

## **Policies and Procedures Specific to the 2026 STIP**

The following specific policies and procedures address the particular circumstances of the 2026 STIP:

- **Schedule.** The following schedule lists the significant milestones for the development and adoption of the 2026 STIP:

Caltrans presents draft Fund Estimate	June 26-27, 2025
CTC presents draft STIP Guidelines	June 26-27, 2025
STIP Guidelines and Fund Estimate workshop	July 22, 2025
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State highway needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP hearing, North	November 2025
CTC ITIP hearing, South	November 2025
Regions submit RTIPs	December 15, 2025
Caltrans submits final ITIP	December 15, 2025
CTC STIP hearing, North	January 2026
CTC STIP hearing, South	Jan/Feb 2026
CTC publishes staff recommendations	February 27, 2026
CTC adopts STIP	March 19-20, 2026
- **Statewide Fund Estimate.** The statewide capacity for the 2026 STIP Fund Estimate identifies net new capacity, mostly in the two years added to the STIP, 2029-30 and 2030-31. It also identifies a small amount of new capacity in the first three years of the 2026 STIP. The capacity in 2026-27 through 2028-29 will be sufficient to meet programming commitments and cover some cost increases. The estimate incorporates the Budget Act of 2025 and other 2025 legislation enacted prior to the Fund Estimate adoption. Programming in the 2026 STIP will be constrained by the fiscal year, with most new programming in the two years added to the STIP, 2029-30 and 2030-31.
- **Public Transportation Account.** Public Transportation Account (PTA) funding will be used first when funding rail and transit projects (see sections 29 and 35 of the permanent STIP guidelines). The 2026 STIP Fund Estimate indicates a negative program capacity for the PTA. Therefore, all rail and transit projects currently programmed in the STIP and those nominated in the 2026 STIP must be eligible for State Highway Account or Federal funds.
- **County Shares and Targets.** The Fund Estimate tables of county shares and targets consider all county and interregional shares through June 30, 2025. The shares were calculated using the statutorily required formula distribution, which considers population and center highway lane miles.

For each county share and the interregional share, the tables identify the following amounts:

- Base (Minimum). There is no Base (Minimum) for the 2026 Fund Estimate. This is because the limited capacity through 2027-28 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 2030-31. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2026 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.
- Limitations on planning, programming, and monitoring (PPM). This table of PPM limitations identifies the 5% limit for county shares for 2028-29 through 2030-31, based upon the 2024 and 2026 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.
- Transit and Rail Projects. As indicated in the 2026 STIP Fund Estimate, there is a negative capacity in PTA funds. Regions in their RTIPs and Caltrans in its ITIP may nominate transit and rail projects so long as they are eligible for State Highway Account or Federal funds.
- 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.
- 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 2026 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 program 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, Active Transportation Program, and federal discretionary programs. If the uncommitted funding is not secured in the programming cycle for these programs that includes the year that a project is programmed in the STIP, and alternative funding is not identified within six months,

an amendment will be used to delete the project and may be substituted by a project with a full funding commitment.

- Advance Project Development Element (APDE). There is no APDE capacity identified for the 2026 STIP.
- Commission expectations and priorities – For the 2026 STIP, the Commission expects to give priority to the reprogramming of projects from the 2024 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, 2025, 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 reductions, 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.

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. The Climate Action Plan for Transportation Infrastructure 2.0 (CAPTI 2.0) adopted in February 2025 provides a framework to guide transportation investments to minimize emissions and impacts from climate change.

STIP funding identified in Executive Order N-19-19 includes the Interregional Transportation Improvement Program. The Commission expects projects proposed in the Interregional Transportation Improvement Program align with CAPTI 2.0 in coordination with local and regional partners.

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 2026 STIP. The Commission intends to consider Executive Order B-30-15 and the provisions of SB 32 when approving programming recommendations if programming requests exceed programming capacity.