality, benefiting communities near busy roadways that might otherwise suffer disproportionately from harmful pollutants.

Within the project limits are adjacent communities considered disadvantaged based on the criteria listed in California Senate Bill 535. Segments of the project score in the 70th percentile in pollution burden on the CalEnviroScreen 4.0. The proposed Project is expected to reduce the traffic congestion and Green House Gasses. This is especially important from an equity standpoint, as residents in disadvantaged communities typically live near freeways and arterials and are more likely to suffer from health conditions directly related to the environment.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0

District	County	Route	EA	Project ID	PPNO
11	San Diego County	15	27930	1100020302	4229
Project Title					
I-15 Transit Priority Lanes & Clairemont Direct Access Ramp					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	8,000							8,000	Caltrans District 11
PS&E				15,100				15,100	Caltrans District 11
R/W SUP (CT)				500				500	Caltrans District 11
CON SUP (CT)						25,000		25,000	Caltrans District 11
R/W				500				500	Caltrans District 11
CON						190,000		190,000	Caltrans District 11
TOTAL	8,000			16,100		215,000		239,100	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	11,920							11,920	
PS&E				15,100				15,100	
R/W SUP (CT)				500				500	
CON SUP (CT)						25,000		25,000	
R/W						500		500	
CON						190,000		190,000	
TOTAL	11,920			15,600		215,500		243,020	

Fund #1:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				500				500	
CON SUP (CT)						25,000		25,000	
R/W				500				500	
CON						190,000		190,000	
TOTAL				1,000		215,000		216,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				15,100				15,100	
R/W SUP (CT)				500				500	
CON SUP (CT)						25,000		25,000	
R/W						500		500	
CON						190,000		190,000	
TOTAL				15,600		215,500		231,100	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	8,000							8,000	Caltrans HQ
PS&E				15,100				15,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	8,000			15,100				23,100	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	8,000							8,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	8,000							8,000	
Fund #3:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,920							3,920	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,920							3,920	

Complete this page for amendments only					Date 12/15/2025 08:41:41
District	County	Route	EA	Project ID	PPNO
11	San Diego County	15	27930	1100020302	4229

SECTION 1 - All Projects

Project Background

Within the project limits, 1-15 is currently a 4 to 8 lane north/south facility with auxiliary lanes. SR-15 begins at 1-5 in the City of San Diego, just north of National City and extends north to the 1-8 where it becomes 1-15. 1-15 continues north through Escondido to the Riverside County Line (P.M. R54.3). 1-15 continues northeast to the Nevada state line, passes through various states until it finally joins the Canadian Highway 4 at the United States/Canadian International Border. 1-15 serves a major growth corridor from Mexico through metropolitan San Diego to the Riverside area and beyond. 1-15 serves intraregional travel needs by serving the cities of National City, San Diego and Escondido and is a heavily utilized commuter route providing access to growing residential communities in the north.

In the late 1990's, the segment of SR-15 between 1-805 and 1-8 (known as the 40th Street Corridor) was upgraded from an expressway to a freeway. In 1993 the State amended a Memorandum Of Understanding (MOU) dated September 15, 1992 to state that: " ... should MTDB [Metropolitan Transit Development Board] adopt a future ... express bus system along SR-15, it shall be accommodated in the median, including the areas beneath the Wightman Street and Adams Ave structures, without reducing the number of freeway lanes."

This Project strategically fills a gap between the existing managed lanes to the north of the SR-163 interchange and the existing managed lanes to the south of the I-8 interchange pursuant to establishing the regional managed lanes network vision as presented in Caltrans, District 11's Managed Lanes Systems Plan and SANDAG's 2025 Regional Transportation Plan (RTP), which is in draft form. This Project has historically been included in the Region's RTP since inception and continues to be a priority.

Programming Change Requested

STIP funding, previously committed to the Design Phase of the Project, is being redistributed to projects with more-urgent needs. Additionally, administrative delays getting funding lines in place have resulted in approximately three months of schedule delay.

Reason for Proposed Change

Other Program projects have funding needs that will be realized before the Design Phase of this Project is scheduled to begin.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

(1) The Project has been delayed three months while getting our E76 approval and funding lines established. (2) No cost increase associated with the additional time is anticipated.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

STIP funding, previously committed to the Design Phase of the Project, is being redistributed to projects with more-urgent needs.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/11/2025 08:59:12
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
11		1124000275	7402	San Diego Association of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Diego County						
				MPO	Element	
				SANDAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Adrian Paniagua			619-515-1182	Adrian.Paniagua@sandag.org		

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	San Diego Association of Governments

Legislative Districts

Assembly:	66,73,74,75,76,77,78,79	Senate:	36,38,39	Congressional:	49,50,51,52
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/11/2025 08:59:12

Purpose and Need

Ongoing planning and programming oversight as the regional transportation planning agency.

NHS Improvements

☐ YES ☒ NO

Roadway Class

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☐ YES ☒ NO

Reduce Greenhouse Gas Emissions

☐ YES ☒ NO

Project Outputs			
Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
11	San Diego County			1124000275	7402
Project Title					
Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Diego Association of Governmen
R/W									
CON	24,936	1,691	1,691	1,576				29,894	San Diego Association of Governmen
TOTAL	24,936	1,691	1,691	1,576				29,894	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	24,936	1,691	1,691	1,229	1,229	1,229		32,005	
TOTAL	24,936	1,691	1,691	1,229	1,229	1,229		32,005	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen
PS&E									\$193 CON voted 09/07/98
R/W SUP (CT)									\$193 CON voted 04/04/00
CON SUP (CT)									\$193 CON voted 03/06/01
R/W									\$193 CON voted 04/18/02
CON	23,787	1,691	1,691	1,576				28,745	\$473 CON voted 05/21/03
TOTAL	23,787	1,691	1,691	1,576				28,745	\$334 CON voted 03/03/05
									\$334 CON voted 08/18/05
									\$334 CON voted 07/20/06
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	23,787	1,691	1,691	1,229	1,229	1,229		30,856	
TOTAL	23,787	1,691	1,691	1,229	1,229	1,229		30,856	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	473							473	
TOTAL	473							473	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	473							473	
TOTAL	473							473	
Fund #3:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governmen \$676 CON voted 08/17/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	676							676	
TOTAL	676							676	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	676							676	
TOTAL	676							676	

Complete this page for amendments only				Date 12/11/2025 08:59:12	
District	County	Route	EA	Project ID	PPNO
11	San Diego County			1124000275	7402

SECTION 1 - All Projects

Project Background

Planning, Programming, and Monitoring County Share (PPM)

Programming Change Requested

Reason for Proposed Change

PPM

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

PPM

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

## **Section 18. Board Approval**





## Board of Directors Meeting Minutes

### Meeting Minutes

November 07, 2025 at 10:30 a.m.

SANDAG Boardroom

1011 Union Street, First Floor

San Diego, CA 92101

Voting Members Present: Chair Lesa Heebner (Solana Beach)  
 First Vice Chair Joe LaCava (City of San Diego - Seat A)  
 Second Vice Chair John Minto (Santee)  
 Councilmember Kevin Shin (Carlsbad)  
 Deputy Mayor Carolina Chavez (Chula Vista)  
 Mayor John Duncan (Coronado)  
 Supervisor Joel Anderson (County of San Diego)  
 Mayor Terry Gaasterland (Del Mar)  
 Mayor Bill Wells (El Cajon)  
 Mayor Bruce Ehlers (Encinitas)  
 Mayor Dane White (Escondido)  
 Mayor Mitch McKay (Imperial Beach)  
 Vice Mayor Lauren Cazares (La Mesa)  
 Councilmember Luz Molina (National City)  
 Mayor Esther Sanchez (Oceanside)  
 Councilmember Ed Musgrove (San Marcos)  
 Councilmember Dan O'Donnell (Vista)

Voting Members Absent: Mayor Alysson Snow (Lemon Grove)  
 Mayor Steve Vaus (Poway)

Others Present: Council President Pro Tem Kent Lee (City of San Diego - Seat B)  
 Ann Fox (Caltrans)  
 Councilmember Jewel Edson (North County Transit District)

[Meeting Video](#)

#### 1. [Call to Order](#)

Chair Heebner called the meeting to order at 10:34 a.m.

#### 2. [Non-Agenda Public Comments/Member Comments](#)

Public Comments: Purita Javier, Cesar Javier, Truth, Paul the Bold, Leif Gensert, Consuelo, Blair Beekman, Andrea Ebbing, The Original Dra.

Member Comments: Mayor Gaasterland, Mayor McKay, Chair Heebner.

Chief Executive Officer Mario Orso presented an update on agency activities.

#### 3. [Consent](#)

Public Comments: Cesar Javier, Truth, Paul the Bold, The Original Dra, Blair Beekman, Consuelo.

**Motioned by:** Second Vice Chair Minto

**Seconded by:** Councilmember Musgrove

to approve Consent Agenda item nos. 3.1 through 3.3.

Deputy Mayor Chavez, Mayor Duncan, Mayor Gaasterland, Mayor Wells, Mayor White, Councilmember Molina, Second Vice  
 For (16) Chair Minto, Chair Heebner, Mayor McKay, First Vice Chair LaCava, Councilmember Musgrove, Councilmember O'Donnell,  
 Councilmember Shin, Mayor Sanchez, Vice Mayor Cazares, and Mayor Ehlers

Absent  
 (3) Supervisor Anderson, Mayor Vaus, and Mayor Snow









The motion passed. (16 to 0)

#### 3.1 [Approval of Meeting Minutes](#)

##### 3.1.1 [October 24, 2025, Meeting Minutes](#)

Approved the minutes from its October 24, 2025, meeting.



- 3.1.2 [October 30, 2025, Special Meeting Minutes](#)   
 Approved the minutes from its October 30, 2025, meeting.
- 3.1.3 [October 31, 2025, Meeting Minutes](#)   
 Approved the minutes from its October 31, 2025, meeting.
- 3.2 [Policy Advisory Committee Actions](#)   
 Ratified the actions taken by the Policy Advisory Committees as noted in the report.
- 3.3 [Meetings and Events Attended on Behalf of SANDAG](#)   
 This report provided an update on meetings and events attended by members of the SANDAG Board of Directors. This item was provided for information.
4. [Closed Session](#)  
 Chair Heebner adjourned the meeting to closed session for item no. 4.1 at 11:31 a.m.  
 Public Comments: Truth, Cesar Javier, The Original Dra, Paul the Bold, Consuelo.  
 Chair Heebner resumed open session at 12:38 p.m.  
 Board Counsel Alfred Smith reported out of closed session that the Board was briefed regarding the status of the referenced litigation. There was no reportable action.
- 4.1 [Conference with Legal Counsel - Existing Litigation Pursuant to Government Code Section 54956.9\(d\)\(1\)](#)  
*Warrem v. San Diego Association of Governments (San Diego Superior Court Case No. 37-2023- 00050222)*
5. [Proposed Project Delivery Strategy, including the FY 2026 State Transportation Improvement Program](#)  
 Public Comments: Truth, Cesar Javier, Zach Sturgeon, Paul the Bold, The Original Dra, Consuelo, Blair Beekman, Phone number ending i 5981.  
**Motioned by:** Mayor Sanchez  
**Seconded by:** Councilmember Musgrove  
to extend the meeting end time to 2 p.m.
- |             |   |
|-------------|---|
| For (12)    | Mayor Duncan, Mayor Gaasterland, Councilmember Molina, Second Vice Chair Minto, Chair Heebner, Mayor McKay, First Vice Chair LaCava, Councilmember Musgrove, Councilmember Shin, Mayor Sanchez, Vice Mayor Cazares, and Mayor Ehler |
| Against (1) | Supervisor Anderson   |
| Absent (6)  | Deputy Mayor Chavez, Mayor Wells, Mayor White, Mayor Vaus, Mayor Snow, and Councilmember O'Donnell  |
- The motion passed. (12 to 0)**
- 5.1 [Proposed Project Delivery Strategy](#)    
 The Board of Directors provided feedback on a proposed strategy to advance delivery of projects and programs throughout the San Diego region. This item was presented for discussion.
- 5.2 [Proposed FY 2026 State Transportation Improvement Program](#)    
 The Board of Directors was asked to discuss the submission of the proposed 2026 State Transportation Improvement Program to the California Transportation Commission. This item was presented for discussion.
- Motioned by:** First Vice Chair LaCava  
**Seconded by:** Mayor Duncan  
to approve the submission of the proposed 2026 State Transportation Improvement Program to the California Transportation Commission.
- |            |  |
|------------|--|
| For (13)   | Deputy Mayor Chavez, Mayor Duncan, Supervisor Anderson, Mayor Gaasterland, Councilmember Molina, Second Vice Chair Minto, Chair Heebner, Mayor McKay, First Vice Chair LaCava, Councilmember Musgrove, Councilmember Shin, Mayor Sanchez, and Mayor Ehlers |
| Absent (6) | Mayor Wells, Mayor White, Mayor Vaus, Mayor Snow, Councilmember O'Donnell, and Vice Mayor Cazares  |
- The motion passed. (13 to 0)**
6. [Adjournment](#)  
 The next Board of Directors meeting is scheduled for November 21, 2025, at 9 a.m.  
 Chair Heebner adjourned the meeting at 1:46 p.m.

## **Proposed FY 2026 State Transportation Improvement Program**

### **Overview**

The California Transportation Commission (CTC) develops the State Transportation Improvement Program (STIP) every odd-numbered year. The STIP is a five-year investment plan that commits state transportation funds for state highway, intercity rail, and regional highway and transit projects.

### **Key Considerations**

The Draft 2026 STIP represents a five-year funding program administered by the CTC and updated biennially. Funding for the STIP is distributed on a formula basis. The proposed 2026 STIP continues funding for existing STIP projects in alignment with regional priorities and anticipated project needs. SANDAG must submit its programming proposal for inclusion in the 2026 STIP cycle by December 15, 2025, and the proposed programming will be incorporated into the FY 2027 Program Budget. STIP funds may only be used for projects that meet STIP eligibility requirements (see Discussion Memo), which includes use of up to 5% of a region's county shares for Planning, Programming, and Monitoring (PPM) activities. SANDAG uses STIP PPM funds for a portion of its operations.

### **Next Steps**

The 2026 STIP is required to be approved by the Board before submitting to CTC staff, SANDAG staff will return to the Board with the STIP proposal for consideration at its meeting on November 21, 2025. Following Board approval, staff will submit the 2026 STIP package to CTC staff no later than December 15, 2025. After receiving all regional agencies' STIP proposals, the CTC staff will conduct a review. The purpose of this review is to determine if any adjustments are necessary to ensure fiscal balance and maintain consistency with statewide programming capacity.

The CTC may also request revisions to ensure consistency with statewide funding priorities. CTC staff recommendations are expected in February 2026, following two scheduled public hearings, with adoption of the 2026 STIP scheduled for March 2026. Any significant changes to the recommendations will be presented to the SANDAG Board as part of the FY 2027 final budget presentation.

**Susan Huntington, Director of Financial Planning, Budgets & Grants**

Attachment: 1. Discussion Memo – Draft 2026 State Transportation Improvement Program Summary

### **Action: Discussion**

The Board of Directors is asked to discuss the submission of the proposed 2026 State Transportation Improvement Program to the California Transportation Committee.

### **Fiscal Impact:**

The proposed 2026 State Transportation Improvement Program (STIP) will provide a total of \$3.687 million of new PPM funding between FY 2029 and FY 2031.

### **Schedule/Scope Impact:**

The proposed 2026 STIP must be submitted to the California Transportation Commission by December 15, 2025. The STIP is scheduled to be adopted by the CTC in March 2026 with funding available beginning in FY 2027.

# Discussion Memo - 2026 State Transportation Improvement Program

## Overview

During every odd-numbered year, the California Transportation Commission (CTC) develops the State Transportation Improvement Program (STIP), a five-year plan for future allocations of certain state transportation funds for state highway, intercity rail, and regional highway and transit improvements.

The STIP consists of two broad programs:

- 1) Regional program (STIP-RIP), which is funded by 75% of STIP funding, and
- 2) Interregional program (STIP-ITIP), which is funded by 25% of STIP funding.

Projects proposed as part of the STIP-RIP shares are submitted by the regional agency by December 15 of each odd-numbered year. After consulting with regional agencies and other local transportation authorities, Caltrans submits its draft ITIP to the Commission no later than October 15 of each odd-numbered year. After conducting public hearings, the CTC provides staff recommendations for each program in February, with final approval in March of every even year.

## Key Considerations

The CTC adopted the [Fund Estimate and Guidelines](#) for the 2026 STIP at its meeting on August 14, 2025. The Fund Estimate is the set of revenue assumptions that cover the period FY 2027 to FY 2031. The 2026 Fund Estimate has a total capacity of \$2.7 billion statewide over the five-year period, compared to the 2024 Fund Estimate which was \$2.9 billion.

The 2026 STIP is primarily derived from the State Highway Account (SHA), which includes state and federal funds. The portion of funding available by formula to the region is based on two main factors: population and lane miles of maintained state highway. SANDAG, as the Regional Transportation Planning Agency, is responsible for submitting the programming request for the San Diego County share.

During each new STIP cycle, two funding years are retired, two new years are added, and updated funding capacity is provided, allowing regions the opportunity to program new projects or to program later phases of work for existing projects already in the development process. The county also receives up to 5% of county shares to use for planning, programming, and monitoring (PPM)<sup>1</sup> efforts. Based on the maximum target share in the 2026 STIP Fund Estimate for San Diego, there is no new programming capacity for projects for the FY 2027 through FY 2031 period. However, the region is permitted to propose programming of shares for PPM activities.

## Current 2024 STIP

The current 2024 STIP, as shown in Table 1 below, programmed approximately \$373.9 million from FY 2025 to FY 2029, of which, \$7.3 million was allocated for PPM from FY 2025 to 2029.

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<sup>1</sup> STIP funds programmed for PPM purposes can be used for regional transportation and PPM implementation of STIP-funded projects.

**Table 1: Existing 2024 STIP Programming (\$000's)**

Project	Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Route 94/125 Interchange and Arterial Operations Improvement - Phase 1	CON/CON Sup		\$85,000				\$85,000
Route 94/125 Interchange and Arterial Operations Improvement – Phase 2	PA&ED/PS&E		\$6,000		\$10,000		\$16,000
I-5/I-805 HOV to Express Lanes	CON			\$80,900			\$80,900
I-805 South Express Lane Conversion - Palomar to 94	PS&E	\$10,000					\$10,000
SR 78/SR 15 HOV Lanes Connector	PS&E		\$19,730				\$19,730
I-5 North Coast Corridor (NCC) Managed Lanes	PS&E	\$10,000					\$10,000
SR 67 Operational Improvements	PS&E				\$30,000		\$30,000
I-15 Transit Priority Lanes & Clairemont Direct Access Ramp	PA&ED/PS&E		\$8,000			\$15,100	\$23,100
Carlsbad Village Trench Double-Track	PA&ED			\$20,800			\$20,800
Coastal Rail Trail Encinitas: E St to Chesterfield	CON			\$9,000			\$9,000
Regional PPM	Planning	\$1,193	\$1,183	\$1,691	\$1,691	\$1,576	\$7,334
<b>Interregional Transportation Improvement Plan (ITIP)</b>							
San Dieguito Lagoon Double-Track Phase 2 Construction	CON					\$62,000	\$62,000
<b>Total 2024 STIP/ITIP Programming</b>		<b>\$21,193</b>	<b>\$119,913</b>	<b>\$112,391</b>	<b>\$41,691</b>	<b>\$78,676</b>	<b>\$373,864</b>

### **Proposed 2026 STIP Project Considerations**

The proposed 2026 STIP continues to implement SANDAG Board practice (in effect since the 2004 STIP) that prioritizes projects for funding as follows:

1. Focus on projects that are ready to go to construction
2. Focus on completing projects currently programmed in the STIP; and
3. Focus on TransNet priority projects.

Per the STIP guidelines, the CTC expects to give priority to the reprogramming of projects from the 2024 STIP to help deliver projects already funded with STIP funds. This ensures that projects funded with STIP are completed and benefits to the regions are realized.

To develop the proposed STIP, the guidelines require that Caltrans and SANDAG meet and confer to discuss and align project funding needs and priorities. During consultation with Caltrans District 11, staff evaluated the portfolio of projects in the TransNet program, Caltrans operational priorities for both the highway and rail programs, and the status of regional bike projects.

The availability of funding presents a significant timing consideration. New STIP shares are currently programmed for FY 2029 or later. Although the region has the option to request an advance of STIP funding into FY 2027 and FY 2028, funding approval is not guaranteed and depends entirely on the statewide capacity to accommodate the accelerated schedule. The California Transportation Commission (CTC) retains the discretion to uphold the current programming in FY 2029 and subsequent years.

Table 2 shows the proposed 2026 STIP recommendation, which programs \$150.7 million for highway projects, \$7.069 million for PPM, and \$62 million for rail projects through the Interregional shares, for a total of \$219.769 million. The changes from the 2024 STIP are highlighted in red.

**Table 2: Proposed 2026 STIP Programming (\$000's)\***

Project	Phase	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
SR 94/125 Interchange and Arterial Operations Improvement – Phase 2	PS&E		\$10,000				\$10,000
I-5/I-805 HOV Conversion to Express Lanes	CON		\$80,900				\$80,900
I-5 NCC Managed Lanes	CON		\$15,100				\$15,100
SR 67 Operation and Safety Improvements	PS&E		\$30,000				\$30,000
I-15 Transit Priority Lanes & Clairemont Direct Access Route	PS&E			\$(15,100)			\$(15,100)
Carlsbad Village Trench Double Track	PA&ED	\$20,800					\$20,800
Coastal Rail Trail Encinitas: E St to Chesterfield Phase 2	CON	\$9,000					\$9,000
Regional PPM	Planning	\$1,691	\$1,691	\$1,229	\$1,229	\$1,229	\$7,069
Interregional Transportation Improvement Plan (ITIP)							
San Dieguito Lagoon Double-Track Phase 2 Construction	CON			\$62,000			\$62,000
<b>Total 2026 STIP/ITIP Programming</b>		<b>\$31,491</b>	<b>\$137,691</b>	<b>\$48,129</b>	<b>\$1,229</b>	<b>\$1,229</b>	<b>\$219,769</b>

\*2026 STIP Proposal also includes carryover of projects from the 2024 STIP as noted in Table 1 above.



## Summary of Proposed 2026 STIP

- **SR 94/125 Interchange and Arterial Operations Improvement - Phase 2<sup>1</sup>:** The State Route (SR) 94/ SR 125 Auxiliary Lanes Project will provide operational improvements by adding three auxiliary lanes on SR 125 and SR 94. The existing Southbound (SB) SR 125 off-ramp to Spring Street experiences queueing that extends onto the freeway lanes during peak hours. The proposed auxiliary lane on SB SR 125 between Lemon Ave and Spring St will allow queued vehicles to remain off the through lanes of SB SR 125. The proposed auxiliary lane will provide improved traffic flow. **Phase 2:** This submittal would provide funds for the design (PS&E) phase in FY 2028 for \$10 million to provide a direct freeway-to-freeway connection from southbound SR 125 to eastbound SR 94.
- **I-5/I-805 HOV Conversion to Express Lanes:** Convert existing High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes on I-805 from 0.3 mile south of the E. Palomar St. overcrossing to Landis Street overcrossing along I-5, from the I-5/805 merge to SR 78 and along I-805, from SR 52 to the I-5/805 merge and includes- ~~the~~ installation of technology that would support HOT lanes. Funding from previous STIP cycles helped to fund the design (PS&E) phase and a portion of right-of-way for this project. The 2026 STIP proposes to fund the construction phase in FY 2028 for \$80.9 million
- **SR 67 Operation and Safety Improvements:** This project is in the Project Approval and Environmental Document (PA&ED) phase for the full project limits, covering operational and safety improvements along SR 67 in San Diego County from Maplevue Street to Highland Valley/Dye Road. Three improvement alternatives and a No-Build alternative are being evaluated and considered as potential improvements to the SR 67 Highway Improvements Project. Funding for subsequent phases will be programmed in stages. This submittal retains full STIP funding for the project's environmental clearance and includes \$30 million in STIP funding for the design (PS&E) of Stage 1 improvements.
- **I-15 Transit Priority Lanes and Clairemont Direct Access Ramp:** The purpose of adding transit priority lanes through this corridor is to improve mobility, accessibility, and contribute to more reliable travel times for transit and the region's commuters. This project will add two transit priority lanes, one in each direction and a Direct Access Ramp at Clairemont Mesa Blvd in San Diego from 0.24 miles north of Adams Ave. overcrossing to 0.7 miles south of Miramar Way overcrossing. The prior year STIP funding provides funds for the environmental (PA&ED) phase for this project. The \$15.1 million for the design phase is being repurposed to help fund the more immediate need on the North Coast Corridor (NCC). Funding needs for this project will be re-evaluated as part of the 2028 STIP.
- **I-5 North Coast Corridor (NCC) Managed Lanes - SR 78 to SR 76:** This project will focus on the final piece of the I-5 NCC HOV & Managed lanes planned from the I-805 merge SR 78 to SR 76, constructing one managed lane in each direction, as well as community enhancements and operational improvements. These improvements provide the technology framework for the region's planned evolution of freeway lanes to form an integrated transportation network of connecting vehicles and transit. The 2024 STIP programmed \$10 million of STIP funds for the design (PS&E) phase and the proposed 2026 STIP would provide \$15.1 million from the I-15 Transit Priority Lanes project to help fund construction in FY 2028 which would support any future grant opportunities.
- **Carlsbad Village Trench Double Track:** Funding approved as part of the 2024 STIP provides funding for the environmental phase (PA&ED) for this project. This project would provide grade separations at various crossings in the City of Carlsbad and eliminate the potential for pedestrian and vehicular strikes at these locations. Coastal access and traffic circulation is currently limited



due to the minimal number of crossings at the railroad tracks through the Carlsbad Village and Barrio neighborhoods. Trenching through the City of Carlsbad will provide much improved and safer connections to coastal resources and the coastline for residents, visitors, and train riders. The existing single-track bridge across the Buena Vista Lagoon was constructed in 1942 and is nearing the end of its useful life. This project will replace the bridge with a new double-track bridge, built to modern design criteria, and will account for sea level rise.

- **Coastal Rail Trail Encinitas: E St to Chesterfield Phase 2:** The STIP funding on this project would fully fund the construction of the final phase of 1.7 miles of new bicycle facility from Chesterfield Drive to Santa Fe Drive (Phase 1) and onto F St located east of the railroad tracks and along San Elijo Avenue (Phase 2).
- **San Dieguito Lagoon Double-Track Phase 2 Construction:** This project was submitted and approved as part of the 2024 ITIP submittal for \$62 million for the construction phase. Along with other federal, state and local funding, this project will construct 0.8 miles of new double-track, replace a 107-year-old timber bridge, construct the special events rail platform at the Del Mar Fairgrounds and provide grade-separated pedestrian crossings. In combination with Phase 1, the total project will provide 1.7 miles of double-tracking along this busy corridor.

The other proposed programming is for Planning, Programming, and Monitoring (PPM) at the full 5% of the county share.

### **Next Steps**

The 2026 STIP proposal would program funds where they are anticipated to be needed. Once all regions have submitted their STIP proposals, the CTC will determine how much, if any, would need to be shifted from the proposed programmed years. The CTC may also request modifications to the proposal to better align with the overall statewide programming capacity.

The 2026 STIP proposal is due to the CTC by December 15, 2025. CTC staff recommendations are expected in February 2026, with program adoption scheduled for March 2026. Any substantive changes to the recommendations will be presented to the Board for further discussion and approval.



## Proposed FY 2026 State Transportation Improvement Program (STIP)

Board of Directors | Item 5.2  
Susan Huntington, Director of Financial Planning, Budgets, and Grants  
November 7, 2025

1

### What is the STIP?

- Developed by the California Transportation Commission (CTC) every odd-numbered year
- Five-year plan for future allocation of certain state transportation funds
- Funding derived primarily from State Highway Account (SHA)
- Regional shares distributed based on
  - Population
  - Lane miles of maintained state highway

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2

## Key Facts for the 2026 STIP

- **STIP:** State formula funding
- **STIP RIP:** projects proposed by regions
- **STIP IIP:** projects proposed by Caltrans
- **Core Objective:** Align STIP investments with the State goals, including the Climate Action Plan for Transportation Infrastructure (CAPTI).



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3

## Key Facts for the 2026 STIP

- Covers FY 2027–FY 2031
- \$2.7 billion of statewide funding capacity over a five-year period
  - Compared to 2024 STIP (FY2025 – FY 2029) which was \$2.9 billion
- No new programming capacity for San Diego available FY 2027–2031
  - SANDAG's approved 2024 STIP exceeded regional share target
  - SANDAG's proposed 2026 STIP continues funding for existing STIP projects with two exceptions
    - \$15.1 million shifts from I-15 Transit Priority Lanes & Clairemont Direct Access Ramp (Design) to I-5 NCC Managed Lanes Projects (Construction)
    - \$80.9 million on I-5 HOV HOT Conversion Lanes reprogrammed into FY 2028 from FY 2027 to align with project needs
    - \$3.7 million of new Planning, Programming and Monitoring funding between FY 2029 and FY 2031

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4

## Changes from 2024 STIP

- **I-15 Transit Priority Lanes & Clairemont Direct Access Ramp:** Deprogrammed \$15.1 million and reprogrammed to I-5 North Coast Corridor Managed Lanes.
- **I-5 HOV HOT Conversion Lanes:** Shifted \$80.9 million from FY 2027 to FY 2028.

Project	Phase	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
SR 94/125 Interchange and Arterial Operations Improvement: Phase 2	PS&E		\$10,000				\$10,000
I-5 HOV HOT Conversion Lanes	CON	<del>\$80,900</del>	\$80,900				\$80,900
SR 67 Operational Improvements	PS&E		\$30,000				\$30,000
I-15 Transit Priority Lanes & Clairemont Direct Access Ramp	PS&E						
I-5 NCC Managed Lanes	CON		\$15,100				\$15,100
Carlsbad Village Trench Double-Track	PA&ED	\$20,800					\$20,800
Coastal Rail Trail Encinitas: E St to Chesterfield	CON	\$9,000					\$9,000
Regional PPM	Planning	\$1,691	\$1,691	\$1,229	\$1,229	\$1,229	\$7,069
<b>Total Proposed 2026 STIP Programming</b>		<b>\$31,491</b>	<b>\$137,691</b>	<b>\$(13,871)</b>	<b>\$1,229</b>	<b>\$1,229</b>	<b>\$157,769</b>

SANDAG | 5

5

## Basis for Funding Recommendation

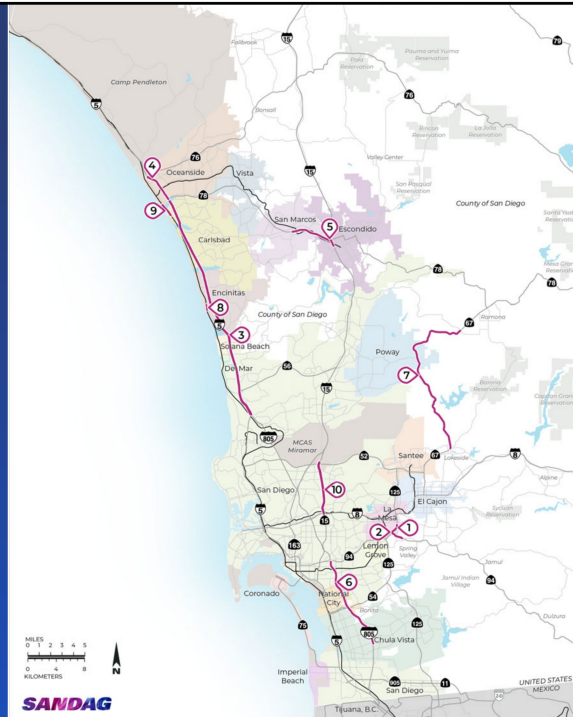
- Alignment with STIP guidelines and state priorities
- Advances Board-approved Capital and Planning Program
- Invest in TransNet Extension Ordinance priority corridors
- Meet state and federal funding requirements
- Reflect priorities identified in the Regional Plan
- Fund type eligibility
- Project readiness
  - To compete for state/federal funding opportunities
  - Timely use of funds
- Interagency coordination

SANDAG | 6

6

## Projects in FY 2026 STIP

STIP Projects cover the entire region and fall mostly on the state highway system



### 2026 State Transportation Improvement Program (STIP)

- 1 SR 94/125 Auxiliary Lanes (0356)
- 2 SR 94/125 Interchange and Arterial Operational Improvements (Freeway Connector; 1541)
- 3 I-5/I-805 HOV Conversion to Express Lanes (1410)
- 4 I-5 NCC Managed Lanes - SR 78 to SR 76 (1547)
- 5 I-15/SR 78 HOV Connectors (1139)
- 6 I-805 South Managed Lanes Conversion Project (HOV to HOT; 1545)
- 7 SR 67 Operation and Safety Improvements (1419)
- 8 Coastal Rail Trail: E Street to Chesterfield Drive Phase 2 (1594)
- 9 Carlsbad Village Trench Double Track (1595)
- 10 I-15 Transit Priority Lanes & Clairemont Direct Access Ramp (4229)

**SANDAG** | 7

7

## Timeline & Next Steps

- Any substantive changes will return to the Board for approval.
- We will adopt these changes into the FY 2027 Annual Budget in May 2026.

**December 15, 2025**

Regions submit STIP Package to CTC

**February 27, 2026**

CTC publishes staff recommendations

**February 5, 2026**

CTC STIP Hearing, South

**March 19–20, 2026**

CTC Adopts 2026 STIP

**SANDAG** | 8

8

## **Section 19. Fact Sheet**



# 2026 State Transportation Improvement Program (STIP)

## Executive Summary

The San Diego region 2026 State Transportation Improvement Program (STIP) continues to focus on delivering TransNet Program priority projects in alignment with the 2025 Regional Plan. The proposed 2026 STIP largely continues projects programmed in the 2024 STIP and includes:

- Design for stage 1 of **SR 67 Operation and Safety Improvements Project**
- Funding for the construction of **I-5/I-805 HOV Conversion to Express Lanes Project** to convert High Occupancy Vehicle lanes to Express lanes
- Fully funds construction for **Coastal Rail Trail: E Street to Chesterfield Drive Phase 2 Project** along San Elijo Avenue
- **Programming of Planning, Programming, and Monitoring (PPM) funds**

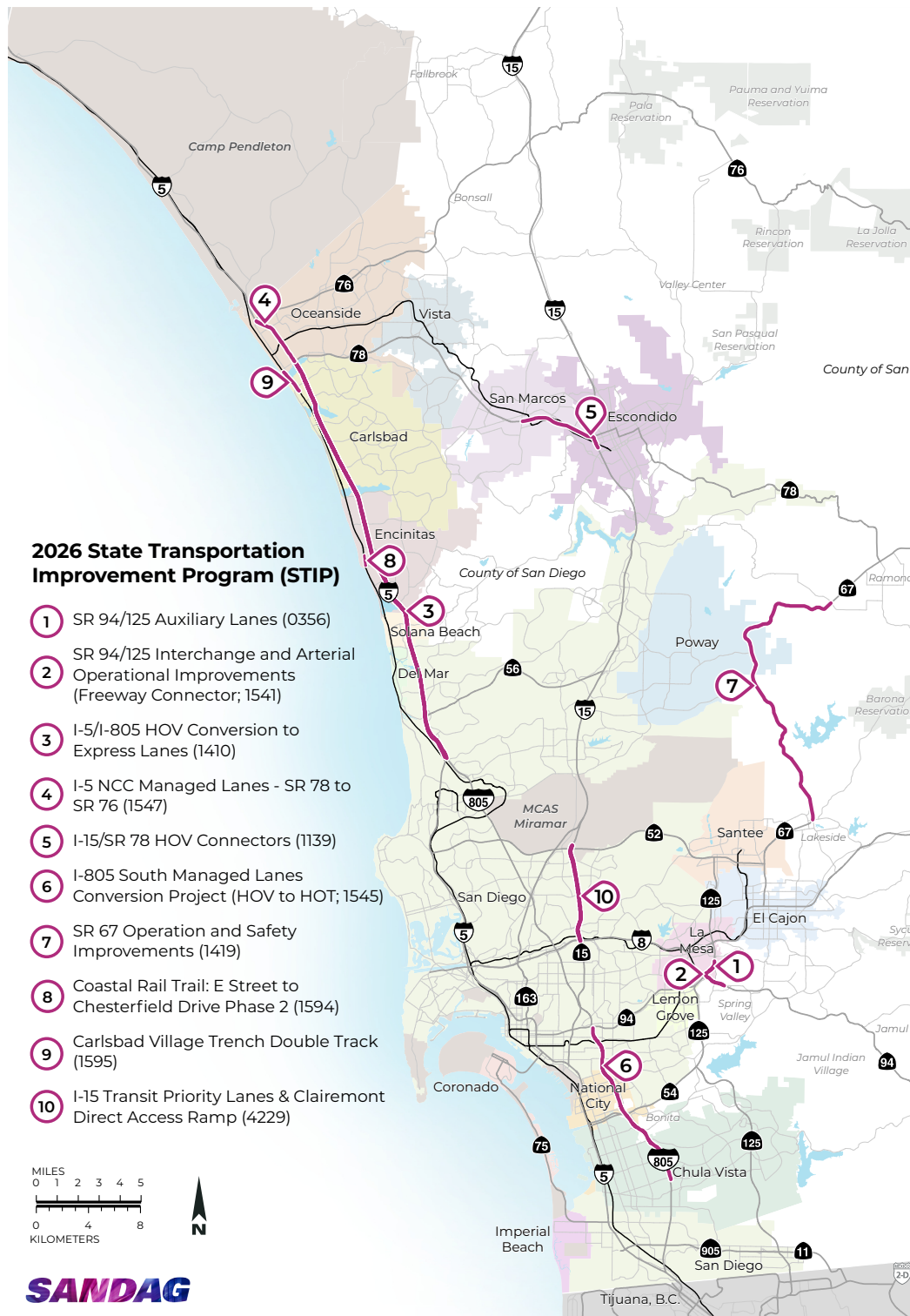
## Benefits

The SANDAG 2026 STIP-RTIP represents a strategic investment in the region's transportation network. Through targeted infrastructure improvements, the plan addresses critical community needs in safety, environmental stewardship, and economic connectivity.

The RTIP targets congestion hotspots to reduce collision risks. The Carlsbad Village Trench Double-Track project eliminates train-vehicle conflicts, significantly improving safety for pedestrians and cyclists.

## 2026 State Transportation Improvement Program (STIP)

- 1 SR 94/125 Auxiliary Lanes (0356)
- 2 SR 94/125 Interchange and Arterial Operational Improvements (Freeway Connector; 1541)
- 3 I-5/I-805 HOV Conversion to Express Lanes (1410)
- 4 I-5 NCC Managed Lanes - SR 78 to SR 76 (1547)
- 5 I-15/SR 78 HOV Connectors (1139)
- 6 I-805 South Managed Lanes Conversion Project (HOV to HOT; 1545)
- 7 SR 67 Operation and Safety Improvements (1419)
- 8 Coastal Rail Trail: E Street to Chesterfield Drive Phase 2 (1594)
- 9 Carlsbad Village Trench Double Track (1595)
- 10 I-15 Transit Priority Lanes & Clairemont Direct Access Ramp (4229)





# 2026 State Transportation Improvement Program (STIP)

Simultaneously, the Interstate 5 (I-5)/State Route (SR) 78 Direct Connector removes freight traffic from residential streets, enhancing neighborhood safety and reducing truck idling.

To combat climate change, the plan prioritizes projects that reduce Greenhouse Gas (GHG) emissions and Vehicle Miles Travelled (VMT). The conversion of I-5/I-805 HOV lanes to Express Lanes incentivizes carpooling and transit while optimizing current infrastructure with a minimal environmental footprint. This approach also introduces a new layer of equity, offering broader access to express lanes for all users. The 2026 STIP-RTIP also advances active transportation through projects like the Coastal Rail Trail and I-15/SR 78 Connectors, which add nearly three miles of new bicycle facilities. These investments extend network reach, enabling longer trips and linking active travelers directly to local and regional transit.

Recognizing the I-5 and SR 78 corridors as vital economic lifelines, this plan incorporates managed lanes on SR 78. These enhancements are designed to ensure reliable travel times for commuters and students, thereby minimizing the economic costs of congestion and improving regional access to employment and essential services. Furthermore, these investments support environmental goals by promoting cleaner air and reducing greenhouse gas emissions, while simultaneously providing affordable and reliable mobility options. The I-5 and SR 78 corridors as economic lifelines, the plan contains managed lanes on SR 78. These improvements provide reliable travel times for commuters and students, reducing the cost of congestion and fostering better access to employment and essential services throughout the region. These investments will continue to advance healthier air, and GHG emission reductions in addition to affordable, reliable mobility options.

## Goals and Objectives

The 2026 SANDAG STIP-RTIP is directly aligned with the goals of the 2025 Regional Plan (RP) through ensuring the efficient movement of people and goods, providing access to affordable and safe mobility, and improving air quality regionwide.

To achieve these objectives, the STIP-RTIP invests in a wide range of projects, including multimodal and transit corridors, active transportation, and safety enhancements. These investments are essential components of the Sustainable Communities Strategy (SCS) network, working alongside the I-5 North Coast Corridor (NCC), the Regional Bikeway Program, and land use strategies to create a cohesive transportation system.

By reducing congestion, idling time, and cut-through traffic, these projects contribute to state CAPTI goals and significantly reduce Greenhouse Gas (GHG) emissions. Specific initiatives, such as rail double-tracking, increase efficiency and climate resiliency.

The STIP-RTIP addresses the needs of disadvantaged communities by reducing pollution burdens and improving local air quality. Transit priority lanes and improved connectivity support equitable mobility, fostering economic development and reducing travel costs for residents.

## About SANDAG

SANDAG is the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities. We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí  
免費語言協助 | 免費語言協助 | مساعدة ترجمة مجانية | 무료 언어 지원 | کمک زبان رایگان | 無料の言語支援 | Бесплатная языковая помощь  
Assistência linguística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ផ្លូវការសាស្ត្រាភិវឌ្ឍន៍  
ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາພຣີ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога



[SANDAG.org/languageassistance](https://www.sandag.org/languageassistance) | 619.699.1900





## Section 20. Project Study Reports

Please see SANDAG's State Transportation Improvement Program website at <https://www.sandag.org/funding/funding-and-programming/state-transportation-improvement-program> for the Project Study Reports. There are no new projects proposed in the 2026 STIP, but all previous PSRs can be accessed from this website.