

August 27, 2015

**CALIFORNIA TRANSPORTATION COMMISSION  
Amendment of STIP Guidelines**

**RESOLUTION G-15-0x  
Amending Resolution G-13-17**

- 1.1 WHEREAS Government Code Section 14530.1 requires the California Transportation Commission to adopt guidelines for the development of the State Transportation Improvement Program (STIP) and permits the Commission to amend the guidelines after conducting a public hearing, and
- 1.2 WHEREAS the Commission last amended the STIP Guidelines on August 6, 2013 (Resolution G-13-17), and
- 1.3 WHEREAS Section 14530.1 requires the Commission to make a reasonable effort to adopt the amended guidelines prior to its adoption of the fund estimate pursuant to Section 14525 and, in no event, to amend the guidelines during the period commencing 30 days after the fund estimate and before the adoption of the STIP, and
- 1.4 WHEREAS the Commission intends to adopt the 2016 STIP Fund Estimate on August 27, 2015, and
- 1.5 WHEREAS the draft STIP Guidelines were presented at the June 25, 2015 Commission meeting and the Commission held hearings on the draft Guidelines on July 23, 2015 and August 27, 2015,
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the amendments to the STIP Guidelines, as presented by Commission staff on August 27, 2015, and
- 2.2 BE IT FURTHER RESOLVED that the Commission adopts the attached amendments to the policies and procedures specific to the 2016 STIP, and
- 2.3 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the STIP Guidelines, as amended, together with the policies and procedures specific to the 2016 STIP, to regional agencies, county transportation commissions, and representatives of local agencies and transit agencies.

## Attachment to Resolution G-15-0x

### **DRAFT STIP Guidelines** **Policies and Procedures Specific to the 2016 STIP**

The following specific policies and procedures address the particular circumstances of the 2016 STIP:

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2016 STIP:

Caltrans presents draft Fund Estimate	June 25, 2015
STIP Guidelines & Fund Estimate Workshop	July 23, 2015
CTC adopts Fund Estimate & Guidelines	August 27, 2015
Caltrans identifies State highway needs	September 15, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP hearing, North	October 28, 2015
CTC ITIP hearing, South	November 4, 2015
Regions submit RTIPs	December 15, 2015
Caltrans submits final ITIP	December 15, 2015
CTC STIP hearing, North	January 21, 2016
CTC STIP hearing, South	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC adopts STIP	March 16-17, 2016

- Statewide Fund Estimate. The statewide capacity for the 2016 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, 2019-20 and 2020-21, with decreases in capacity in earlier years. The decreases in capacity are due mainly to the decrease in the price based excise tax. The estimate incorporates the 2015-16 Budget Act and other 2015 legislation enacted prior to the Fund Estimate adoption. Programming in the 2016 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2019-20 and 2020-21.
- County shares and targets. **The 2016 Fund Estimate indicates that the STIP is, in effect, already fully programmed for the entire 5 years of the 2016 STIP (there is about \$31.7 million of capacity available in the last year of the STIP period). This is due primarily to the decrease in the price based excise tax. Projects currently programmed in the STIP will need to be reprogrammed into later years.**

The Fund Estimate tables of county shares and targets take into account all county and interregional share balances on June 30, 2015. For each county and the interregional share, the table identifies the following amounts:

- Base (minimum). This is the share for each county and the interregional program through 2019-20, the end of the county share period that falls within the 2016 STIP period. The base is calculated as the sum of the share balance through the June 2015 Commission meeting and the STIP formula share of the statewide new capacity available through 2019-20. 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 2020-21. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2016 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 2023-24. 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 1 million.
- **Reprogramming of current year projects**. In a departure from the general rule in the STIP Guidelines, projects programmed in 2015-16, including projects from prior years that have allocation extensions, may be reprogrammed to a later fiscal year if they are on the list of delivered projects or if they have been granted, prior to adoption of the Fund Estimate, an extension of the allocation period that expires after the adoption of the 2016 STIP.
- **Submittal of RTIPS**. The Regional Transportation Planning Agency (RTPA) Group has developed a template for submittal of RTIPs, and encourages its use by regions for the 2016 STIP. The purpose of the template is to make RTIP submittals more consistent statewide and to present a visualization tool which provides information in an organized and transparent manner. The RTIP template includes, but is not limited to, the following: contact information, a summary of previously completed RTIP projects, information on how regions are delivering projects and meeting state and federal goals, a public participation summary, a description of the relationship between the RTIP and the adopted RTP/SCS, and a description of the performance and effectiveness of the RTIP. The template will be available for download prior to August 27, 2015 at <http://calrtpa.wordpress.com>.
- Transit and Rail Projects. While PTA program capacity has been eliminated, a region may still nominate transit and rail projects in its RTIP within State Highway Account and Federal funding constraints.
- Bicycle and Pedestrian projects. Existing bicycle and pedestrian projects may remain 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 2016-17 through 2020-21, based upon the 2012, 2014, and 2016 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.
- Advance Project Development Element (APDE). There is no APDE identified for the 2016 STIP.
- 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 2016 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption. Commission staff will maintain an

“AB 3090 Plan” which will include projects for which regions intend to request an AB 3090 reimbursement in order to advance the project into 2016-17, 2017-18, or 2018-19. The inclusion of a project on the list is not a commitment by the regional agency to request an AB 3090 reimbursement, an endorsement or recommendation by Commission staff, or an approval by the Commission.

- Caltrans Benefit/Cost Model. The 2016 STIP Guidelines continue the requirement for project-level evaluations including use of Caltrans’ Benefit/Cost Model. Caltrans has developed a model for bicycle and pedestrian projects in order to improve information available to decision makers at the regional and state level.
- Commission expectations and priorities. The 2016 Fund Estimate indicates that the 2014 STIP is over-programmed in the early years. Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle. However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

For the 2016 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2014 STIP, as amended.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 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 20 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, 2015. Should the Department fail to provide a region and the Commission with this information, the Commission intends to assume there are no unmet state highway or intercity rail needs in that region.

**California has been in a historic drought and Governor Brown proclaimed a state of emergency on January 17, 2014. In addition, the Governor issued statewide mandatory water reductions on April 1, 2015. Therefore, it is the intent of the Commission that any landscape projects currently programmed but not yet allocated and awarded, or any new landscape projects, will include drought tolerant plants and irrigation consistent with the Governor’s actions.**

**Governor Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The order states that State agencies shall 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 investment 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.**

**Therefore, it is the intent of the Commission that Executive Order B-30-15 be followed by the Department and considered by Regional Agencies when determining new programming proposals for the 2016 STIP. Further, the Commission intends to consider Executive Order B-30-15 when approving programming recommendations in the event that programming requests exceed programming capacity.**

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ITEM