

Policies and Procedures Specific to the 2024 STIP

The following specific policies and procedures address the particular circumstances of the 2024 STIP:

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2024 STIP:

Caltrans presents draft Fund Estimate	June 28-29, 2023
STIP Guidelines & Fund Estimate Workshop	July 19, 2023
CTC adopts Fund Estimate & Guidelines	August 16-17, 2023
Caltrans identifies State highway needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP hearing, South	November 2023
CTC ITIP hearing, North	November 2023
Regions submit RTIPs	December 15, 2023
Caltrans submits final ITIP	December 15, 2023
CTC STIP hearing, North	January 25, 2024
CTC STIP hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC adopts STIP	March 21-22, 2024

- Statewide Fund Estimate – **The overall statewide capacity for the 2024 STIP Fund Estimate identifies net new capacity in the five years of the STIP period (2024-25 through 2028-29). The estimate incorporates the Budget Act of 2023 and other 2023 legislation enacted prior to the Fund Estimate adoption.** Programming in the 2024 STIP will be constrained by fiscal year.
- COVID Relief Funds – Caltrans will report at the August Commission meeting the status of all efforts taken to avoid the rescission of funding contained in the Fiscal Responsibility Act of 2023 (H.R. 3746). This section of the guidelines will be updated at that time.
- Public Transportation Account – **Although the overall statewide capacity for the 2024 STIP Fund Estimate identifies new capacity for the STIP period, the 2024 STIP Fund Estimate indicates a negative program capacity for the Public Transportation Account (PTA) in the first three years of the 2024 STIP and a very small positive capacity in the last two years of the STIP.** Therefore, all rail and transit projects currently programmed in the STIP and those nominated in the 2024 STIP must maintain State Highway Account and Federal funding eligibility. PTA funding will be used first when funding rail and transit projects (see section 29 and 35 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, 2023. The shares were calculated using the statutorily required formula distribution that takes into account population and center highway lane miles.

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

- Base (Minimum) – The base (minimum) is the county share period that falls within a STIP cycle. The 2024 STIP's minimum share period for each county and the interregional program is through 2027-28. The minimum is calculated as the sum of the share balance through the June 2023 Commission meeting and the STIP formula share of the statewide new capacity available through 2027-28. In accordance with statute and the STIP guidelines, the Commission will program all RTIP proposals that fall within this amount unless it rejects the RTIP in its entirety.
- Total Target – This target is determined by calculating the STIP formula share of all new capacity through 2028-29. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2024 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 2031-32. 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 one million.
- Transit and Rail Projects – **As indicated in the 2024 STIP Fund Estimate, there is a negative capacity in PTA funds in the first three years of the STIP period. Once all PTA funding has been exhausted, rail and transit projects currently programmed will need to be delivered with other STIP fund types, if eligible.** Regions may nominate transit and rail projects in its RTIP. Nominated transit and rail projects must maintain State Highway Account and Federal funding eligibility.
- 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 2024 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption.

- Uncommitted Funding – The Commission will consider programming projects with uncommitted funds only from the Solutions for Congested Corridors Program, Trade Corridors Enhancement Program, Local Partnership Program, and the Local Transportation Climate Adaptation 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 projects or substitute the projects for projects that have a full funding plan commitment.
- Advance Project Development Element (APDE) – There is no APDE capacity identified for the 2024 STIP.
- Commission expectations and priorities – For the 2024 STIP, the Commission expects to give priority to the reprogramming of projects from the 2022 STIP, as amended.

The selection of projects for additional programming will be consistent with the standards and criteria in section 67 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 24 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, 2023, consistent with Government Code Section 14530.1. 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. The order also requires that State agencies 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.

Executive Order B-30-15 and the requirements of SB 32 must be considered by the Department and Regional Agencies when proposing new programming for the 2024 STIP. The Commission intends to consider Executive Order B-30-15 and the provisions of SB 32 when approving programming recommendations in the event that programming requests exceed programming capacity.

Governor Newsom issued Executive Order N-19-19 on September 20, 2019, to redouble the State's effort to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable and inclusive economy.

Executive Order N-19-19 specifically calls on the California State Transportation Agency to leverage \$5 billion in annual discretionary transportation infrastructure funding. State Transportation Improvement Program funding identified in Executive Order N-19-19 includes the Interregional Transportation Improvement Program.

The California State Transportation Agency adopted the Climate Action Plan for Transportation Infrastructure (CAPTI) on July 12, 2021. CAPTI provides a framework to guide transportation investments to minimize emissions and impacts from climate change. The Commission expects projects proposed in the Interregional Transportation Improvement Program align with CAPTI in coordination with local and regional partners.