



# Proposed FY 2026 State Transportation Improvement Program (STIP)

Board of Directors | Item 5.2  
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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

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						\$(15,100)
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>

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5

## Basis for Funding Recommendation

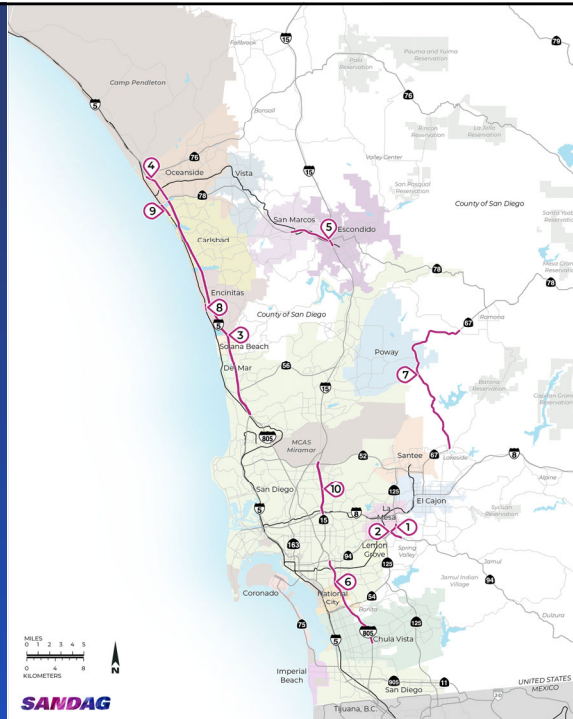
- Alignment with STIP guidelines and state priorities
- Advances Board-approved Capital and Planning Program
- Invest in TransNet Extension Ordinance priority corridors
- Meet state and federal funding requirements
- Reflect priorities identified in the Regional Plan
- Fund type eligibility
- Project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

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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)

# 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.

