2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Draft 2026 STIP Fund Estimate & Guidelines Workshop

July 22, 2025 | 10:00 am – 12:00 pm

CALIFORNIA
TRANSPORTATION
COMMISSION

Today’s Discussion

- Program Capacity
- Revised Shares, including PPM
- Draft 2026 STIP Guideline Proposals
- STIP Timeline
- RTIP Reminders
- Questions/Comments

Revised Draft 2026 STIP Fund Estimate

DRAFT 2026 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares

($ in millions)

	Public Transportation Account						5-Year	6-Year
Public Transportation Account (PTA)	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
2026 FE PTA Target Capacity	$60	$60	$80	$60	$50	$50	$300	$360
Total 2026 STIP FE PTA Capacity	$60	$60	$80	$60	$50	$50	$300	$360
2024 STIP Program [1]	$47	$43	$89	$412	$0	$0	$544	$590
Extensions	$61	$29	$0	$0	$0	$0	$29	$90
Advances	($10)	$0	$0	$0	$0	$0	$0	($10)
Net PTA STIP Program	$97	$72	$89	$412	$0	$0	$573	$670
PTA Capacity for County Shares	($37)	($12)	($9)	($352)	$50	$50	($273)	($310)
Cumulative	($37)	($49)	($58)	($410)	($360)	($310)		

	State Highway Account						5-Year	6-Year
State Highway Account (SHA)	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
2026 FE SHA Target Capacity	$525	$500	$500	$500	$460	$450	$2,410	$2,935
Total 2026 STIP FE SHA Capacity	$525	$500	$500	$500	$460	$450	$2,410	$2,935
2024 STIP Program [1]	$527	$427	$491	$105	$0	$0	$1,023	$1,550
Extensions	$134	$54	$0	$0	$0	$0	$54	$188
Advances	($40)	($25)	$0	$0	$0	$0	($25)	($65)
Net SHA STIP Program	$621	$456	$491	$105	$0	$0	$1,052	$1,673
SHA Capacity for County Shares	($96)	$44	$9	$395	$460	$450	$1,358	$1,262
Cumulative	($96)	($52)	($44)	$352	$812	$1,262		
Total Capacity	($133)	$32	$0	$43	$510	$500	$1,085	$952

Notes:

General note: Numbers may not add due to rounding.

[1] 2024 STIP as of June 30, 2025 (draft 2025 Orange Book)

LEGEND	
	Capacity
	Committed Projects
	Net New Capacity
	Available Capacity

ADOPTED 2024 STIP FUND ESTIMATE

2024 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares

($ in millions)

	Public Transportation Account						5-Year	6-Year
Public Transportation Account (PTA)	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total
2024 FE PTA Target Capacity	$120	$105	$60	$60	$50	$40	$315	$435
Total 2024 STIP FE PTA Capacity	$120	$105	$60	$60	$50	$40	$315	$435
2022 STIP Program[1]	$229	$99	$62	$22	$0	$0	$183	$412
Extensions	$50	$59	$0	$0	$0	$0	$59	$109
Advances	($1)	$0	$0	$0	$0	$0	$0	($1)
Net PTA STIP Program	$278	$157	$62	$22	$0	$0	$242	$520
PTA Capacity for County Shares	($158)	($52)	($2)	$38	$50	$40	$73	($85)
Cumulative	($158)	($211)	($213)	($175)	($125)	($85)	-	-

	State Highway Account						5-Year	6-Year
State Highway Account (SHA)	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total
2024 FE SHA Target Capacity	$475	$525	$525	$500	$500	$500	$2,550	$3,025
Total 2024 STIP FE SHA Capacity	$475	$525	$525	$500	$500	$500	$2,550	$3,025
2022 STIP Program[1]	$215	$363	$292	$243	$0	$0	$898	$1,113
Extensions	$151	$12	$0	$0	$0	$0	$12	$163
Advances	($5)	$0	($4)	$0	$0	$0	($4)	($9)
Net SHA STIP Program	$360	$375	$288	$243	$0	$0	$906	$1,266
SHA Capacity for County Shares	$115	$150	$237	$257	$500	$500	$1,644	$1,759
Cumulative	$115	$264	$502	$759	$1,259	$1,759	-	-
Total Capacity	($44)	$97	$235	$295	$550	$540	$1,718	$1,674

Notes:

Numbers may not add due to rounding.

[1]Draft 2023 Orange Book as of July 17, 2023

Revised Draft Summary of Targets and Shares

Table 2 - Summary of Targets and Shares
($ in thousands)

County	2026 STIP Programming	
	Total Target	Maximum
	Share through 2030-31	Estimated Share through 2031-32
Alameda	11,252	25,844
Alpine	0	0
Amador	2,423	3,372
Butte	3,099	5,730
Calaveras	1,514	2,623
Colusa	3,569	4,313
Contra Costa	13,618	23,596
Del Norte	0	0
El Dorado LTC	0	0
Fresno	14,611	25,316
Glenn	1,153	1,932
Humboldt	2,523	5,293
Imperial	30,772	35,842
Inyo	6,082	10,067
Kern	26,371	40,980
Kings	0	614
Lake	7,226	8,447
Lassen	4,351	6,116
Los Angeles	134,483	218,369
Madera	4,535	6,444
Marin	0	0
Mariposa	3,168	3,885
Mendocino	0	485
Merced	4,834	8,376
Modoc	3,404	4,353
Mono	4,882	7,860
Monterey	19,367	24,345
Napa	0	0
Nevada	2,946	4,473
Orange	24,718	51,467
Placer TPA	824	4,687
Plumas	0	826
Riverside	32,749	56,746
Sacramento	50,396	64,236

	New Capacity
Statewide SHA Capacity	**1,261,908**
Statewide PTA Capacity	**(310,258)**
Total STIP Capacity	**951,650**

Table 2 - Summary of Targets and Shares
($ in thousands)

County	2026 STIP Programming	
	Total Target	Maximum
	Share through 2030-31	Estimated Share through 2031-32
San Benito	0	0
San Bernardino	37,351	64,719
San Diego	0	0
San Francisco	9,887	17,132
San Joaquin	10,370	17,969
San Luis Obispo	8,573	13,885
San Mateo	46,627	53,851
Santa Barbara	8,981	14,998
Santa Clara	52,730	69,604
Santa Cruz	3,817	6,613
Shasta	9,201	12,243
Sierra	2,574	3,099
Siskiyou	2,944	5,080
Solano	0	0
Sonoma	7,030	12,156
Stanislaus	8,876	14,234
Sutter	3,857	5,071
Tahoe RPA	1,943	2,601
Tehama	7,817	9,367
Trinity	6,972	8,095
Tulare	0	6,652
Tuolumne	4,401	5,628
Ventura	113,783	122,529
Yolo	2,656	5,242
Yuba	16,518	17,496
Statewide Regional	781,778	1,144,902
Interregional	169,872	306,748
TOTAL	**951,650**	**1,451,650**

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Revised Draft Summary of Shares – PPM

DRAFT 2026 STIP FUND ESTIMATE
Table 5 - Planning, Programming, and Monitoring (PPM) Limitations
($ in thousands)

County	2024 STIP FY 2028-29	2026 STIP 2028-29 through 2030-31	Total 2028-29 through 2030-31	5% PPM Limitation 2028-29 through 2030-31
Alameda	14,859	19,916	34,775	**1,739**
Alpine	426	572	998	**50**
Amador	965	1,295	2,260	**113**
Butte	2,679	3,591	6,270	**314**
Calaveras	1,129	1,514	2,643	**132**
Colusa	757	1,016	1,773	**89**
Contra Costa	10,161	13,618	23,779	**1,189**
Del Norte	693	929	1,622	**81**
El Dorado LTC	1,976	2,651	4,627	**231**
Fresno	10,899	14,611	25,510	**1,276**
Glenn	792	1,063	1,855	**93**
Humboldt	2,819	3,781	6,600	**330**
Imperial	5,147	6,919	12,066	**603**
Inyo	4,042	5,439	9,481	**474**
Kern	14,844	19,937	34,781	**1,739**
Kings	2,042	2,737	4,779	**239**
Lake	1,243	1,668	2,911	**146**
Lassen	1,795	2,409	4,204	**210**
Los Angeles	85,396	114,483	199,879	**9,994**
Madera	1,943	2,604	4,547	**227**
Marin	2,610	3,499	6,109	**305**
Mariposa	730	980	1,710	**86**
Mendocino	2,693	3,613	6,306	**315**
Merced	3,605	4,834	8,439	**422**
Modoc	965	1,295	2,260	**113**
Mono	3,021	4,065	7,086	**354**
Monterey	5,067	6,794	11,861	**593**
Napa	1,697	2,276	3,973	**199**
Nevada	1,554	2,083	3,637	**182**
Orange	27,403	36,504	63,907	**3,195**
Placer TPA	4,043	5,273	9,316	**466**
Plumas	1,080	1,449	2,529	**126**
Riverside	24,414	32,749	57,163	**2,858**
Sacramento	14,093	18,888	32,981	**1,649**

DRAFT 2026 STIP FUND ESTIMATE
Table 5 - Planning, Programming, and Monitoring (PPM) Limitations
($ in thousands)

County	2024 STIP FY 2028-29	2026 STIP 2028-29 through 2030-31	Total 2028-29 through 2030-31	5% PPM Limitation 2028-29 through 2030-31
San Bernardino	27,868	37,351	65,219	**3,261**
San Diego	31,526	42,222	73,748	**3,687**
San Francisco	7,378	9,887	17,265	**863**
San Joaquin	7,736	10,370	18,106	**905**
San Luis Obispo	5,396	7,249	12,645	**632**
San Mateo	7,356	9,860	17,216	**861**
Santa Barbara	6,116	8,211	14,327	**716**
Santa Clara	17,182	23,028	40,210	**2,011**
Santa Cruz	2,847	3,817	6,664	**333**
Shasta	3,096	4,152	7,248	**362**
Sierra	534	716	1,250	**63**
Siskiyou	2,172	2,914	5,086	**254**
Solano	4,544	6,091	10,635	**532**
Sonoma	5,218	6,996	12,214	**611**
Stanislaus	5,456	7,313	12,769	**638**
Sutter	1,236	1,657	2,893	**145**
Tahoe RPA	611	899	1,510	**76**
Tehama	1,577	2,116	3,693	**185**
Trinity	1,142	1,532	2,674	**134**
Tulare	6,833	9,176	16,009	**800**
Tuolumne	1,249	1,675	2,924	**146**
Ventura	8,897	11,936	20,833	**1,042**
Yolo	2,632	3,528	6,160	**308**
Yuba	995	1,335	2,330	**117**
Statewide	418,175	560,405	978,580	**48,929**

Note: Limitation amounts include amounts already programmed.

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Summary of Shares – PPM Example

2024 SUMMARY OF STIP COUNTY SHARES

(does not include Interregional Shares - see separate listing)
($1,000's)

Total County Share, June 30, 2023 (from 2023 Report)	63,742
Adjustment for 2021-22 and 2022-23 lapses	0
Less 2022-23 Allocations and closed projects	(1,975)
Less Projects Lapsed, July 1, 2023 - June 30, 2024	(2,136)
2024 STIP Fund Estimate Formula Distribution	15,309
Total County Share, June 30, 2024	74,940

Monterey

								Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	24-25	25-26	26-27	27-28	28-29	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway & Local Road Improvement Projects:																			
TAMC		1165	Planning, programming, and monitoring	SB 184		Aug-23	201	201	0	0	0	0	0	0	201	0	0	0	0
Caltrans	156	57C	Rt 156 West Corridor				1,600	1,600	0	0	0	0	0	0	0	1,600	0	0	0
Caltrans	156	57D	Castroville Blvd Interchange				7,600	7,600	0	0	0	0	0	0	0	0	6,200	1,400	0
Caltrans	68	1790	Op Improvements,Josselyn Cnyn-San Benancio Rd (SB1)				35,303	5,487	23,516	0	6,300	0	0	0	6,070	5,487	23,516	0	230
Caltrans	101	3300	So Co Freeway Conversions, Main St-Airport Blvd				18,439	9,989	0	0	8,450	0	0	0	0	9,989	8,450	0	0
TAMC		1165	Planning, programming, and monitoring	SB 184			277	0	277	0	0	0	0	0	277	0	0	0	0
TAMC		1165	Planning, programming, and monitoring				1,083	0	0	277	277	276	253	0	1,083	0	0	0	0
			Subtotal, Highway & Local Road Improvement Projects				64,503	24,877	23,793	277	15,027	276	253	0	7,631	17,076	38,166	1,400	230

DRAFT 2026 STIP FUND ESTIMATE

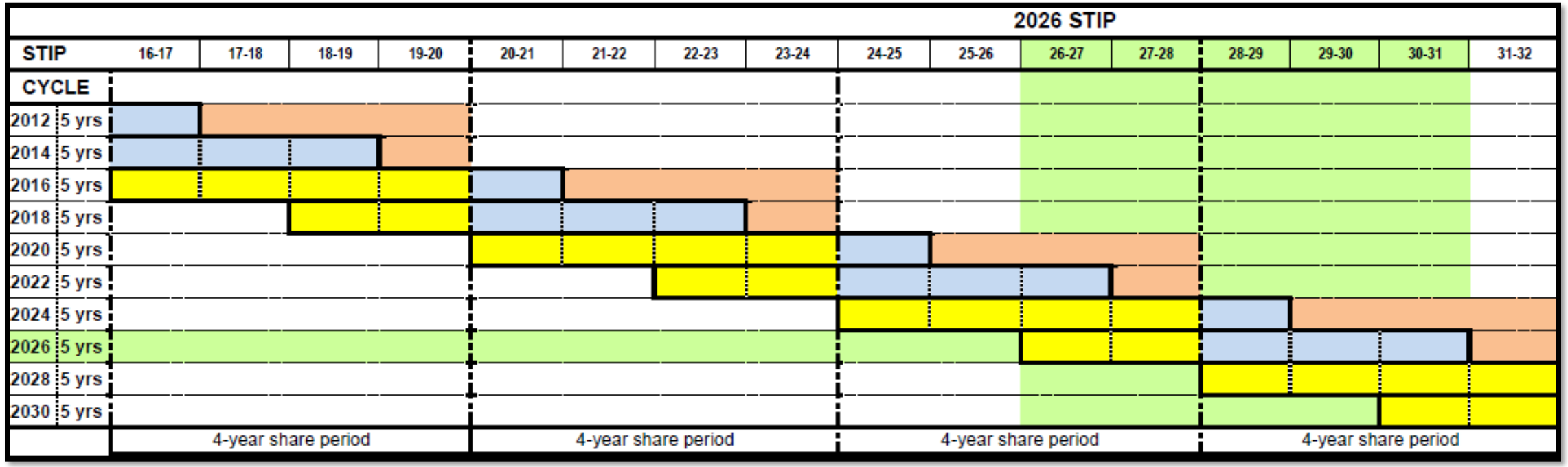
Table 5 - Planning, Programming, and Monitoring (PPM) Limitations

($ in thousands)

County	2024 STIP FY 2028-29	2026 STIP 2028-29 through 2030-31	Total 2028-29 through 2030-31	5% PPM Limitation 2028-29 through 2030-31
Monterey	5,067	6,794	11,861	593

- 2024 Orange Book: Monterey programmed $253k to PPM in FY 28-29
- Draft 2026 STIP FE: Monterey has up to $593k available for PPM in FY's 28-29 through 30-31
- The difference: $593k-$253k = $340k in *new* PPM capacity for FY's 28-29 - 30-31

STIP Share Periods



LEGEND	
	Minimum
	Target
	Maximum

Draft 2026 STIP Guidelines Proposed Changes

PROPOSED GUIDELINE LANGUAGE

Policies & procedures specific to the 2026 STIP –

- 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, Local Transportation Climate Adaptation Program, Active Transportation Program ~~and federal discretionary programs.~~ –If the uncommitted fundsing areis 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 used to delete the project. It may be substituted by a project with a full funding commitment. ~~The Commission expects the regions to inform CTC staff.~~
  - The Commission will also accept projects with uncommitted funds from federal discretionary programs. The agency must provide a plan to secure the funding commitment, explain the risk of not securing that commitment, and include a contingency plan to secure alternative funding should the commitment not be obtained. If a project with uncommitted federal discretionary funds is programmed, all funding commitments must be secured six months prior to the year in which the project is programmed, or the project will be deleted from the STIP. The Commission will not accept alternative fund sources that will delay the project's phase within the STIP. It is the responsibility of the Regions to keep the Commission informed when a project is unsuccessful in securing funds and other funding sources are being pursued.

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PROPOSED GUIDELINE LANGUAGE

- Section 17 – Committed Funds ~~and Uncommitted Funds~~
  - **The Commission will not program a project or phase of a project in the STIP without a full funding commitment from STIP funds or other committed funds. The Commission considers funds committed when programmed by the Commission, or when the agency with discretionary authority over the funds has committed to the project by ordinance or resolution.**
  - **For federal formula funds, including the Surface Transportation Block Grant Program, Highway Improvement Program, Congestion Mitigation and Air Quality, and federal formula transit funds, the commitment may be made through the federal Transportation Improvement Program adoption.**
  - **For federal discretionary funds, the commitment may be made through the federal approval of a full funding grant agreement or by grant approval. The commitment may take the form of federal acceptance into Accelerated Project Delivery and Development** ~~(in the case of Small starts)~~ **with the expectation of federal approval of an Expedited Grant Agreement, or federal approval of a project to enter Engineering** ~~(in the case of New starts)~~ **with the expectation of federal approval of a Full Funding Grant Agreement** ~~as long as all funding, excluding STIP funding, is committed to the project. A project programmed before receiving federal approval for construction must receive the federal approval for construction before construction allocation and no later than the end of the first full federal fiscal year after the STIP or STIP amendment is adopted, or the project will be deleted from the STIP.~~
  - **When proposing to program only preconstruction components for a project, Caltrans or the regional agency should demonstrate how it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan.**
  - **All proposed projects shall submit complete funding plans describing each overall project and/or usable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the funding timeframe sought. Rail and transit projects must include how they intend to fund initial operating costs. Moreover, should the project schedule exceed the funding horizon, the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project fact sheets (see Section 50 of these guidelines).**
  - ~~The Commission will program projects with uncommitted funds only from the Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program, Local Transportation Climate Adaptation Program, Active Transportation Program, and Federal Discretionary Programs. If the funding committed is not secured with the adoption of the following programming cycle, that covers the applicable programming year 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 commitment.~~

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Proposed Guideline Language

Section 48 – Display of Project Descriptions and Costs

Each new or carryover project proposed for programming in the STIP shall include the following information:

a) The name of the agency responsible for project implementation.
b) The project title, including a brief nontechnical description of the project location and limits (community name, corridor, street name, etc.), and a phrase describing the type and scope of the project. By definition, the Commission will regard the limits for a rehabilitation project on local streets and roads as including adjacent or nearby streets and roads, thus providing greater flexibility in project scope.
c) A Caltrans-provided unique project identification number (PPNO).
d) The route number and post-mile limits should be identified for projects on the State highway system. Global positioning system (GPS) coordinates (longitude and latitude) and cross streets should be identified for local projects not on the state highway system.
e) The delivery schedule for each of the project's milestones.
f) Any appropriate funding restriction or designation, including projects eligible for Public Transportation Account funding, projects requiring state-only funding, or projects requiring Federal funds. Agencies proposing projects requiring state-only funding (including local street and road projects not eligible for federal-aid) should recognize that the availability of state-only funding may be limited.
g) New and carryover projects shall include the current funding plan, including the total project cost and the source and amounts of local or other non-STIP funds, if any, committed to the project.
h) A map showing the project location and corridor.
i) The legislative districts where the projects are located.
j) The project's identification or page number as reflected in the RTP.

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2026 STIP TIMELINE

Topic	Dates
Commission hearing/adoption of STIP Guidelines	August 14-15, 2025
Commission adopts STIP Fund Estimate	August 14-15, 2025
Caltrans identifies State highway needs	September 15, 2025
Caltrans releases the draft ITIP	October 15, 2025
CTC ITIP Hearing – North	October 30, 2025
CTC ITIP Hearing – South	November 7, 2025
RTIPs and Final ITIP submitted to the CTC	December 15, 2025
STIP Hearing – North	January 28, 2026
STIP Hearing – South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
Commission adopts the 2026 STIP	March 19-20, 2026

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Regional Transportation Improvement Program (RTIP) Reminders

RTIP Reminders

1. Capturing Cost Escalations on existing projects is a requirement

   Sections 52 and 56

2. If an increase is proposed on an existing project, it cannot be to backfill other non-STIP funds previously committed to the project, which have already been, or in the future, will be redirected to non-capital activities

   Section 31

3. Current year projects cannot be increased, decreased, or deleted

   Section 75

4. Regional Transportation Plan (RTP) project identification or project number must be identified in the Regional Transportation Improvement Program

   Section 48

5. The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

   Section 50

QUESTIONS?

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