

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2022

From: MITCH WEISS, Executive Director

Reference Number: 4.31, Information

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Subject: Presentation of the 2022 State Transportation Improvement Program Staff
Recommendations

Summary:

The development of the 2022 State Transportation Improvement Program (STIP) began with the adoption of the 2022 STIP Fund Estimate and 2022 STIP Guidelines on August 18, 2021. The 2022 STIP Fund Estimate identified \$796 million in net new STIP programming capacity. This amount includes \$1.243 billion from the State Highway Account offset by a negative capacity in the Public Transportation Account (-\$435 million) and a negative (-\$12 million) carry over capacity from Fiscal Year 2021-22. Added to the base of programming from the prior STIP, the 2022 STIP will program \$2.092 billion. With no PTA funding available on an ongoing basis, all transit projects programmed in the STIP will need to be eligible for other STIP fund types, such as SHA or federal funds, to remain in the STIP. In October 2021, the Commission requested a \$2.5 billion augmentation from the General Fund surplus to fund additional transit projects in the STIP; however, the Governor's proposed 2022-23 budget did not fund the Commission's request.

STIP proposals were submitted through the Regional Transportation Improvement Programs (RTIP) and the Interregional Transportation Improvement Program (ITIP) by December 15, 2021. The Commission held two virtual hearings on the proposals, one on January 27, 2022 and the other on February 3, 2022.

The 2022 STIP Staff Recommendations were released to the regional agencies and the California Department of Transportation (Caltrans) on February 24, 2022. Staff Recommendations were also posted on the Commission's website (<https://catc.ca.gov/programs/state-transportation-improvement-program>).

Staff recommendations include specific projects and schedules based on proposals submitted by the regions and Caltrans through their Regional Transportation Improvement Programs and the Interregional Transportation Improvement Program. Because proposals exceeded the capacity available in the first three years, staff proposes to delay new projects or new phases of a project to later years. Projects that are not consistent with STIP Guidelines are not

recommended. The adopted 2022 STIP Guidelines set the following priorities and expectations: reprogramming projects from the 2020 STIP, as amended; projects that meet State highway and intercity rail needs; and projects that consider climate change and reduce greenhouse gas emissions.

The total recommended amount to program for the 2022 STIP is \$751 million over the five-year period, which is \$45 million below capacity available. Staff recommendations includes \$30 million for Planning, Programming and Monitoring as well as to cover cost increases to projects from 2020 STIP. It also includes \$721 million of programming to new projects or phases of projects as follows:

2022 STIP Staff Recommendations				
(\$ in 1,000)				
Project Type	Number of Projects		Funding Proposed	
Rail and Transit	11	11.3%	\$143,552	19.9%
Active Transportation ¹	18	18.6%	100,788	14.0%
Highway Improvements	26	26.8%	389,644	54.0%
Local Road Improvements	40	41.2%	85,563	11.9%
Bridge	2	2.0%	1,570	0.2%
Total²	97	100%	\$721,117	100%

¹These are standalone active transportation projects, Local Road Improvements and Highway projects can also include complete streets elements.

²Excludes \$30 million for: Planning, Programming, and Monitoring and cost increases to projects from the 2020 STIP.

Staff Recommendations by project for each county and interregional share are based primarily on:

- Programming targets identified in the Fund Estimate;
- Project priorities and scheduling recommended by the regional agencies’ RTIPs and Caltrans’ ITIP; and
- Commission policies as expressed in the STIP Guidelines.

Background:

Government Code Section 14529 requires the Commission to adopt the STIP, no later than April 1 of each even-numbered year. The STIP covers five years (2022-23 through 2026-27) and is the statement of intent by the Commission for the allocation of funds during those five years. The adopted 2022 STIP Guidelines scheduled the STIP adoption for March 2022. State law requires the Executive Director to make the staff recommendations available to the Commission, Caltrans, and regional agencies at least 20 days prior to the adoption of the STIP.

Adoption of the 2022 STIP is scheduled following this information item and discussion under Reference No. 4.32.