

Section 1 – Overview of California’s State and Federal Programming Process

State Programming Process

The major transportation system decision-makers in California are:

- *Legislature* – establishes overall policies, funding sources, distribution, and spending priorities through state statutes.
- *California Transportation Commission* – reviews and adopts the state transportation programs and approves projects nominated by Caltrans and regional agencies for funding.
- *Department of Transportation (Caltrans)* – responsible for the preservation, operation, and maintenance of the state highway system and for improving interregional mobility of people and goods. As owner/operator of the system, Caltrans develops a four year State Highway Operation and Protection Program (SHOPP). Caltrans plans, designs, and nominates state highway projects in the Interregional Transportation Improvement Program (ITIP) – the interregional portion of the State Transportation Improvement Program (STIP).
- *MPOs and RTPAs* – Every county in California is served by an RTPA and every county with at least one urbanized areas is also served by an MPO. These regional agencies are responsible for planning, coordinating, and administering the funds for their regional transportation system. In California, each of the eighteen MPOs and the twenty-six RTPAs (See Figure 3) develops and adopts a Regional Transportation Plan (RTP), which is the basis for each RTPA’s Regional Transportation Improvement Program (RTIP) – the regional portion of the STIP, and each MPO’s FTIP.

The two primary state programming documents are the STIP and the SHOPP. The programming capacity for the STIP and SHOPP is based on the CTC adopted STIP Fund Estimate. Most projects in the adopted STIP and SHOPP are included in the MPOs FTIPs and FSTIP, along with other federally funded projects, not subject to the state’s programming process.

Federal Programming Process

The STIP and SHOPP are the key programming building blocks for the MPO FTIPs and FSTIP. State statutes and practice integrate state and federal programming documents into a sequential process to conserve resources and streamline the programming process.

Figure 4 below demonstrates the relationship of the state and federal transportation programming documents and process.

Figure 4

FEDERAL/STATE PLANNING & PROGRAMMING PROCESS

