

M e m o r a n d u m**To:** CHAIR AND COMMISSIONERS**CTC Meeting:** June 25, 2014**Reference No.:** 4.8
Information**From:** ANDRE BOUTROS
Executive Director**Subject:** **2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) GUIDELINES
PROCESS UPDATE****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.

At the May 21, 2014 Commission meeting, staff outlined steps to begin the 2016 Guidelines process early, with the goal being enhanced transparency and accountability in the programming process. 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.

Three workshops will be held through the summer. The first workshop, to discuss performance measures and cost effectiveness, was held in Sacramento on June 11, 2014. The workshop was well attended, with approximately 43 in person attendees and 40 attending via teleconference. Attendees included representatives from Regional Transportation Planning Agencies, Metropolitan Planning Organizations, Federal Highway Administration, Caltrans, California Transportation Agency, Native American Tribes, Department of Public Health, legislative staff, environmental advocacy groups, walking, biking and health advocates, and others. Some of the generally agreed upon suggestions included simplifying and using mode neutral performance measures, focusing on project outcomes, and clarifying the goals and objectives that we're trying to achieve with the STIP programming.

The next workshop is scheduled to be held in Los Angeles on July 16, 2014. This workshop will focus on transparency of the STIP programming process. Staff will report on progress again at the August 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.