

SENATE TRANSPORTATION COMMITTEE
SENATOR DAVE CORTESE, CHAIR
2025-2026 Session

Committee Policy On: PROJECT BILLS

Policy: The committee will not consider any measure that contains provisions advantaging or directing the construction or funding of a specific transportation project subject to the statutory project selection process administered by the California Transportation Commission (CTC) and involving the Department of Transportation (Caltrans) and regional transportation agencies.

Discussion: Section 167 of the Streets and Highways Code provides that the Legislature shall not enact legislation directing the construction or funding of specific individual transportation projects. Instead, current law facilitates a process involving local and regional governments and Caltrans, which is administered by the CTC and results in the orderly funding and construction of transportation projects across the state.

Through this statutory process, the CTC biennially adopts a five-year state transportation capital outlay program called the State Transportation Improvement Program (STIP). The STIP process begins with the development of a multi-year estimate of all available state and federal transportation funds. Then the CTC, based on the recommendations of the regional transportation agencies and Caltrans, adopts a program of projects that forms the basis for scheduling the expenditure of all available funds during those years. The STIP process endeavors to make investments in the state system that reflects local and state priorities while ensuring future funding will be available to complete those projects. The CTC carries out similar processes for other transportation funding programs such as the State Highway and Operations Protection Program (SHOPP) and Senate Bill 1 (SB 1) (2017) funding programs.

If the Legislature were to approve, advance, or fund a specific project outside the STIP process, the statewide spending program would become unbalanced and adjustments would be required. Hundreds of projects are included in the multi-year STIP; legislative action undermining this process could jeopardize the schedule and funding of every project. Given the risk to the state's transportation program, this committee will not hear measures which advantage or direct the construction or funding of a specific project outside the statutorily-defined STIP, SHOPP, and / or SB 1 process.

Adopted by Senate Committee on Transportation on March 25, 2025.