

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2022

From: MITCH WEISS, Executive Director

Reference Number: 4.32, Action

Prepared By: Teresa Favila  
Deputy Director

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Subject: Adoption of the 2022 State Transportation Improvement Program  
Resolution G-22-34

## **Recommendation:**

Staff recommend the California Transportation Commission (Commission) adopt the 2022 State Transportation Improvement Program (STIP).

## **Issue:**

Staff recommends that the Commission adopt the proposed 2022 STIP in accordance with Staff Recommendations presented under Reference No. 4.31 and made available to the Commission, the California Department of Transportation (Caltrans), and regional agencies on February 24, 2022. Staff recommends that the Commission adopt the STIP consistent with the attached resolution, noting any specific changes, corrections, or exceptions to the February 24, 2022 Staff Recommendations.

Attachment B includes the text and summary tables that are a part of the Staff Recommendations. The spreadsheet tables and their description that comprise the remainder of the Staff Recommendations can be found on the Commission's website at <https://catc.ca.gov/programs/state-transportation-improvement-program>

## **Background:**

Government Code Section 14529 requires the Commission to adopt the STIP no later than April 1 of each even-numbered year. The 2022 STIP covers a period of 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. When the Commission adopted the STIP Guidelines for the 2022 STIP, on August 18, 2021, it scheduled the STIP adoption for March 2022. State law requires that the Executive Director make the staff recommendations available to the Commission, Caltrans, and regional agencies, at least 20 days prior to the adoption of the STIP.

This book item includes the Resolution adopting Staff Recommendations as well as the text and summary tables that are part of the Staff Recommendations. It does not include the 90 pages of spreadsheet tables and their description that comprise the Staff Recommendations. Commission staff has made the full Staff Recommendations available by email to Commissioners, Caltrans, and the regional agencies and posted them on February 24, 2022 on the Commission's website: (<https://catc.ca.gov/programs/state-transportation-improvement-program>).

Attachments:

Attachment A: Resolution G-22-34

Attachment B: Staff Recommendations, text only

Attachment C: Errata (will be distributed prior to the meeting)

Attachment D: Late Changes and Clarifications (will be distributed prior to the meeting)

**CALIFORNIA TRANSPORTATION COMMISSION**  
**ADOPTION OF THE 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM**

**RESOLUTION G-22-34**

- 1.1 **WHEREAS**, Government Code Section 14529 requires the California Transportation Commission (Commission) to adopt biennially and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 **WHEREAS**, pursuant to Government Code Section 14529, the 2022 STIP is a five-year STIP, adding two new program years, 2025-26 and 2026-27, and
- 1.3 **WHEREAS**, pursuant to Government Code Section 14525, the Commission adopted the 2022 STIP Fund Estimate, on August 18, 2021, and
- 1.4 **WHEREAS**, pursuant to Government Code Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2022 STIP development process on August 18, 2021, and
- 1.5 **WHEREAS**, the 2022 STIP Fund Estimate provided \$796 million in net new STIP programming capacity, and
- 1.6 **WHEREAS**, the new capacity includes \$1.243 billion from the State Highway Account, -\$435 million from the Public Transportation Account, and -\$12 million carryover from 2021-22, and
- 1.7 **WHEREAS**, the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost-effective manner, and
- 1.8 **WHEREAS**, the statutes make 75 percent of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.9 **WHEREAS**, the statutes make the remaining 25 percent of all new STIP funds available for the interregional improvement program, with projects to be nominated by the California Department of Transportation in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.10 **WHEREAS**, the Commission has received and reviewed the 2022 RTIPs and the 2022 ITIP submitted by December 15, 2021, as well as various amendments and corrections submitted subsequently, and

- 1.11 **WHEREAS**, pursuant to Section 14529, the Commission held two virtual public hearings, one on January 27, 2022 and the other on February 3, 2022, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the California Department of Transportation's objections to any RTIP, and has considered the testimony at those hearings along with further written and oral comments, and
- 1.12 **WHEREAS**, the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.13 **WHEREAS**, the Commission staff recommendations for the 2022 STIP were published and made available to the Commission, the California Department of Transportation, regional transportation agencies, and county transportation commissions on February 24, 2022, and
- 1.14 **WHEREAS**, the staff recommendations conform to the fund estimate and other requirements of statute for the STIP.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission hereby adopts the 2022 STIP to include the program described in the staff recommendations, including the attachments to this resolution, and
- 2.2 **BE IT FURTHER RESOLVED**, that, except as otherwise noted in the staff recommendations or this resolution, the 2022 STIP includes all projects remaining from the 2020 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 **BE IT FURTHER RESOLVED**, that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2022 STIP, subject to verification by the Department of Transportation at the time of allocation by the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.4 **BE IT FURTHER RESOLVED**, that each of the projects identified in the staff recommendations as a bicycle and pedestrian project is included in the 2022 STIP subject to verification by the Department of Transportation and the Federal Highway Administration that the project is indeed eligible for State Highway Account or Federal funding, and
- 2.5 **BE IT FURTHER RESOLVED**, that the Commission intends that STIP rail and transit projects, including grade separations on passenger rail lines, be eligible for, and funded from the Public Transportation Account, if available, or, if eligible, from the state's Federal Surface Transportation Program apportionment, and

- 2.6 **BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the fund estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed, and
- 2.7 **BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the California Department of Transportation and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2022 STIP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the May 18-19, 2022 meeting.

## **2022 STIP STAFF RECOMMENDATIONS**

### **California Transportation Commission**

#### **February 24, 2022**

This document presents the recommendations of the staff of the California Transportation Commission (Commission) for the 2022 State Transportation Improvement Program (STIP). Government Code Section 14529.3 requires that the Executive Director of the Commission make these recommendations available to the Commission, the California Department of Transportation (Caltrans), the Regional Transportation Planning Agencies and County Transportation Commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission will receive comments on these recommendations and adopt the STIP at its March 16-17, 2022 meeting.

The STIP is a key planning document for funding state highway, active transportation, intercity rail, and transit improvements throughout California. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments, 2025-26 and 2026-27 for the 2022 STIP.

Staff recommendations are based on the combined programming capacity for the Public Transportation Account (PTA) and State Highway Account (SHA) as identified in the 2022 STIP Fund Estimate adopted by the Commission on August 18, 2021. If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves to be greater than assumed, it may be possible to allocate funding to projects earlier than the year programmed.

The 2022 STIP includes \$796 million in new STIP funding capacity. Added to the base of programming in the prior STIP, the new STIP will program approximately \$2.1 billion. However, the 2022 STIP Fund Estimate indicated a negative program capacity (-\$435 million) for the Public Transportation Account (PTA) over the Fund Estimate period. With limited PTA funding available for the STIP on an ongoing basis, transit projects programmed in the STIP will have to be eligible for other STIP fund types (SHA and 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. The Commission looks forward to continued discussions with the Administration and the Legislature on this requested funding as the budget process continues.

The Commission's adopted STIP may include projects that have been nominated by Caltrans in its Interregional Transportation Improvement Program (ITIP) and a regional agency in its Regional Transportation Improvement program (RTIP) and under certain conditions, a project nominated by a region in the ITIP. New

available funding is divided with 75 percent funds for projects in the regional program and 25 percent of funds for projects in the interregional program. The regional program is further subdivided by formula into county shares.

The 2022 STIP Guidelines allowed project nominations with uncommitted funds from the following Senate Bill (SB) 1 competitive programs: Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program. For projects that include uncommitted funding from the SB1 competitive programs, and are not successful in securing the funds with the adoption of the next Competitive programming cycle, the implementing agency must identify alternative funding within six months of SB1 Program adoption, otherwise, the project(s) will be deleted from the STIP.

If a project receives funding through a competitive program that is programmed in an earlier year than the STIP programming, the local agency may consider requesting an AB 3090 amendment. An AB 3090 amendment allows a local agency to deliver a STIP project with their own funds in advance of the year in which the project is programmed in the STIP. The capacity from the advanced STIP project is then programmed as a direct cash reimbursement or a replacement project to the local agency in the year in which the project was scheduled or a later year.

For the 2022 STIP, the first two years of the STIP complete a four-year share period ending in 2023-24. The 2022 STIP did not include a Minimum Target due to limited programming capacity for the first two years.

The total combined proposed programming for the 2022 STIP period was below the Fund Estimate levels by \$36 million. However, the proposals for the first three years of the STIP period exceeded the capacity available per the Fund Estimate by \$349 million. Staff recommendations include proposed adjustments to the timing of projects to align programming each year with available capacity. In doing this, staff followed the following expectations and priorities approved by the Commission in the adopted 2022 STIP Guidelines: give priority to the reprogramming of projects from the 2020 STIP, as amended; projects that meet State highway and intercity rail needs; and projects that consider climate change.

Accordingly, the staff recommendations for the 2022 STIP include the following:

- Highways Local Roads, and Active Transportation. Staff recommendations include adding funding to 2020 STIP projects to address cost increases and programming new projects or phases of projects that make improvements on the state highway system and local roads, including active transportation improvements. Staff recommends many projects later than they year proposed in the RTIPs and ITIP to align the programming with the available capacity. However, for project components that include Coronavirus Response and Relief Supplemental Appropriation Act (COVID) funding, staff recommends programming those requests in the years proposed. Staff did not recommend two active transportation projects in the Interregional program as the interregional benefits were not substantiated. Instead, staff

recommends a complete streets reservation that will enable Caltrans to propose to amend into the STIP active transportation projects that have a clear interregional benefit.

New programming for Planning, Programming, and Monitoring (PPM) was allowed within the statutory limits.

- Transit and Rail. Staff recommendations include transit and rail projects. These projects must be eligible for SHA or Federal funding. Some of these projects are recommended for later years than proposed to align with available capacity. In the Interregional Program, staff is not recommending four rail projects for a variety of reasons including: not being in a Regional Transportation Plan, not having a full funding commitment, or missing required performance measurement data. Staff recommends a rail reserve that will allow these or other rail projects to be added to the STIP through a STIP Amendment once all requirements are met.
- COVID Relief Funds. Staff recommendations include projects using COVID shares. Because this funding was not part of the Fund estimate, these projects are shown separately. There are a few projects proposed for funding from both COVID and regular shares.

The staff recommendations by project for each county and interregional share are listed on the pages that follow. The recommendations are based primarily on:

- The programming targets identified in the Fund Estimate, especially how the limited capacity in the first three years of the STIP period impacted proposed programming; and
- Project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP; and
- Commission policies as expressed in the STIP guidelines, including:
  1. Existing projects - reprogramming of projects from the 2020 STIP, as amended;
  2. Cost increases - project cost increases requested in RTIPs and the ITIP;
  3. New projects - projects proposed for the first time in the 2022 STIP.



## FUND ESTIMATE AND GUIDELINES FOR THE 2022 STIP

The development of the 2022 STIP began with the Commission’s adoption of the 2022 STIP Fund Estimate, together with the adoption of amendments to the STIP Guidelines, on August 18, 2021.

STIP proposals were submitted through the RTIPs and the ITIP, which were due to the Commission by December 15, 2021. The Commission subsequently held two virtual public hearings, one on January 27, 2022 and the other on February 3, 2022.

### **2022 STIP Fund Estimate**

The 2022 STIP Fund Estimate covered the five-year period of the 2022 STIP (2022-23 through 2026-27), and estimated total statewide new programming capacity of \$808 million, including positive capacity in the SHA (\$1,243 million) offset by a negative capacity in the PTA (-\$435 million). Most of the new capacity is in the two new years of the STIP, 2025-26 and 2026-27.

Programming of the 2022 STIP includes a base of \$1.284 billion programmed to projects carried forward from the 2020 STIP and the new capacity, for total of \$2.092 billion.

### **SUMMARY OF 2022 STIP CAPACITY**

(\$ in millions)

	<b>Carryover Capacity</b>	<b>New Capacity</b>	<b>Total</b>
Public Transportation Account (PTA)	435	-435	0
State Highway Account (SHA)/Transportation Facilities Account (TFA)	849	1,243	2,092
<b>Total</b> (may not match Fund Estimate due to rounding)	<b>\$1,284</b>	<b>\$ 808</b>	<b>\$2,092</b>

The following table is a breakdown of the \$2.092 billion total STIP capacity by fiscal year:

### **SUMMARY OF 2022 STIP CAPACITY BY YEAR**

(\$ in millions)

	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>Total</b>
PTA	0	0	0	0	0	0
SHA/TFA	777	310	310	335	360	2,092
<b>Total</b>	<b>\$ 777</b>	<b>\$ 310</b>	<b>\$ 310</b>	<b>\$ 335</b>	<b>\$ 360</b>	<b>\$2,092</b>

The Fund Estimate also identified a negative programming capacity of -\$12 million as carryover from 2021-22. This amount was added to the new

programming capacity of \$808 million to provide a net available programming capacity of \$796 million for the 2022 STIP.

New programming capacity was determined in the Fund Estimate by estimating available revenues and deducting current commitments against those revenues. Programming capacity does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The Fund Estimate methodology uses a cash flow model, which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of funding for capital projects.

**STIP Guidelines**  
**Policies and Procedures Specific to the 2022 STIP**

The following specific policies and procedures address the particular circumstances of the 2022 STIP:

- **Schedule**. The following schedule lists the major milestones for the development and adoption of the 2022 STIP:

Caltrans presents draft Fund Estimate	June 23-24, 2021
STIP Guidelines & Fund Estimate Workshop	July 19, 2021
CTC adopts Fund Estimate & Guidelines	August 18-19, 2021
Caltrans identifies State highway needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP hearing, North	November 1, 2021
CTC ITIP hearing, South	November 8, 2021
Regions submit RTIPs	December 15, 2021
Caltrans submits final ITIP	December 15, 2021
CTC STIP hearing, North	January 27, 2022
CTC STIP hearing, South	February 3, 2022
CTC publishes staff recommendations	February 24, 2022
CTC adopts STIP	March 16-17, 2022
  
- **Statewide Fund Estimate**. The statewide capacity for the 2022 STIP Fund Estimate identifies net new capacity in the two years added to the 2022 STIP, 2025-26 and 2026-27. It also identifies a small amount of new capacity in the first three years of the 2022 STIP (2022-23 through 2024-25). The capacity in the first three years of the 2022 STIP will be sufficient to meet programming commitments and cover some cost increases. The estimate incorporates the 2021-22 Budget Act and other 2021 legislation enacted prior to the Fund Estimate adoption. Programming in the 2022 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2025-26 and 2026-27.
  
- **COVID Relief Funds**. The shares distributed from the COVID Relief funds are not part of the Fund Estimate, therefore, are not included as part of the county shares and targets. The tracking of these shares will be done separately.
  
- **Public Transportation Account**. The 2022 STIP Fund Estimate indicates a negative program capacity for the Public Transportation Account (PTA). Therefore, all rail and transit projects currently programmed in the STIP and those nominated in the 2022 STIP must be eligible to be funded from the State Highway Account or federal funds (see section 25 of the permanent STIP guidelines).
  
- **County Shares and Targets**. The Fund Estimate tables of county shares and targets take into account all county and interregional shares through June 30, 2021. The shares were calculated using the statutorily driven formula distribution taking into account population and highway lane miles. Because

the 2020 census information will not be certified and available until September 2021, the population data used was from the 2010 Census.

For each county share and the interregional share, the table identifies the following amounts:

- Base (Minimum). There is no Base (Minimum) for the 2022 Fund Estimate. This is because the very limited programming capacity through 2023-24 is insufficient to fund the unprogrammed share balance.
  - Total Target. This target is determined by calculating the STIP formula share of all new capacity through 2026-27. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2022 STIP.
  - Maximum. This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.
- Transit and Rail Projects. As indicated in the 2022 STIP Fund Estimate, there is a negative capacity in PTA funds. Regions may nominate transit and rail projects in its RTIP, or Caltrans in its ITIP, within State Highway Account and Federal funding constraints.
  - Bicycle and Pedestrian projects. Bicycle and pedestrian projects may be programmed in the STIP so long as they are eligible for State Highway Account or Federal funds.
  - Limitations on planning, programming, and monitoring (PPM). The Fund Estimate includes a table of PPM limitations that identifies the 5% limit for county shares for 2024-25 through 2026-27, based upon the 2020 and 2022 Fund Estimates. These are the amounts against which the 5% is applied. The PPM limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.
  - GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2022 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption.
  - Uncommitted Funds. The Commission will consider programming projects with uncommitted funds only from the Solutions for Congested Corridors Program, Trade Corridors Enhancement Program, and Local Partnership Program. If the funding commitment is not secured with the adoption of the next programming cycle for these programs and alternative funding is not identified within six months, a STIP amendment will be required to delete the

project(s) or substitute the project(s) for project(s) that have a full funding commitment.

- Advance Project Development Element (APDE). There is no Advance Project Development Element capacity identified for the 2022 STIP.
- Commission expectations and priorities. For the 2022 STIP, the Commission expects to give priority to the reprogramming of projects from the 2020 STIP, as amended.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement and intercity rail needs as described in section 20 of the guidelines. The Department should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 15, 2021. Should the Department fail to provide a region and the Commission with this information, the Commission will assume there are no unmet state highway or intercity rail needs in that region.

Governor Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and establishing an interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The order also requires that State agencies shall take climate change into account in their planning and investment decisions and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. In addition, State agencies' planning and investments shall be guided by the following principles:

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state's most vulnerable populations; and
- Natural infrastructure solutions should be prioritized.

The interim statewide greenhouse gas emissions reduction target in Executive Order B-30-15 was permanently codified by Senate Bill (SB) 32 (Pavley, 2016) through Health and Safety Code Section 38566 which directs the California Air Resources Board, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions, to ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030.

## **STIP PROPOSALS**

The Commission may include in the STIP only projects nominated by a regional agency in its RTIP or by Caltrans in its ITIP. Under certain conditions the Commission may program a project in the ITIP nominated by a regional agency. Total requests were below the available capacity by approximately \$36 million.

Except for projects that were not eligible, and one instance in which the nomination exceeded the statutorily allowed maximum shares, all projects proposed are included in staff recommendations. However, the proposals for the first three years of the STIP period exceeded the capacity available identified in the Fund Estimate by approximately \$349 million. Therefore, staff recommendations reflect the delay of some proposed projects to the last two years of the STIP in order to stay within the funding available by fiscal year.

The following tables show project programming recommendations and reflect revisions since the preparation of the Commission Briefing Book for the STIP hearings, including updated information provided by regions and Caltrans.

## **RECOMMENDED STIP ACTIONS**

Staff recommends the adoption of the 2022 STIP to include the specific projects and schedules shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs for each year of the 2022 STIP, with separate groupings for highway, and rail and transit projects.

The table on page 1 identifies the total amounts recommended from each county and the interregional share for highway, local road, rail, and transit projects. The table sums the amounts recommended for each county and the interregional program by fiscal year and compares the amounts recommended to the total targets for each county and interregional share. It also compares the statewide total recommended by fiscal year to the statewide capacity by fiscal year.

The table on page 2 sums the recommendations for highway and local road projects and the table on page 3 sums the recommendations for rail and transit projects.

The project recommendations are based primarily on:

- Meeting the programming targets identified in the Fund Estimate;
- Project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP;
- The importance of PPM to regional agencies; and
- Commission policies and priorities, including the following priorities articulated in the adoption of the 2022 STIP Guidelines:
  1. Reprogramming of projects from the 2020 STIP, as amended;
  2. Project cost increases requested in RTIPs and ITIP; and
  3. New projects.

## **Project Recommendations**

The staff recommendations identify programming for specific projects and project components including delaying projects to remain within the capacity identified by fiscal year in the Fund Estimate.

The staff recommendations provide priority to reprogramming projects from the 2020 STIP, as amended, and retention of programming for PPM within the statutory limits. The recommended schedule reflects the limits of Fund Estimate program capacity.

New funding recommended for the 2022 STIP includes:

- **North State:**
  - Butte, Chico Esplanade Reconstruction Complete Streets, \$5 million
  - Colusa, Wescott Road Rehabilitation & ADA Improvements, \$4.2 million
  - Nevada, Route 49 Corridor Improvements/Truck Climbing Lane, \$2.3 million
  - Sacramento, Various City/County Road Improvements, \$12.4 million
  - Shasta, North Redding Active Transportation Trunk Line, \$2.6 million
  - Sierra, Smithneck Road Rehabilitation and Bicycle Path, \$4.8 million
  - Siskiyou, Various Local Roads Rehabilitation, \$3.8 million
  - Trinity, Route 299 Burnt Ranch Left Turn Lane, \$1 million
  - Yolo, Various City/County Road Improvements, \$16.8 million
- **San Francisco Bay Area:**
  - Alameda, Route 880, Oakland/Alameda Access, \$11.9 million
  - Contra Costa, Route 680 Adaptive Ramp Metering, \$25 million
  - Contra Costa, Route 680 NB Express Lanes, \$15 million
  - Contra Costa, BART Concord Station Modernization, \$9.5 million
  - San Francisco, MTA Communications-Based Train Control, \$10.6 million
  - Santa Clara, Route 101 Express Lanes, Phase 5-Civil, \$46.6 million
  - Sonoma, Route 101 Bicycle and Pedestrian Overcrossing, \$3.4 million
  - Sonoma, West County Trail Gap Closures, \$3.1 million
- **Central California:**
  - Amador, Route 88, Pine Grove Improvements & Bicycle and Pedestrian Facilities, \$5.2 million
  - Calaveras, Route 4, Wagon Trail Realignment Eastern Segment, \$4.5 million
  - Fresno, Route 41, Excelsior Expressway, \$33 million
  - Kern, Hageman Road Extension, \$25.6 million
  - Madera, Route 99, South of Madera Widening, \$33.5 million
  - Mariposa, Harris Road Bridge Replacement, \$1.1 million
  - Mono, Benton Crossing Road Rehabilitation, \$5.1 million
  - Monterey, Route 68, Operational Improvements, \$23.5 million
  - San Joaquin, Route 99/120 Connector, Phase 1B, \$5.2 million
  - Santa Barbara, Route 101 HOV Lanes, Seg 4D North, \$8.6 million
  - Santa Cruz, Various City/County Road Improvements, \$5 million
  - Stanislaus, Route 132, 4-Lane Expressway, Phase 2, \$10.7 million
  - Tulare, Route 65 Operational Improvements, \$2.9 million

- Southern California:
  - Los Angeles, Valley Blvd Multi-modal/Safety Improvements, \$25.8 million
  - Los Angeles, Soto Street, Complete Streets/Widen, \$24.6 million
  - Orange, Route 57 Truck Climbing Lane, \$6.5 million
  - Orange, Digital Bus Stop Signs, \$2.5 million
  - Riverside, Route 10/Highland Springs Ave Interchange, \$14.7 million
  - Riverside, Coachella-San Gorgonio Pass Rail, \$25.7 million
  - San Bernardino, Route 10 Express Lanes, Contract 2, \$66.2 million
  - San Bernardino, Route 395 Freight Mobility Phase 2, \$18.6 million
  - San Diego, Routes 5/78/805 HOV to Express Lanes, \$57.6 million

### **UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS**

The 2022 STIP staff recommendations are consistent with the adopted 2022 Fund Estimate, as required by statute. Funding conditions may, and usually do, continue to change from the assumptions made in the Fund Estimate. The Commission and Caltrans will continue to monitor those conditions to determine ability to allocate funding to STIP projects. If available funding is less than was assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations through the use of allocation plans. On the other hand, if available funding proves to be greater than was assumed in the Fund Estimate, it may be possible to allocate funding to some projects sooner than the year programmed.



## 2022 STIP STAFF RECOMMENDATIONS

### SUMMARY TABLES

The three statewide summary tables are:

- **Staff Recommendations by County**. Includes, for each county share and the interregional program, the net new programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new programming.
- **Staff Recommendations, Highway and Local Road Projects**. Includes, for each county share and the interregional program, the net new programming recommended for highway, local roads, and active transportation projects by fiscal year.
- **Staff Recommendations, Rail and Transit Projects**. Includes, for each county share and the interregional program, the net new programming recommended for rail and transit projects by fiscal year.

### COUNTY AND INTERREGIONAL INFORMATION

The separate tables for each of the county shares and the interregional share are posted on the Commission's website (<https://catc.ca.gov/programs/state-transportation-improvement-program>).

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# SUMMARY OF 2022 STIP STAFF RECOMMENDATIONS BY COUNTY

(\$1,000's)

County	Program Total	Totals Programmed by Year					FE Target	Under (Over) Target	
		Prior	2022-23	2023-24	2024-25	2025-26			2026-27
Alameda	16,972	0	0	0	0	15,793	1,179	22,035	5,063
Alpine	0	0	0	0	0	0	0	0	0
Amador	4,814	0	4,814	0	0	0	0	6,492	1,678
Butte	10,546	0	1,826	3,500	4,998	111	111	10,887	341
Calaveras	4,589	0	4,500	0	0	44	45	2,297	(2,292)
Colusa	4,466	0	100	0	166	4,200	0	4,466	0
Contra Costa	46,153	0	(4,192)	9,716	1,873	23,377	15,379	61,008	14,855
Del Norte	55	0	0	0	0	28	27	0	(55)
El Dorado CTC	154	0	0	0	0	77	77	5,318	5,164
Fresno	10,798	0	0	0	10,000	399	399	22,420	11,622
Glenn	3,408	0	426	(45)	385	1,760	882	2,306	(1,102)
Humboldt	4,080	0	1,893	306	879	888	114	4,925	845
Imperial	394	0	0	0	0	197	197	9,280	8,886
Inyo	180	0	(127)	0	(3)	155	155	0	(180)
Kern	13,879	4,750	(17,755)	0	291	26,093	500	13,879	0
Kings	0	0	0	0	0	0	0	0	0
Lake	96	0	(5,225)	5,031	(612)	154	748	2,015	1,919
Lassen	1,260	0	(254)	465	1,009	40	0	3,286	2,026
Los Angeles	57,034	0	(227,809)	208,309	19,500	12,237	44,797	0	(57,034)
Madera	138	0	0	0	(6)	72	72	0	(138)
Marin	207	0	0	0	142	32	33	0	(207)
Mariposa	5,675	0	595	13	25	2,415	2,627	5,657	(18)
Mendocino	347	0	(291)	(96)	525	105	104	5,290	4,943
Merced	274	0	0	0	0	137	137	5,968	5,694
Modoc	0	0	0	0	0	0	0	859	859
Mono	5,154	0	75	0	0	5,079	0	5,124	(30)
Monterey	8,771	3,465	(18,603)	0	0	23,713	196	8,973	202
Napa	136	0	0	(1,153)	1,153	68	68	0	(136)
Nevada	2,448	0	2,331	0	(1)	59	59	3,183	735
Orange	35,420	0	0	7,500	(7,740)	10,030	25,630	24,595	(10,825)
Placer TPA	286	0	0	0	(2)	144	144	0	(286)
Plumas	1,219	0	(5,116)	7,320	(1,070)	43	42	1,719	500
Riverside	49,940	0	(204)	(1,796)	315	23,408	28,217	35,968	(13,972)
Sacramento	(6,862)	4,000	(8,556)	2,359	(7,490)	2,298	527	17,167	24,029
San Benito	0	0	0	0	0	0	0	0	0
San Bernardino	57,525	0	0	(2,890)	(22,082)	73,943	8,554	38,942	(18,583)
San Diego	78,315	11,000	6,569	800	(19)	1,183	58,782	57,307	(21,008)
San Francisco	11,202	0	0	0	0	11,111	91	12,750	1,548
San Joaquin	8,465	0	2,665	5,232	(5)	286	287	3,709	(4,756)
San Luis Obispo	8,544	800	(12,457)	1,056	12,725	6,210	210	8,341	(203)
San Mateo	871	0	5,587	(5,287)	(6)	287	290	15,327	14,456
Santa Barbara	7,154	642	5,945	0	95	236	236	7,154	0
Santa Clara	57,181	0	(112)	38,315	(15)	659	18,334	32,094	(25,087)
Santa Cruz	4,522	0	1,882	959	0	113	1,568	4,522	0
Shasta	7,242	0	(644)	0	5,081	120	2,685	4,822	(2,420)
Sierra	4,991	0	631	0	20	4,320	20	5,019	28
Siskiyou	2,240	0	0	3	(553)	919	1,871	2,727	487
Solano	342	0	0	0	0	170	172	0	(342)
Sonoma	6,921	0	0	3,400	290	3,165	66	8,654	1,733
Stanislaus	8,394	0	0	0	(482)	8,666	210	8,394	0
Sutter	11,609	0	0	0	0	11,561	48	11,080	(529)
Tahoe RPA	0	0	0	0	0	0	0	0	0
Tehama	123	0	(8,374)	24	8,349	62	62	3,215	3,092
Trinity	501	0	(2,749)	2,250	0	1,000	0	2,491	1,990
Tulare	2,900	0	0	1,000	0	0	1,900	1,975	(925)
Tuolumne	97	0	0	0	0	49	48	1,819	1,722
Ventura	694	0	(99)	99	(6)	350	350	81,671	80,977
Yolo	8,292	0	0	0	(2)	3,192	5,102	8,592	300
Yuba	8,799	0	0	0	0	8,762	37	12,401	3,602
Statewide Regional	578,955	24,657	(272,728)	286,390	27,727	289,520	223,389	618,123	39,168
Interregional Program	171,899	0	4,948	6,596	22,274	46,355	91,726	178,189	6,290
<b>TOTAL</b>	<b>750,854</b>	<b>24,657</b>	<b>(267,780)</b>	<b>292,986</b>	<b>50,001</b>	<b>335,875</b>	<b>315,115</b>	<b>796,312</b>	<b>45,458</b>

<b>Cumulative Programmed</b>	24,657	(243,123)	49,863	99,864	435,739	750,854
<b>Cumulative Capacity</b>	(11,676)	11,936	52,771	101,312	436,312	796,312
<b>Cumulative Under (Over) Fund Estimate</b>		255,059	2,908	1,448	573	45,458

# SUMMARY OF 2022 STIP STAFF RECOMMENDATIONS HIGHWAY AND LOCAL ROAD PROJECTS

(\$1,000's)

County	Total	Totals Programmed by Year					
		Prior	22-23	23-24	24-25	25-26	26-27
Alameda	15,972	0	0	0	0	15,793	179
Alpine	0	0	0	0	0	0	0
Amador	4,814	0	4,814	0	0	0	0
Butte	9,220	0	500	3,500	4,998	111	111
Calaveras	4,589	0	4,500	0	0	44	45
Colusa	4,466	0	100	0	166	4,200	0
Contra Costa	40,756	0	(9,589)	9,716	1,873	23,377	15,379
Del Norte	55	0	0	0	0	28	27
El Dorado CTC	154	0	0	0	0	77	77
Fresno	10,798	0	0	0	10,000	399	399
Glenn	3,408	0	426	(45)	385	1,760	882
Humboldt	4,080	0	1,893	306	879	888	114
Imperial	394	0	0	0	0	197	197
Inyo	180	0	(127)	0	(3)	155	155
Kern	13,879	4,750	(17,755)	0	291	26,093	500
Kings	0	0	0	0	0	0	0
Lake	96	0	(5,225)	5,031	(612)	154	748
Lassen	1,260	0	(254)	465	1,009	40	0
Los Angeles	57,034	0	(60,300)	40,300	20,000	12,237	44,797
Madera	138	0	0	0	(6)	72	72
Marin	207	0	0	0	142	32	33
Mariposa	5,675	0	595	13	25	2,415	2,627
Mendocino	347	0	(291)	(96)	525	105	104
Merced	274	0	0	0	0	137	137
Modoc	0	0	0	0	0	0	0
Mono	5,154	0	75	0	0	5,079	0
Monterey	8,771	3,465	(18,603)	0	0	23,713	196
Napa	136	0	0	(1,153)	1,153	68	68
Nevada	2,448	0	2,331	0	(1)	59	59
Orange	32,920	0	0	7,500	(7,740)	7,530	25,630
Placer TPA	286	0	0	0	(2)	144	144
Plumas	1,219	0	(5,116)	7,320	(1,070)	43	42
Riverside	34,282	0	(204)	(1,796)	315	7,750	28,217
Sacramento	(6,862)	4,000	(8,556)	2,359	(7,490)	2,298	527
San Benito	0	0	0	0	0	0	0
San Bernardino	50,025	0	0	(2,890)	(22,082)	73,943	1,054
San Diego	78,315	11,000	6,569	800	(19)	1,183	58,782
San Francisco	560	0	0	0	0	469	91
San Joaquin	8,465	0	2,665	5,232	(5)	286	287
San Luis Obispo	8,544	800	(12,457)	1,056	12,725	6,210	210
San Mateo	871	0	5,587	(5,287)	(6)	287	290
Santa Barbara	7,154	642	5,945	0	95	236	236
Santa Clara	57,181	0	(112)	38,315	(15)	659	18,334
Santa Cruz	4,522	0	1,882	959	0	113	1,568
Shasta	7,242	0	(644)	0	5,081	120	2,685
Sierra	4,991	0	631	0	20	4,320	20
Siskiyou	2,240	0	0	3	(553)	919	1,871
Solano	342	0	0	0	0	170	172
Sonoma	6,921	0	0	3,400	290	3,165	66
Stanislaus	8,394	0	0	0	(482)	8,666	210
Sutter	11,609	0	0	0	0	11,561	48
Tahoe RPA	0	0	0	0	0	0	0
Tehama	123	0	(8,374)	24	8,349	62	62
Trinity	501	0	(2,749)	2,250	0	1,000	0
Tulare	2,900	0	0	1,000	0	0	1,900
Tuolumne	97	0	0	0	0	49	48
Ventura	694	0	(99)	99	(6)	350	350
Yolo	8,292	0	0	0	(2)	3,192	5,102
Yuba	8,799	0	0	0	0	8,762	37
Statewide Regional	534,932	24,657	(111,942)	118,381	28,227	260,720	214,889
Interregional	73,096	0	3,000	6,596	23,000	3,000	37,500
TOTAL	608,028	24,657	(108,942)	124,977	51,227	263,720	252,389

# SUMMARY OF 2022 STIP STAFF RECOMMENDATIONS RAIL AND TRANSIT PROJECTS

(\$1,000's)

County	Total	Totals Programmed by Year					
		Prior	22-23	23-24	24-25	25-26	26-27
Alameda	1,000	0	0	0	0	0	1,000
Alpine	0	0	0	0	0	0	0
Amador	0	0	0	0	0	0	0
Butte	1,326	0	1,326	0	0	0	0
Calaveras	0	0	0	0	0	0	0
Colusa	0	0	0	0	0	0	0
Contra Costa	5,397	0	5,397	0	0	0	0
Del Norte	0	0	0	0	0	0	0
El Dorado CTC	0	0	0	0	0	0	0
Fresno	0	0	0	0	0	0	0
Glenn	0	0	0	0	0	0	0
Humboldt	0	0	0	0	0	0	0
Imperial	0	0	0	0	0	0	0
Inyo	0	0	0	0	0	0	0
Kern	0	0	0	0	0	0	0
Kings	0	0	0	0	0	0	0
Lake	0	0	0	0	0	0	0
Lassen	0	0	0	0	0	0	0
Los Angeles	0	0	(167,509)	168,009	(500)	0	0
Madera	0	0	0	0	0	0	0
Marin	0	0	0	0	0	0	0
Mariposa	0	0	0	0	0	0	0
Mendocino	0	0	0	0	0	0	0
Merced	0	0	0	0	0	0	0
Modoc	0	0	0	0	0	0	0
Mono	0	0	0	0	0	0	0
Monterey	0	0	0	0	0	0	0
Napa	0	0	0	0	0	0	0
Nevada	0	0	0	0	0	0	0
Orange	2,500	0	0	0	0	2,500	0
Placer TPA	0	0	0	0	0	0	0
Plumas	0	0	0	0	0	0	0
Riverside	15,658	0	0	0	0	15,658	0
Sacramento	0	0	0	0	0	0	0
San Benito	0	0	0	0	0	0	0
San Bernardino	7,500	0	0	0	0	0	7,500
San Diego	0	0	0	0	0	0	0
San Francisco	10,642	0	0	0	0	10,642	0
San Joaquin	0	0	0	0	0	0	0
San Luis Obispo	0	0	0	0	0	0	0
San Mateo	0	0	0	0	0	0	0
Santa Barbara	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0
Santa Cruz	0	0	0	0	0	0	0
Shasta	0	0	0	0	0	0	0
Sierra	0	0	0	0	0	0	0
Siskiyou	0	0	0	0	0	0	0
Solano	0	0	0	0	0	0	0
Sonoma	0	0	0	0	0	0	0
Stanislaus	0	0	0	0	0	0	0
Sutter	0	0	0	0	0	0	0
Tahoe RPA	0	0	0	0	0	0	0
Tehama	0	0	0	0	0	0	0
Trinity	0	0	0	0	0	0	0
Tulare	0	0	0	0	0	0	0
Tuolumne	0	0	0	0	0	0	0
Ventura	0	0	0	0	0	0	0
Yolo	0	0	0	0	0	0	0
Yuba	0	0	0	0	0	0	0
Statewide Regional	44,023	0	(160,786)	168,009	(500)	28,800	8,500
Interregional	98,803	0	1,948	0	(726)	43,355	54,226
<b>TOTAL</b>	<b>142,826</b>	<b>0</b>	<b>(158,838)</b>	<b>168,009</b>	<b>(1,226)</b>	<b>72,155</b>	<b>62,726</b>