

STIP Guidelines
Policies and Procedures Specific to the 2020 STIP

The following specific policies and procedures address the particular circumstances of the 2020 STIP:

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2020 STIP:

Caltrans presents draft Fund Estimate	June 26-27, 2019
STIP Guidelines & Fund Estimate Workshop	July 22, 2019
CTC adopts Fund Estimate & Guidelines	August 14-15, 2019
Caltrans identifies State highway needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP hearing, North	October 10, 2019
CTC ITIP hearing, South	October 16, 2019
Regions submit RTIPs	December 15, 2019
Caltrans submits final ITIP	December 15, 2019
CTC STIP hearing, North	January 30, 2020
CTC STIP hearing, South	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC adopts STIP	March 25-26, 2020

- Statewide Fund Estimate. **The 2020 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, 2023-24 and 2024-25. No new capacity is identified for the first three years.** The estimate incorporates the 2019-20 Budget Act and other 2019 legislation enacted prior to the Fund Estimate adoption. Programming in the 2020 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2023-24 and 2024-25.
- Senate Bill 1. SB 1 replaced the price-based excise tax with the incremental excise tax effective 2019-20 and set the rate at 17.3 cents with the provision to adjust it annually for inflation. After the transition from the price-based excise tax to the incremental excise tax, the revenues for the State Highway Account directed to fund the STIP will be stabilized.
- Public Transportation Account. Although the overall statewide capacity for the 2020 STIP Fund Estimate identifies new capacity for the STIP period, the 2020 STIP Fund Estimate indicates a negative program capacity for the Public Transportation (PTA). SB 1 did not provide additional funding for the PTA, instead PTA resources for the STIP decreased as a result of SB 1. Therefore, all transit projects programmed in the STIP will need to be delivered with other STIP funds, if eligible.
- County Shares and Targets. The Fund Estimate tables of county shares and targets take into account all county and interregional shares through June 30, 2019. For each county share and the interregional share, the table identifies the following amounts:
 - Base (Minimum). This is the share for each county and the interregional program through 2023-24, the end of the county share period that falls within the 2020 STIP period. It is calculated as the sum of the share balance through the June 2019 Commission meeting and the STIP formula share of the statewide new capacity

available through 2023-24. 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. **The calculated base for each county is the formula distribution of new capacity, not to exceed the unprogrammed share balance. Because the total unprogrammed share balance exceeds the total capacity available through 2023-24, in some instances the base target may be less than the unprogrammed share balance.**

- **Total Target.** This target is determined by calculating the STIP formula share of all new capacity through 2024-25. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2020 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 2027-28. 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.
- **Transit and Rail Projects.** As indicated in the 2020 STIP Fund Estimate, there is a negative capacity in PTA funds. Regions may nominate transit and rail projects in its RTIP within SHA and Federal funding constraints (rolling stock may only be funded with Federal funds).
- **Bicycle and Pedestrian projects.** Bicycle and pedestrian projects may be programmed 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 2020-21 through 2023-24, based upon the 2016, 2018, and 2020 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.
- **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 2020 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption.
- **Uncommitted Funds. The Commission will consider programming projects with uncommitted funds only from the Solutions for Congested Corridors Program, Trade Corridors Enhancement Program, and Local Partnership Program, provided that the uncommitted funding is secured by June 30, 2020. If the funding commitment from these programs, or alternative funding, is not secured by the established date, the projects will be subject to deletion by the Commission at the next Commission meeting.**
- **Advance Project Development Element (APDE).** There is no APDE capacity identified for the 2020 STIP.
- **Commission expectations and priorities.** For the 2020 STIP, the Commission expects to give priority to the reprogramming of projects from the 2018 STIP, as amended, and to new projects to meet county shares for the period ending in 2023-24.

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, 2019. Should the Department fail to provide a region and the Commission with this information, the Commission will assume there are no unmet state highway or intercity rail needs in that region.

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 investments 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.

Executive Order B-30-15 must be considered by the Department and Regional Agencies when proposing new programming for the 2020 STIP. The Commission intends to consider Executive Order B-30-15 when approving programming recommendations in the event that programming requests exceed programming capacity.

- **Cost Increases. Due to the lack of new capacity in the early years of the STIP, projects with cost increases that are currently programmed in the first three years of the STIP may be delayed to the last two years of the STIP.**