

Attachment 4

CTC Guidelines and Allocation Priorities

2006 STIP Guidelines

- Reprogram projects from the 2004 STIP.
- Fund project cost increases/deficiencies first.
- Cost-effectiveness based on CTC Performance Indicators
- Programming subject to annual limitations. CTC can only program so many non-transit projects in early years of the STIP.

CTC Allocation Priorities for STIP Funds

- Top project category priorities:
 - TE eligible projects
 - PTA eligible projects = Transit
 - Planning, Programming, and Monitoring (PPM)
 - Required mitigations for STIP projects already allocated funds for construction
 - Match to federal Highway Bridge Replacement and Rehabilitation Program (HBRR) funds
- 2nd tier project category priorities
 - Interregional road projects
 - Highway/Railroad grade separations
 - Capacity increasing projects on highways/local roads (with state highway projects receiving higher priority)
 - Operational improvements, including interchanges, intersections, signals, turn lanes, etc on highways/local roads (with state highway projects receiving higher priority)
- Lowest project category priorities
 - Local road rehabilitation
 - Bike/pedestrian facilities (unless programmed to receive TE funds)
 - Landscaping (unless programmed to receive TE funds) or required mitigations
 - Enhancements, including soundwalls/signage (unless programmed to receive TE funds)
 - Transportation Demand Management (such as rideshare programs)