

2014 STIP STAFF RECOMMENDATIONS
California Transportation Commission
February 28, 2014

This document presents the recommendations of the staff of the California Transportation Commission (Commission) for the 2014 State Transportation Improvement Program (STIP). Government Code Section 14529.3 requires that the Executive Director of the Commission make these recommendations available to the Commission, the Department of Transportation (Caltrans), and the Transportation Planning Agencies and County Transportation Commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission will receive comments on these recommendations and adopt the STIP at its March 20, 2014 meeting.

The 2014 STIP adds two new years of programming, 2017-18 and 2018-19, with \$1.262 billion in new STIP funding capacity. Added to the base of programming in the prior STIP, the new STIP will program about \$3.45 billion. However, the 2014 STIP Fund Estimate (FE) indicated a negative program capacity (-\$260) for the Public Transportation Account (PTA), and (-\$255) for the Federal Transportation Enhancement (TE) over the FE period, starting in 2014-15. Only the flexible funds from the State Highway Account (SHA) provided positive program capacity (\$1.777 billion).

Due to the loss of PTA funding (pursuant to AB 105 of 2011, which redirected additional PTA funding to State Transit Assistance (STA), and SB 85 of 2013, which diverts miscellaneous SHA revenues permanently from the PTA) and the elimination of the TE program (in MAP-21, the Federal Highway Act approved July 2012), the STIP is over programmed in the first three years of the STIP period (2014-15 through 2016-17) by about \$83 million. TE reserves have been deleted, current projects have been delayed or deleted, and the transit projects programmed in the STIP must be eligible for and delivered with other STIP fund types, to remain in the STIP.

Staff recommendations are based on the levels identified in the Fund Estimate (state law only allows amendments to the Fund Estimate prior to March 1). Recognizing the change in funding, the staff recommendations for highway, transit, and bicycle and pedestrian projects (non-TE) are based on the combined capacity identified in the Fund Estimate for the reduced PTA funding, and the flexible SHA funding. If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed.

Staff recommendations also take into account adopted Regional Transportation Plans, Sustainable Communities Strategies, and statewide sustainability goals.

The adopted 2014 STIP Guidelines included a requirement that each region with an adopted Sustainable Communities Strategy (SCS) include a quantitative or qualitative

assessment of how the RTIP facilitates implementation of the policies and projects in the SCS and identify any challenges the region is facing in implementing its SCS.

Each County within a region with an adopted SCS did report on the adherence to the goals and objectives of their respective SCS. Some represented that adherence in broad general terms, and some presented detailed information on how the projects meet the goals and objectives. For the next STIP cycle (2016), STIP Guidelines requirements will be refined to ensure a more consistent measure of documenting proposed projects effectiveness in meeting the SCS goals and objectives.

There are several examples of projects proposed for programming in the 2014 STIP which, according to the project sponsors, demonstrate project benefits that meet not only the safety and mobility goals but sustainability as well:

- In the **Lake Tahoe** region, the Kings Beach Commercial Core Project proposes a series of roadway improvements that will serve to increase alternative transportation options, promote system efficiency, improve safety, move the region closer to mandated GHG reduction targets and create more livable communities as identified by the SCS.
- In **Imperial County**, strategic investment to reconstruct an interchange on Interstate-8 at Imperial Avenue will improve operational efficiency of the state highway system and will meet seven goals and performance outcomes of the SCAG SCS including improved performance in the areas of mobility & accessibility, reliability, productivity, safety, health & environmental quality, system sustainability, economic well-being, and cost effectiveness.
- In the **Bay Area**, transportation investments proposed for STIP funding were evaluated against goals and performance targets established by the region's long range transportation plan and SCS known as Plan Bay Area. These projects underwent detailed performance analysis indicating that they will yield a net reduction in VMT per capita and will increase non-auto mode share, assisting the region in meeting their SCS goals. These performance outcomes can be attributed to significant transit investments proposed for STIP funding including the Central Subway Project and the East Bay Bus Rapid Transit Project.

Caltrans developed the Interregional Transportation Improvement Program (ITIP) consistent with the laws, guidelines, plans and policies in place at the time of development. Caltrans provided performance indicators for the following areas:

- Completing the trunk system,
- Connecting rural and smaller urban centers to the trunk system,
- Traveler safety,
- Dependable connectivity to major gateways and intermodal transfer facilities,
- Enhanced interregional movement, and
- Partnering.

According to Caltrans, all proposed highway projects will be in the State's Freight Network under the California Freight Mobility Plan. For example, State Route 99 has

been identified as a “Major International Trade Highway Route” in the California Goods Movement Action Plan.

In recognition of the changes in STIP funding (limited PTA and no TE), the staff recommendations for all projects are based on the combined, total capacity identified in the Fund Estimate for highway, rail and transit, and bicycle and pedestrian projects. Through 2018-19, the recommended programming is about \$9.2 million less than the identified capacity.

The Commission’s adopted STIP may include only projects that have been nominated by a regional agency in its Regional Transportation Improvement Program (RTIP) or by Caltrans in its Interregional Transportation Improvement Program (ITIP). Accordingly, the staff recommendations for the 2014 STIP include the following:

- Highways and Local Roads. The staff recommendations propose programming many highway and road projects later than proposed in the RTIPs and ITIP. These changes were necessary to align programming to the capacity by year identified in the Fund Estimate. The few projects not recommended include a project in Madera County that would exceed the statutory limit for programming of future shares, and construction funding for projects in Merced County and Tulare County that are 2016 priorities for the ITIP. The Merced project would build Segment 1 of the Route 152 Los Banos Bypass around the city of Los Banos. Segment 2 funding, which is needed to attain the full benefits of the bypass, has not been identified. The Tulare project, Route 99 Tagus northbound widening, is recommended for design and right-of-way funding in the 2014 STIP. New programming for Planning, Programming, and Monitoring (PPM) is recommended within the statutory limits.
- Rail and Transit. The staff recommendations include all rail and transit projects nominated in the RTIPs and the ITIP, with the exception of lower priority “tier 2” requests. All of the proposed changes are project delays.
- Bicycle and Pedestrian. Staff recommendations include previously programmed TE projects that are eligible for STIP non-TE funding, and new bicycle and pedestrian projects nominated in the RTIPs.

The staff recommendations by project for each county and interregional share are listed on the pages that follow. The recommendations are based primarily on:

- the need identified in the Fund Estimate to delay projects currently programmed in the first three years of the STIP period (2014-15 through 2016-17);
- the programming targets identified in the Fund Estimate;
- project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP; and
- Commission policies as expressed in the STIP guidelines.

FUND ESTIMATE AND GUIDELINES FOR THE 2014 STIP

The development of the 2014 STIP began with the Commission’s adoption of the 2014 STIP Fund Estimate, together with the adoption of amendments to the STIP guidelines, on August 6, 2013, and a Fund Estimate correction (adding \$65 million) adopted on October 8, 2013.

STIP proposals were made through the RTIPs and the ITIP, which were due to the Commission by December 15, 2013. The Commission subsequently held two public hearings on those proposals, one on January 30, 2014 in Sacramento and the other on February 4, 2014 in Los Angeles.

2014 STIP Fund Estimate

The 2014 STIP Fund Estimate covered the five-year period of the 2014 STIP, 2014-15 through 2018-19, and estimated total statewide new programming capacity of \$1.262 billion, including positive capacity in the SHA (\$1.777 billion) offset by negative capacity in the PTA (-\$260 million) and the now eliminated TE (-\$255). The new capacity is in the two new years of the STIP, 2017-18 and 2018-19. New highway, rail and transit, and bicycle and pedestrian projects can be programmed earlier than in the last two new years of the STIP only if there are delays or deletions in earlier years.

On March 24, 2011, AB 105 of 2011 re-enacted the fuel tax swap, and also implemented a new sales tax on diesel in addition to the 4.75 percent sales tax levied on each gallon of diesel fuel. Instead of requiring the transfer of proceeds from the new sales tax on diesel to the PTA, AB 105 redirects the revenues for deposit in the State Transit Assistance account. The amount retained in the PTA is insufficient to fund projects in the STIP.

On July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. The Transportation Enhancement (TE) Program was eliminated in this new law.

The programming of the 2014 STIP includes a base of \$2.193 billion programmed in years 2014-15 through 2016-17 to projects carried forward from the 2012 STIP, for a new 2014 STIP program total of \$3.455 billion.

SUMMARY OF 2014 STIP CAPACITY

(\$ in millions)

	Carryover Capacity	New Capacity	Total
Federal Transportation Enhancement (TE) (eliminated)	\$ 255	\$ -255	\$ 0
Public Transportation Account (PTA)	325	-260	65
Highway/roads (SHA)	1,613	1,777	3,390
Total (may not match FE due to rounding)	\$2,193	\$ 1,262	\$3,455

The following table is a breakdown of the \$3.455 billion total STIP capacity by fiscal year:

SUMMARY OF 2014 STIP CAPACITY BY YEAR

(\$ in millions)

	2014-15	2015-16	2016-17	2017-18	2018-19	Total
Trans. Enhancement (TE)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Transit (PTA)	65	0	0	0	0	65
Roads (SHA)	690	680	675	675	670	3,390
Total	\$ 755	\$ 680	\$ 675	\$ 675	\$ 670	\$3,455

New programming capacity was determined in the Fund Estimate by estimating available revenues and deducting current commitments against those revenues. Programming capacity does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The Fund Estimate methodology uses a “cash flow allocation basis,” which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of capital projects.

STIP Guidelines
Policies and Procedures Specific to the 2014 STIP

The following specific policies and procedures address the particular circumstances of the 2014 STIP:

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2014 STIP:

Caltrans presents draft Fund Estimate	June 11, 2013
STIP Guidelines & Fund Estimate Workshop	July 18, 2013
CTC adopts Fund Estimate & Guidelines	August 6, 2013
Caltrans identifies State highway needs	September 13, 2013
Regions submit RTIPs	December 15, 2013
Caltrans submits ITIP	December 15, 2013
CTC STIP hearing, North	January 30, 2014
CTC STIP hearing, South	February 4, 2014
CTC publishes staff recommendations	February 28, 2014
CTC adopts STIP	March 20, 2014

- Statewide Fund Estimate. The statewide capacity for the 2014 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, 2017-18 and 2018-19, with decreases in capacity in earlier years. The decreases in capacity are due mainly to the elimination of the Transportation Enhancement program. The estimate incorporates the 2013-14 Budget Act and other 2013 legislation enacted prior to the Fund Estimate adoption. Programming in the 2014 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2017-18 and 2018-19.
- County shares and targets. **The 2014 Fund Estimate indicates that the STIP is over-programmed (or more accurately under-funded) by approximately 8% in the early years of the 2014 STIP due primarily to the loss of TE funding. Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle, and through the deletion of TE projects by regions or Caltrans (see discussion of TE projects below). However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).**

The Fund Estimate tables of county shares and targets take into account all county and interregional share balances on June 30, 2013. For each county and the interregional share, the table identifies the following amounts:

- Total Target. This target is determined by calculating the STIP formula share of all new capacity through 2018-19. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2014 STIP.

- Maximum. This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.
- Transit and Rail Projects. While PTA program capacity has been eliminated, a region may still nominate transit and rail projects in its RTIP within State Highway Account and Federal funding constraints.
- Transportation Enhancement projects. With the passage of MAP-21 (Moving Ahead for Progress in the 21st Century Act; P.L. 112-141), Congress eliminated the Transportation Enhancement program, and in its place established the Transportation Alternatives Program. The Transportation Alternatives Program is a competitive program and is not included in the STIP. **Existing Transportation Enhancement projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.**

MAP-21 eliminated the definition of transportation enhancement activities and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:

- A. Safety and educational activities for pedestrians and bicycles.
 - Some of these activities may be eligible under HSIP.
 - Nonconstruction projects for bicycle safety remain broadly eligible for STP funds.
 - Activities targeting children in Kindergarten through 8th grade are eligible under Safe Routes to Schools.
- B. Acquisition of scenic easements and scenic or historic sites.
- C. Scenic or historic highway programs (including visitor and welcome centers).
 - A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible.
- D. Historic preservation as an independent activity unrelated to historic transportation facilities.
 - Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity.
- E. Operation of historic transportation facilities.
- F. Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- G. Transportation museums.

Transportation Enhancement projects that are not eligible for State Highway Account or Federal funds should be deleted from the STIP.

- Transportation Enhancement reserves. **TE reserves will no longer be programmed in the STIP. Existing TE reserves should be deleted.** The amount deleted may be used to reduce a region's over-programming or increase its programming target.
- Limitations on planning, programming, and monitoring (PPM). The Fund Estimate includes a table of PPM limitations that identifies the 5% limit for county shares for 2016-17 through 2018-19, based upon the 2012, and 2014 Fund Estimates. These are the amounts against which the 5% is applied. The PPM Limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.
- Advance Project Development Element (APDE). There is no APDE identified for the 2014 STIP.
- GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2014 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption. Commission staff will maintain an "AB 3090 Plan" which will include projects for which regions intend to request an AB 3090 reimbursement in order to advance the project into 2013-14, 2014-15, or 2015-16. The inclusion of a project on the list is not a commitment by the regional agency to request an AB 3090 reimbursement, an endorsement or recommendation by Commission staff, or an approval by the Commission.
- Caltrans Benefit/Cost Model. The 2014 STIP guidelines expand the requirement for project-level evaluations including use of Caltrans' Benefit/Cost Model. The Commission requests that Caltrans expand the model to include bicycle and pedestrian projects in order to improve information available to decision makers at the regional and state level.
- Commission expectations and priorities. The 2014 Fund Estimate indicates that the 2012 STIP is over-programmed in the early years (including the two years of the share period ending in 2015-16). Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle, and through the deletion of TE projects by regions or Caltrans (see discussion of TE projects above). However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

For the 2014 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2012 STIP, as amended, and to new projects for counties that did not program up to their Base Target (Minimum) in the 2012 STIP.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement and intercity rail needs as described in section 20 of the guidelines. The Department should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 13, 2013.

Should the Department fail to provide a region and the Commission with this information, the Commission intends to assume there are no unmet state highway or intercity rail needs in that region.

STIP PROPOSALS

The Commission may include in the STIP only projects that have been nominated by a regional agency in its RTIP or by Caltrans in its ITIP. For the 2014 STIP, those RTIPs and the ITIP were due to the Commission by December 15, 2013.

The Fund Estimate indicated that the flexible funds are over-programmed by \$83 million in the first three years of the 2014 STIP period (2014-15 through 2016-17). The RTIP and ITIP proposals included about \$194.5 million in new programming in the years 2014-15 through 2016-17. Therefore, many existing projects must be delayed or deleted in the adopted 2014 STIP. In addition, many proposed new projects will be recommended in different years from those proposed and some will not be recommended for inclusion in the adopted 2014 STIP.

The project listings on the spreadsheets with these recommendations include changes and corrections received since the preparation of the Commission Briefing Book for the STIP hearings, and a variety of updated information provided by regions and Caltrans.

RECOMMENDED STIP ACTIONS

Staff recommends the adoption of the 2014 STIP to include the specific projects and schedules shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs for each year of the 2014 STIP, with separate groupings for highway, rail and transit, and bicycle and pedestrian projects.

The table on page 1 of the spreadsheets identifies the total amounts recommended from each county and the interregional share for highway, rail and transit, and bicycle and pedestrian projects. The table sums the amounts recommended for each county and the interregional program by fiscal year and compares the amounts recommended to the total targets for each county and interregional share. It also compares the statewide total recommended by fiscal year to the statewide capacity by fiscal year.

The tables on pages 2, 3 and 4 of the spreadsheets sum the recommendations for highway and local road projects, rail and transit projects, and bicycle and pedestrian projects.

The project recommendations are based primarily on:

- the need identified in the Fund Estimate to delay highway, rail and transit, and bicycle and pedestrian projects currently programmed in the first three years of the STIP period (2014-15 through 2016-17) into 2017-18 or 2018-19;
- the programming targets identified in the Fund Estimate;
- project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP;
- the importance of PPM to regional agencies; and
- Commission policies as expressed in the STIP guidelines.

Project Recommendations

The staff recommendation identifies specific projects and project components to program including reprogramming to reduce program levels in 2014-15 through 2016-17 to the capacity identified in the Fund Estimate.

The staff recommendation gives priority to reprogramming projects from the 2012 STIP, as amended, and programming for PPM within the statutory limits. The recommended scheduling reflects the limits of Fund Estimate program capacity.

Major new funding recommended for the 2014 STIP includes:

- North State:
 - Butte, Route 70, passing lanes, \$26.2 million.
 - Lake, Route 29, Widening, \$27.8 million.
 - Shasta, Route 5 widening, \$12.8 million.
 - Sutter, Replace 5th Street Bridge over Feather River, \$17.4 million.
 - Tahoe, Route 28, Kings Beach Core Improvements, Phase 2, \$7.6 million.
- San Francisco Bay Area:
 - Alameda, Route 84 East-West Connector in Fremont, \$12 million.

- Alameda, East Bay Bus Rapid Transit, \$8 million.
- Alameda/Santa Clara, Rail, Oakland to San Jose Double Track, \$7 million
- Contra Costa, Route 80, San Pablo Dam Rd Interchange, Phase 2 , \$9.2 million.
- San Francisco, Central Subway ATCS, \$12.5 million.
- Santa Clara, BART Extension, Berryessa to Santa Clara, \$14.7 million.
- Sonoma, SMART bike/ped path, Rohnert Park add'l segment, \$1 million.
- San Joaquin Valley:
 - Kern, Route 119, Truck Climbing Lanes, \$5.2 million.
 - Merced, Route 99, Livingston 6-lane widening, southbound, \$38.9 million
 - San Joaquin, Route 120, McKinley Av Interchange, \$12.3 million.
 - San Joaquin, Rail, Stockton to Escalon Double Track, \$23 million
 - Stanislaus, Rte 132 4-lane expressway, Phase 1A, \$9.6 million
 - Tulare, Route 99, Tagus 6-lane southbound, \$53.5 million.
 - Tuolumne, Route 108, Peaceful Oaks Rd Interchange Ramps, \$9.8 million
- Central Coast:
 - Monterey, Imjin Road Widening, \$3.3 million.
 - Monterey, Rail, Capitol Corridor Extension (was Caltrain), increase \$8.6 million.
 - San Luis Obispo, Route 46, Cholame 4-lane expressway, \$88 million
 - Santa Cruz, Monterey Bay Sanctuary Scenic Trail, \$1.8 million.
- Southern California:
 - Inyo, Route 395, Olancho-Cartago 4-lane expressway construction, \$88.5 million
 - Inyo, Route 395, Olancho-Cartago Archaeological pre-mitigation, \$5 million
 - Los Angeles, Route 5 HOV lanes (CMIA), R/W cost increase, \$110.7 million.
 - Los Angeles, Rail, Burbank Airport Station Pedestrian Grade Sep, \$7 million.
 - Orange, Route 5 Widening, El Toro Rd to Route 73, \$78.9 million.
 - Orange, Route 57, Lambert Rd Interchange, \$22.1 million.
 - Orange, Transportation Center Parking Expansion, \$13.8 million.
 - Riverside, Route 60, Truck Climbing/Descending lane, \$32.1 million.
 - Riverside, Route 215, Southbound Connector, \$9 million.
 - Riverside, CV Link Multiuse path, \$2 million
 - San Bernardino, Route 395 interim widening, \$5.5 million.
 - San Bernardino, Route 215, Mt Vernon/Washington St I/C, \$51.5 million.
 - San Bernardino, Route 210 widening, \$12 million.
 - San Diego, Inland Rail Trail, \$18.4 million.
 - Ventura, Route 101 HOV, Moorpark Rd to Route 33 (env.), \$14 million.
 - Ventura, Route 101, Santa Clara River Riparian Mitigation, \$1.9 million.

UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS

The 2014 STIP staff recommendation is consistent with the adopted 2014 Fund Estimate, as required by statute. As previously noted, state legislation passed in 2010 and 2013, and passage of MAP-21 have significantly altered the STIP fund sources. Funding conditions may, and usually do, continue to change from the assumptions made in the Fund Estimate. The Commission and Caltrans will need to continue to monitor those conditions to determine ability to allocate funding to STIP projects. If available funding is less than was assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations through the use of allocation plans. On the other hand, if available funding proves to be greater than was assumed in the Fund Estimate, it may be possible to allocate funding to some projects sooner than the year programmed.

One major area of uncertainty is when the next Federal Highway Act will be enacted and what the funding level will be. The most recent Act (MAP-21) covered federal fiscal years 2013 and 2014 and will expire on September 30, 2014. Without a new Act or continuing resolution, federal funding levels are uncertain.

APPENDIX TO 2014 STIP STAFF RECOMMENDATIONS

SUMMARY TABLES

The tables on the following pages are included with these recommendations for information and reference. They include four statewide summary tables and separate project listings for each of the 59 county shares and the interregional share.

The four statewide summary tables are:

- **Staff Recommendation, All Projects**. Includes, for each county share and the interregional program, the net new programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new programming.
- **Staff Recommendation, Highway and Local Road Projects**. Includes, for each county share and the interregional program, the net new programming recommended for highway and local road projects by fiscal year.
- **Staff Recommendation, Rail and Transit Projects**. Includes, for each county share and the interregional program, the net new programming recommended for rail and transit projects by fiscal year.
- **Staff Recommendation, Bicycle and Pedestrian Projects**. Includes, for each county share and the interregional share, the net new bicycle and pedestrian programming recommended by fiscal year.

COUNTY AND INTERREGIONAL TABLES

The separate tables for each of the county shares and the interregional share include:

- **STIP Projects at Fund Estimate (August 2013)**. These are the projects and amounts programmed in the STIP when the Fund Estimate was adopted. These projects constitute the base against which Fund Estimate estimated capacity and the base against which programming was proposed and is recommended.
- **Recommended 2014 STIP Programming**. This section includes all recommended changes to existing programming, by component and fiscal year. In most cases, changes to an existing project are displayed by listing the existing programming as a deduction (negative), followed by the programming as now proposed (positive). This section first lists highway and local road projects and their subtotal, then the rail and transit (PTA-eligible) projects and their subtotal, then the bicycle and pedestrian projects and their subtotal, followed by the Total Programming Recommended. Where the recommendation is for a different fiscal year from the year proposed in the RTIP or ITIP, the color or shading in a cell indicates the fiscal year for which the project was originally proposed.

- **Notes/Projects Not Included in Staff Recommendation.** The box at the bottom of each table identifies projects proposed by the regional agency or Caltrans that are not included in the staff recommendation, together with various notes and comments on the proposed projects and the staff recommendation.
- **Balance of STIP County Share.** The box at the bottom of the page identifies the share balance, the total recommended new programming, and the share balance based on the staff recommendations.