

**CALIFORNIA TRANSPORTATION COMMISSION  
ADOPTION OF THE 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM**

**RESOLUTION G-22-34**

- 1.1 **WHEREAS**, Government Code Section 14529 requires the California Transportation Commission (Commission) to adopt biennially and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 **WHEREAS**, pursuant to Government Code Section 14529, the 2022 STIP is a five-year STIP, adding two new program years, 2025-26 and 2026-27, and
- 1.3 **WHEREAS**, pursuant to Government Code Section 14525, the Commission adopted the 2022 STIP Fund Estimate, on August 18, 2021, and
- 1.4 **WHEREAS**, pursuant to Government Code Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2022 STIP development process on August 18, 2021, and
- 1.5 **WHEREAS**, the 2022 STIP Fund Estimate provided \$796 million in net new STIP programming capacity, and
- 1.6 **WHEREAS**, the new capacity includes \$1.243 billion from the State Highway Account, -\$435 million from the Public Transportation Account, and -\$12 million carryover from 2021-22, and
- 1.7 **WHEREAS**, the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost-effective manner, and
- 1.8 **WHEREAS**, the statutes make 75 percent of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.9 **WHEREAS**, the statutes make the remaining 25 percent of all new STIP funds available for the interregional improvement program, with projects to be nominated by the California Department of Transportation in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.10 **WHEREAS**, the Commission has received and reviewed the 2022 RTIPs and the 2022 ITIP submitted by December 15, 2021, as well as various amendments and corrections submitted subsequently, and

- 1.11 **WHEREAS**, pursuant to Section 14529, the Commission held two virtual public hearings, one on January 27, 2022 and the other on February 3, 2022, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the California Department of Transportation's objections to any RTIP, and has considered the testimony at those hearings along with further written and oral comments, and
- 1.12 **WHEREAS**, the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.13 **WHEREAS**, the Commission staff recommendations for the 2022 STIP were published and made available to the Commission, the California Department of Transportation, regional transportation agencies, and county transportation commissions on February 24, 2022, and
- 1.14 **WHEREAS**, the Commission staff recommendations include a Rail Reserve in the Interregional Improvement Program in fiscal years 2025-26 and 2026-27 for the following rail projects: \$30 million for the Sacramento to Roseville 3<sup>rd</sup> Mainline Track, \$20 million for the Leesdale Passing Siding and \$7.5 million for King City Platform and Multi-Modal Station Phase 1, and
- 1.15 **WHEREAS**, the above listed rail projects may be programmed in the 2022 STIP through a STIP Amendment once all eligibility requirements are met, which, for the Sacramento to Roseville 3<sup>rd</sup> Mainline Track, the only remaining requirement is to secure \$28.2 million in federal discretionary funds from a pending discretionary grant application to meet the requirements in the STIP Guidelines for a complete funding plan, and
- 1.16 **WHEREAS**, the staff recommendations conform to the fund estimate and other requirements of statute for the STIP.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission hereby adopts the 2022 STIP to include the program described in the staff recommendations, including the attachments to this resolution, and
- 2.2 **BE IT FURTHER RESOLVED**, that, except as otherwise noted in the staff recommendations or this resolution, the 2022 STIP includes all projects remaining from the 2020 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 **BE IT FURTHER RESOLVED**, that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2022 STIP, subject to verification by the California Department of Transportation at the time of allocation by the

Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and

- 2.4 **BE IT FURTHER RESOLVED**, that each of the projects identified in the staff recommendations as a bicycle and pedestrian project is included in the 2022 STIP subject to verification by the California Department of Transportation and the Federal Highway Administration that the project is indeed eligible for State Highway Account or Federal funding, and
- 2.5 **BE IT FURTHER RESOLVED**, that the Commission intends that STIP rail and transit projects, including grade separations on passenger rail lines, be eligible for, and funded from the Public Transportation Account, if available, or, if eligible, from the state's Federal Surface Transportation Program apportionment, and
- 2.6 **BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the fund estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed, and
- 2.7 **BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the California Department of Transportation and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2022 STIP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the May 18-19, 2022 meeting.

**Yellow Replacement Item**

Reference No.: 4.32

March 17-18, 2022

Attachment C

2022 STAFF RECOMMENDATIONS  
ERRATA

Mendocino:

- Route 1 (Main St), bike and pedestrian access improvements (PPNO 4593): **move** construction from fiscal year 2022-23 to 2023-24 and **change** the implementing agency from Fort Bragg to Caltrans.

Orange:

- Digital Bus Stop Signs (TMS), up to 150 on various bus routes (PPNO 9660): **correct** PPNO 1308 with PPNO 9660.
- Transit Security and Operations Center (LPP) (PPNO 9659): **correct** PPNO 1307 with PPNO 9659.

***Yellow Replacement Item***

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Attachment D

2022 STAFF RECOMMENDATIONS  
LATE CHANGES AND CLARIFICATIONS

Interregional:

- SMART Windsor Rail Systems Project (PPNO 9889): **program** \$10 million in construction capital in fiscal year 2025-26.
- Reduce the Rail Project Reserve (PPNO 9885) from \$20 million to \$10 million in fiscal year 2025-26.

Yolo:

- Delete the Matmor Road & E. Gum Avenue Complete Streets Rehabilitation (PPNO 5608) project.