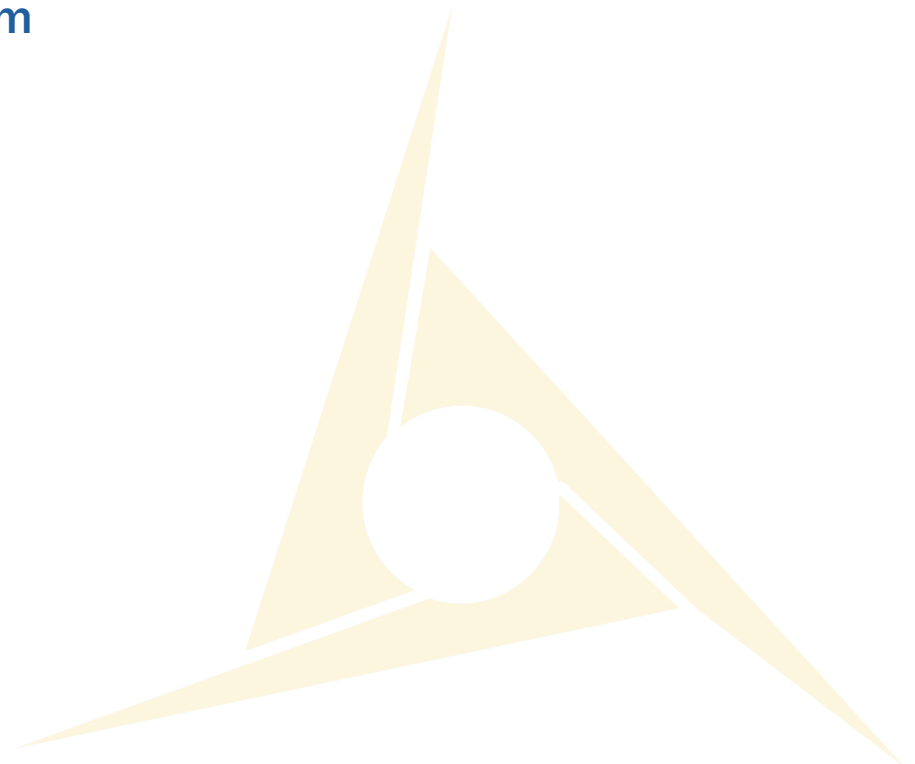


Draft Guidelines

2026 State Transportation Improvement Program

May 5, 2025 | 10:00 am - 12:00 pm



PROGRAM OVERVIEW

- Biennial program updated and adopted in March of every even numbered year
- Each update includes a five-year program of projects
- Program funding is constrained by the Fund Estimate adopted in August of each odd-numbered year
- Funding distribution is based on formula:
 - 75% - Regional Improvement Program (RIP)
 - 25% - Interregional Improvement Program (IIP)

2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM

- Covers fiscal years 26-27 through 30-31
- Fiscal years 24-25 and 25-26 are collapsed into the “Prior” column
- Fiscal years 27-28 and 30-31 are added
- The first three years of the 2026 STIP are overcommitted
- Closes a four-year county share period which ends in 27-28
- Next share period begins in 28-29

TOPICS FOR DISCUSSION

- Regional Transportation Plan - Identification Number
- Uncommitted Funding as it relates to CTC Programs
- Committed Funding
- Fact Sheets
- Federalization of Rail projects

REGIONAL TRANSPORTATION PLAN – IDENTIFICATION NUMBER

Add the following language:

(j) The project's identification number as shown in the Regional Transportation Plan.

48. Project Description

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 unique project identification number (PPNO) provided by Caltrans.
- (d) For projects on the State highway system, the route number and post-mile limits. For local projects not on the State highway system, the GPS coordinates (longitude and latitude) and cross streets should be identified.
- (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.



UNCOMMITTED FUNDING

- Uncommitted funds are accepted on a phase only when it is proposing funds for an upcoming Commission program cycle.

“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.”

COMMITTED FUNDING

- The Commission considers funds committed when they are programmed by the Commission, or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution.
- The Commission will not program a project or phase in the STIP without a full funding commitment either from the STIP or from other committed funds.
- All proposed projects must submit a full funding plan, including Federal, State, and local funding categories by fiscal year over the timeframe that funding is sought.

FACTS SHEETS

- History -
 - Added in the 2024 STIP
- Goal -
 - To highlight regional and interregional priorities outside of the STIP
- Discussion –
 - What are your thoughts/suggestions on fact sheet content

50. Fact Sheets

All regions and Caltrans shall submit a one- or two-page fact sheet with their respective RTIP and ITIP. The fact sheet shall include:

- (a) An executive summary of the RTIP and ITIP highlighting the region and the State's top priorities.
- (b) A summary of the most significant benefits the proposed investments will provide to the region(s), including the safety, environment, equity, and economic benefits to the community.
- (c) For the regions, a description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy.
- (d) For Caltrans, a description of how the ITIP is advancing the goals and objectives of the ITSP's goals and objectives.
- (e) A description of how the RTIPs and the ITIP aligns with the State's goals. If a region has prepared a Comprehensive Multimodal Corridor Plan, a Bicycle Plan, or any other regional plans, include a discussion of the RTIP's consistency with those plans. Similarly for Caltrans, the fact sheet should include the ITIP's consistency with any plans Caltrans may have prepared.

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

FEDERALIZATION OF RAIL PROJECTS

Article XIX of the California Constitution permits State revenues in the SHA only for State highways, local roads, and fixed guideway facilities.

Article XIX of the California Constitution restricts transit and rail projects that can be funded with nearly all SHA revenues to the “research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.”

FEDERALIZATION OF RAIL PROJECTS

Additionally, SHA revenues may not be expended for these purposes “unless such use is approved by a majority of the votes cast on the proposition authorizing such use of such revenues in an election held throughout the county or counties, or a specified area of a county or counties, within which the revenues are to be expended.”

This means, for example, that rail rolling stock and buses may be funded only from the Federal revenues in the STIP. The non-Federal match can only be programmed in the STIP if PTA capacity is available for such projects. If no PTA capacity is available, the match will have to be provided from a non-STIP source.

2026 STIP TIMELINE

| TOPICS | DATES |
|--|-----------------------|
| Draft STIP Guidelines presented to Commission | June 26-27, 2025 |
| Draft STIP Fund Estimate presented to Commission | June 27-28, 2025 |
| Commission hearing and adoption of STIP Guidelines | August 14-15, 2025 |
| Commission adopts STIP Fund Estimate | August 14-15, 2025 |
| Caltrans releases the draft ITIP | By October 15, 2025 |
| ITIP Hearing – North and South | By November 15, 2025 |
| RTIPs and ITIP submitted to the CTC | December 15, 2025 |
| STIP Hearing – North and South | January/February 2026 |
| CTC publishes staff recommendations | End of February 2026 |
| Commission adopts the 2026 STIP | March 2026 |

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THANK YOU!

