

Memorandum

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To: CHAIR AND COMMISSIONERS

CTC Meeting: May 21, 2014

Reference No.: 4.6
Information

From: ANDRE BOUTROS
Executive Director

Subject: **2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) GUIDELINES
PROCESS**

ISSUE:

The State Transportation Improvement Program (STIP) guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of the STIP. They are developed in cooperation with Caltrans, regional transportation planning agencies, county transportation commissions and local agencies in accordance with Government Code 14530.1.

The STIP fund estimate must be adopted by August 15 of each odd numbered year. Amended guidelines are generally adopted at the same meeting. Under state law, not later than April 1 of every even year, the California Transportation Commission (Commission) adopts the biennial five-year STIP. The guidelines may not be amended or modified during the period between thirty days following the adoption of the fund estimate and the adoption of the STIP.

The STIP process generally begins in January of the odd year with the fund estimate overview, including a timeline for adoption of the fund estimate and the amended guidelines. The draft fund estimate is usually presented in June, along with draft STIP guidelines amended to include specifics as identified in the draft fund estimate. Both the draft guidelines and the draft fund estimate are discussed in a noticed workshop in July, with both adopted by August 15 of the odd year.

In past years, this process was adequate to develop amended guidelines that accounted for changes in funding, other changes captured in the fund estimate or changes consistent with enacted legislation. However, to enhance transparency and accountability in the programming process, the 2016 STIP guidelines process will begin immediately, with staff working with stakeholders to identify key areas for revision.

Staff intends that the 2016 STIP guidelines will continue to emphasize coordination and consistency with adopted Regional Transportation Plans, the Interregional Transportation Strategic Plan, and investment strategies and decisions consistent with state and federal laws. Areas of focus for possible revision include, but are not limited to, methods to (1) determine, evaluate, and communicate cost effectiveness of Regional Transportation Improvement Programs (RTIPs) and the

Interregional Transportation Improvement Program (ITIP); (2) promote greater public participation and enhanced transparency; and (3) evaluate and communicate the regional and statewide benefits of projects programmed in the adopted STIP. While this effort will focus primarily on recommended amendments to Sections 19, 31, 34, and Appendix B, other sections may be identified for revision as the process moves forward.

Staff will prepare revisions for the 2016 STIP guidelines in an open and transparent manner. It is anticipated that workshops will be held and progress reports will be provided to the Commission at the June, August and October 2014 Commission meetings. Staff intends to present a first draft of the 2016 STIP guidelines at the October 8, 2014 Commission meeting.

BACKGROUND:

The STIP is a biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Each new STIP adds two new years to prior programming commitments. The 2014 STIP was adopted in March 2014, and the next STIP must be adopted by April 1, 2016.

In past years the STIP was funded with a variety of funds including state and federal highway funds, state funds for transit (PTA), and federal funds for transportation enhancements and active transportation (TE). The PTA and TE funds are no longer included in the STIP. The PTA funds are now directed to other uses, including State Transit Assistance, and the federal TE program has been discontinued. The new federal Transportation Alternatives Program (replaced TE) has been folded into the new Active Transportation Program, which is a competitive program outside the STIP. With these changes in funding, fewer transit and active transportation projects were proposed for programming in the 2014 STIP.

Under state law, the Commission adopts the STIP by April 1 of every even year, and may allocate STIP funds only in accordance with the adopted STIP. Updated guidelines for the STIP are adopted biennially prior to the adoption of the fund estimate, which is generally adopted in August of every odd year. The 2016 STIP, which will likely be adopted in March 2016, will cover the five-year period from 2016-17 through 2020-21. This five-year period coincides with the four-year share period of 2016-17 through 2019-20 for which there will be a minimum target for programming that must be met.