

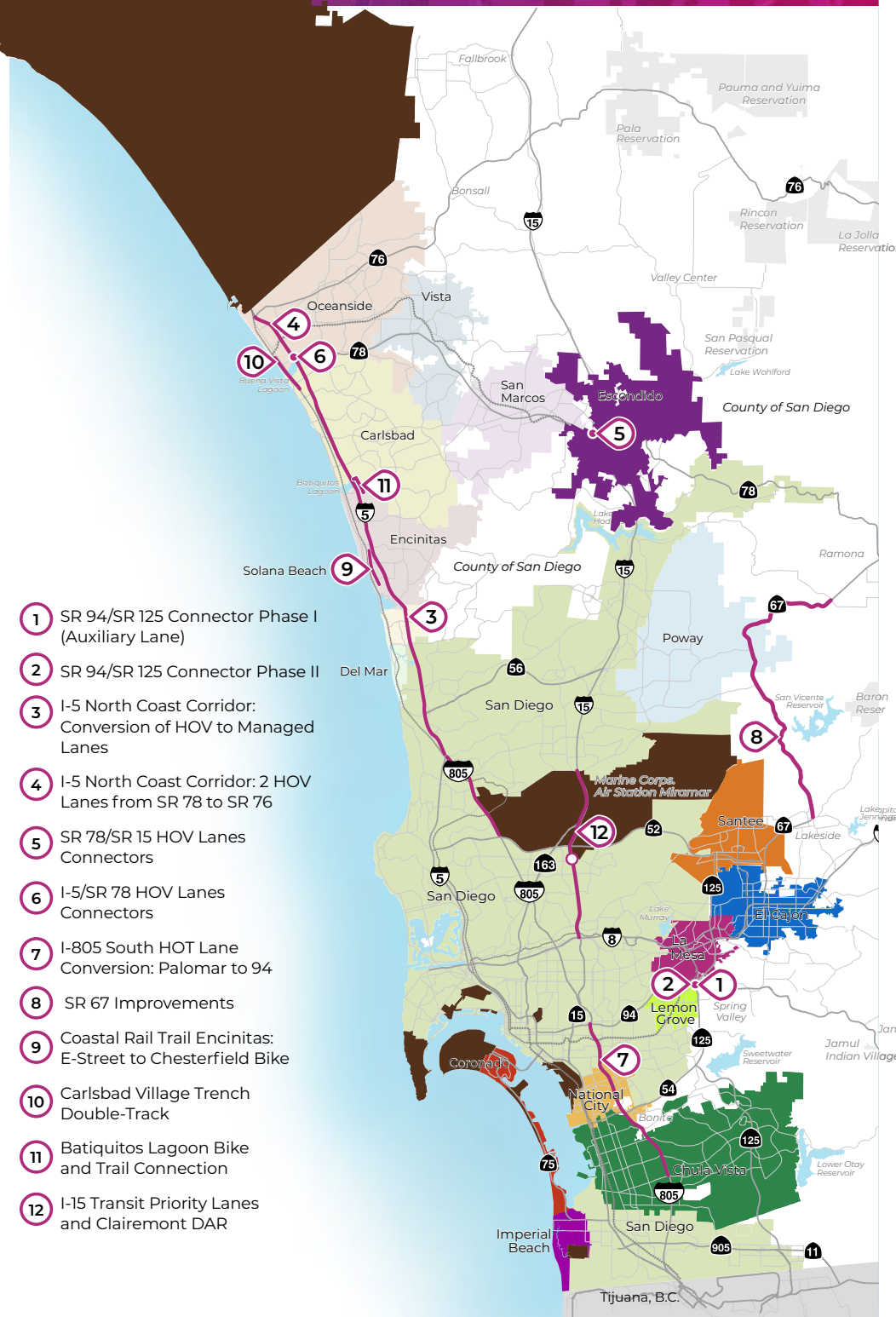
2024 | State Transportation Improvement Program (STIP)

Executive Summary

The San Diego region 2024 State Transportation Improvement Program (STIP) continues to focus on delivering TransNet Program priority projects and building projects to support the 5 Big Moves in the 2021 Regional Plan. The proposed STIP continues projects from the Advanced Project Development Element (APDE) of the 2018 STIP. These include:

- ▶ Construction for Phase 1 of the **SR 94/SR 125 Interchange** and Arterial Operational Improvements project and Environmental and Design of Phase 2 of the project
- ▶ The addition of the design phase to the **I-15/ SR 78 Managed Lanes Connector** project originally funded in the 2018 STIP
- ▶ The addition of the design of the **I-5/SR 78 Managed Lanes Connector** as a new project to complete the ends of the Managed Lanes
- ▶ The design of the final segment of the **North Coast Corridor project**, which will design HOV lanes from SR 78 to Vandergrift Avenue in Oceanside
- ▶ Programming of **Planning, Programming, and Monitoring (PPM) funds**.

- 1 SR 94/SR 125 Connector Phase I (Auxiliary Lane)
- 2 SR 94/SR 125 Connector Phase II
- 3 I-5 North Coast Corridor: Conversion of HOV to Managed Lanes
- 4 I-5 North Coast Corridor: 2 HOV Lanes from SR 78 to SR 76
- 5 SR 78/SR 15 HOV Lanes Connectors
- 6 I-5/SR 78 HOV Lanes Connectors
- 7 I-805 South HOT Lane Conversion: Palomar to 94
- 8 SR 67 Improvements
- 9 Coastal Rail Trail Encinitas: E-Street to Chesterfield Bike
- 10 Carlsbad Village Trench Double-Track
- 11 Batiquitos Lagoon Bike and Trail Connection
- 12 I-15 Transit Priority Lanes and Clairemont DAR



Benefits

The SANDAG 2024 STIP–RTIP encompasses a suite of projects designed to deliver safety, environmental, equity, and economic benefits to the community. Among these are the improvement of traffic congestion and mitigating traffic collision occurrences. The conversion of High Occupancy Toll (HOT) lanes in the I-5/I-805 HOV Conversion to Express Lanes project can contribute to safety by reducing congestion and traffic jams, which often lead to traffic collision. The introduction of HOT lanes serves to encourage carpooling and transit utilization, thereby diminishing the frequency of single-occupancy vehicles on the road and consequently reducing greenhouse gas emissions (GHG). Furthermore, the transformation of existing lanes into HOT lanes represents an environmentally conscientious approach, minimizing the ecological footprint and maximizing the utilization of the current highway infrastructure. Moreover, the conversion of the High Occupancy Vehicle (HOV) lanes into HOT lanes introduces an inclusive element, allowing individuals who traditionally lack access to HOV lanes the opportunity to utilize these lanes through toll payment.

The Carlsbad Village Trench Double-Track project will provide flexibility and capacity and eliminate train delays. It will improve reliability and safety for both freight and passenger rail services, reduce train idling, and reduce Vehicle Miles Traveled (VMT) and GHG emissions. Furthermore, the project will improve safety for pedestrians and bicyclists and eliminate the potential for pedestrians and vehicular strikes, which has been a major issue in the Carlsbad Village Station area.

The implementation of priced managed lanes on SR 78 establishes a dependable connection catering to communities prioritizing transit and high occupancy vehicles. These initiatives enhance the overall mobility for commuters heavily reliant on major highways like Interstate 5 (I-5) for employment, education, or other essential services, potentially resulting in a reduction of both travel time, associated costs, and congestion within this region.

Additionally, the RTIP accomplishments enhance accessibility by proposing a direct connector between I-5 and State Route 78 (SR 78), thereby eliminating the need for freight trucks to halt and idle at traffic signals in residential areas. This strategic infrastructure improvement not only streamlines the movement of goods but also contributes to the overall reduction of idling time and greenhouse gas emissions in proximity to residential zones.

Goals and Objectives

The goals of the 2021 Regional Plan (RTP) 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 2024 SANDAG STIP-RTIP focuses on each of the RTP'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, and reliable mobility options.

Additionally, I-5 NCC and the Regional Bikeway Program of Projects are part of the Sustainable Communities Strategy (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.

The projects in the 2024 SANDAG STIP-RTIP contribute to CAPTI goals by improving accessibility, reducing cut-through trips, and reducing congestion and idling time, resulting in decreased GHG emissions. The double-tracking projects reduce train delays, idling, and GHG emissions in the rail corridor. They increase rail efficiency and safety, increasing rail resiliency in response to climate change.

Notably, the projects address equity and environmental justice concerns by reducing traffic congestion and GHG emissions and improving air quality in disadvantaged communities with a high pollution burden. Transit priority lanes encourage public transportation use, reducing emissions and supporting equitable mobility. Furthermore, projects in the RTIP provide reliable connections and improved mobility for public transit users and carpoolers, potentially reducing travel time and costs for the community. They support equity by fostering economic development in the area and addressing population and employment growth.