

# 2022 State Transportation Improvement Program Overview

# 2022 STIP Overview

- Biennial five-year capital improvement program to improve regional highways and transit systems
  - Funded primarily with portions of gasoline excise tax
  - Administered by the California Transportation Commission (CTC)
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- The 2022 STIP will cover FY 2022-23 through FY 2026-27
  - Majority of new funding capacity will be in FY 2025-26 and 2026-27

# 2022 STIP Components

- Regional Improvement Program (RIP):
  - 75% to the counties based on population and highway centerline miles
  - Orange County share is 6.45% of RIP
  - OCTA submits project nominations for Orange County
- Interregional Improvement Program (IIP):
  - 25% to the State for interregional highway and intercity rail projects
  - Caltrans submits project nominations

# 2021 Mid-Cycle STIP

- Funds made available through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021
- Funds administered by CTC and made available to counties through the STIP formula
- OCTA share \$11.8 million:
  - In June OCTA Board programmed \$800K to advance Ortega Highway and \$600K for planning activities
  - \$10.4 million remaining

# STIP Development Timetable

June 2021	CTC released draft 2022 STIP fund estimate and guidelines
August 2021	CTC approves final STIP fund estimate and guidelines
September 2021	OCTA approves project list and sends to SCAG for analysis
December 2021	OCTA submits projects to CTC for consideration
January/February 2022	CTC holds STIP hearings
February 2022	Possible adjustments to OCTA requests based on CTC feedback
March 2022	CTC approves the 2022 STIP

# 2022 STIP Capacity

Description	OCTA - RIP (in millions)
New Revenues	\$ 139.3
Program Commitments	(\$ 118.8*)
2022 STIP New Funding Capacity	\$ 20.5
Remaining Mid-Cycle STIP	\$ 10.4
<b>Total RIP New Funding Capacity</b>	<b>\$ 30.9</b>

\* Existing programming for I-5 Improvement project from I-405 to Yale Avenue, I-5 Improvements from SR-73 to El Toro Road (replacement planting/landscaping), SR-74 Ortega Highway Improvements, and I-5 from County Line to Pico

# Overview of STIP Program Guidelines

- Guidelines outline the policy, standards, criteria, and procedures for the development, adoption, and management of the STIP
- Developed in cooperation with the Caltrans, regional transportation planning agencies, county transportation commissions, and local agencies
- Eligible uses include capital state highway improvements, intercity rail, regional highway or transit projects to improve regional transportation

# 2022 STIP – Revisions to Guidelines

- RIP submittal must include discussion of:
  - The most significant interregional highway and intercity rail needs within the region
  - The most significant multimodal corridor deficiencies within the region
  - Any state routes within the region that might be potential candidates for a Highway to Boulevard Conversion Pilot Program
- IIP submittals must consider the Climate Action Plan for Transportation Infrastructure (CAPTI) criteria in prioritizing projects



# 2022 STIP – Revisions to Guidelines (Cont.)

- CAPTI elements that must be prioritized for IIP include:
  - Reduce vehicles miles traveled and support infill development
  - Reduce congestion by shifting to other modes of travel
  - Fund infrastructure that encourages transit use, walking, and bicycling
  - Mitigate increased transportation costs for lower-income Californian residents
- Additional changes include:
  - Identify projects funded in preconstruction but still need IIP for construction
  - Assess functional gaps in priority interregional facilities
  - Identify deficiencies within interregional multimodal corridors
  - Discuss possible highways to boulevards conversion

# OCTA's Policy for STIP

- Use STIP funds for Measure M2 freeway, commuter rail, fixed-guideway projects, planning/programming, and complementary activities, which seek an equitable balance between freeways and transit capital and are consistent with state goals

# Previously Approved STIP Projects

Examples of approved projects:

- I-5 from I-405 to Yale Avenue Construction (\$95.4 million)
- SR-55 from I-405 to I-5 Construction (\$80 million)
- SR-74 Ortega Highway Design (\$8.5 million)
- I-5 from Pico to San Diego County Line Environmental (\$5.5 million)

# Next Steps

- September 2021 – Funding recommendations presented to the Board
- September 2021 – Project list submitted to SCAG for analysis
- December 2021 – Project list submittal to CTC
- January 2022 – CTC holds Northern California STIP Hearing
- February 2022 – Southern California STIP Hearing and CTC staff recommendations
- March 2022 – CTC approves the 2022 STIP