

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 19-20, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.4, Action

Prepared By: Sheila Ennes
Associate Deputy Director

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Subject: Adoption of the 2026 State Transportation Improvement Program,
Resolution G-26-30

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2026 State Transportation Improvement Program (STIP).

Issue:

Staff recommends the Commission adopt the proposed 2026 STIP in accordance with Staff Recommendations presented under Reference No. 4.3 and made available to the Commission, the California Department of Transportation (Caltrans), regional agencies, and the public on February 27, 2026. Staff recommends that the Commission adopt the STIP consistent with:

- Attachment A – The attached resolution notes any specific changes, corrections, or exceptions to the February 27, 2026, Staff Recommendations.
- Attachment B – The Staff Recommendations text and summary tables that are a part of the Staff Recommendations.
- The spreadsheet tables and their description that comprise the remainder of the Staff Recommendations can be found on the Commission's website at <https://catc.ca.gov/programs/state-transportation-improvement-program>.

Background:

Government Code Section 14529 requires the Commission to adopt the STIP no later than April 1 of each even-numbered year. The 2026 STIP covers a period of five years (2026-27 through 30-31) and is the statement of intent by the Commission for the allocation of funds during those five years. When the Commission adopted the STIP Guidelines for the 2026 STIP, on August 14, 2025, it scheduled the STIP adoption for March 2026. State law requires that the Executive Director make the staff recommendations available to the Commission, Caltrans, and regional agencies, at least 20 days prior to the adoption of the STIP. This book item includes the Resolution adopting Staff Recommendations as well as the text and

summary tables that are part of the Staff Recommendations. It does not include the 94 pages of spreadsheet tables and their description that comprise the Staff Recommendations. On February 27, 2026, Commission staff made the full Staff Recommendations, including the 94 pages of spreadsheet tables that comprise the Staff Recommendations available on the Commission's website: <https://catc.ca.gov/programs/state-transportation-improvement-program>.

Attachments C, D, and E, will be distributed on March 13, 2026, prior to the commission meeting.

Attachments:

- Attachment A: Resolution G-26-30
- Attachment B: Staff Recommendations
- Attachment C: Errata
- Attachment D: Late Changes and Clarifications
- Attachment E: Comment Letters

CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM
RESOLUTION G-26-30

- 1.1 **WHEREAS**, Government Code Section 14529 requires the California Transportation Commission (Commission) to adopt biennially and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 **WHEREAS**, pursuant to Government Code Section 14529, the 2026 STIP is a five-year STIP, adding two new program years, 2029-30 and 2030-31, and
- 1.3 **WHEREAS**, pursuant to Government Code Section 14525, the Commission adopted the 2026 STIP Fund Estimate, on August 14, 2025, and
- 1.4 **WHEREAS**, pursuant to Government Code Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2026 STIP development process on August 14, 2025, and
- 1.5 **WHEREAS**, the 2026 STIP Fund Estimate provides \$951.6 million in net new STIP programming capacity, and
- 1.6 **WHEREAS**, the new capacity includes \$1.358 billion from the State Highway Account, -\$273 million from the Public Transportation Account, and -\$133 million carryover from 2025-26, and
- 1.7 **WHEREAS**, the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost-effective manner, and
- 1.8 **WHEREAS**, the statutes make 75 percent of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.9 **WHEREAS**, the statutes make the remaining 25 percent of all new STIP funds available for the interregional improvement program, with projects to be nominated by the California Department of Transportation in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.10 **WHEREAS**, the Commission has received and reviewed the 2026 RTIPs and the 2026 ITIP submitted by December 15, 2025, as well as various amendments and corrections submitted subsequently, and

- 1.11 **WHEREAS**, pursuant to Section 14529, the Commission held two public hearings, one on January 28, 2026 and the other on February 5, 2026 for the purpose of reconciling any objections by any county or regional agency to the ITIP or the California Department of Transportation's objections to any RTIP, and has considered the testimony at those hearings along with further written and oral comments, and
- 1.12 **WHEREAS**, the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.13 **WHEREAS**, the Commission Staff Recommendations for the 2026 STIP were published and made available to the Commission, the California Department of Transportation, regional transportation agencies, county transportation commissions, and the public on February 27, 2026, and
- 1.14 **WHEREAS**, the staff recommendations conform to the fund estimate and other requirements of statute for the STIP.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission hereby adopts the 2026 STIP to include the program described in the staff recommendations, including the attachments to this resolution, and
- 2.2 **BE IT FURTHER RESOLVED**, that, except as otherwise noted in the staff recommendations or this resolution, the 2026 STIP includes all projects remaining from the 2024 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 **BE IT FURTHER RESOLVED**, that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2026 STIP, subject to verification by the Department of Transportation at the time of allocation by the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission intends that STIP rail and transit projects, including grade separations on passenger rail lines, be eligible for, and funded from the Public Transportation Account, if available, or, if eligible, from the state's Federal Surface Transportation Program apportionment, and
- 2.5 **BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the fund estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed, and

- 2.6 **BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the California Department of Transportation and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2026 STIP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, and report any substantive changes back to the Commission for approval at the May 14-15, 2026 meeting.

2026 STIP STAFF RECOMMENDATIONS

California Transportation Commission

February 27, 2026

This document presents the California Transportation Commission (Commission) staff recommendations for the 2026 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 California Department of Transportation (Caltrans), the Regional 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 19-20, 2026 meeting.

The STIP is a key planning document for funding state highway and local road, intercity rail and transit, and active transportation improvements throughout California. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments, 2029-30 and 2030-31 for the 2026 STIP.

Staff recommendations are based on the combined programming capacity for the Public Transportation Account (PTA) and State Highway Account (SHA) as identified in the 2026 STIP Fund Estimate adopted by the Commission on August 14, 2025. 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 projects earlier than the year programmed.

The Commission's adopted STIP may include projects that have been nominated by Caltrans in its Interregional Transportation Improvement Program (ITIP) and a regional agency in its Regional Transportation Improvement Program (RTIP) and under certain conditions, a project nominated by a region in the ITIP. New available funding is divided with 75 percent of funds for projects in the regional program and 25 percent of funds for projects in the interregional program. The regional program is further subdivided by formula into county shares.

The 2026 STIP Guidelines allowed project nominations with uncommitted funds from the following Senate Bill (SB) 1 Programs: Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program, and the Active Transportation Program. If the uncommitted funds are not secured with the adoption of a subsequent programming cycle for these programs, and alternative committed funds are not identified within six months, the project(s) will be deleted from the STIP.

The Commission also accepts projects with uncommitted funds from federal discretionary programs. If projects with uncommitted federal discretionary funds are programmed, and the funding commitment is not secured six months prior to the year in which the projects are programmed, the projects will be deleted from the STIP.

If a project receives funding through a competitive SB 1 program or a discretionary federal program that is programmed in an earlier year than the STIP programming, an advance allocation may be considered. However, if an advance allocation is not an option due to allocation capacity constraints, an AB 3090 may be an option to deliver the project earlier than programmed. An AB 3090 amendment allows a local agency to deliver a STIP project with their own funds in advance of the year in which the project is programmed in the STIP. The advanced STIP project capacity can then be programmed as a direct cash reimbursement or a replacement project for the local agency in the year in which the project was scheduled or a later year.

For the 2026 STIP, the first two years of the STIP complete a four-year share period ending in 2027-28. The 2026 STIP did not include a Minimum Target due to limited programming capacity for the first two years.

The total combined proposed programming for the 2026 STIP period was above the Fund Estimate levels by \$14.6 million. Additionally, the proposals for the first three years of the STIP period exceeded the capacity available per the Fund Estimate by \$333 million. Staff recommendations include proposed adjustments to the timing of projects to align programming each year with available capacity. In doing this, staff followed the following expectations and priorities approved by the Commission in the adopted 2026 STIP Guidelines: give priority to the reprogramming of projects from the 2024 STIP, as amended; projects that meet State highway and intercity rail needs; and projects that consider climate change.

Accordingly, the staff recommendations for the 2026 STIP include the following:

- Highways and Local Roads Projects. Staff recommendations include adding funding to 2024 STIP projects to address cost increases and programming new projects or phases of projects that make improvements on the state highway system and local roads, including projects with active transportation components. Staff recommends ten projects later than the year proposed in the RTIPs and in the ITIP to align the programming with the available capacity.

Staff is not recommending three projects in the regional program for San Luis Obispo, Shasta, and Sierra Counties. They are proposing changes to prior year programming, which is not consistent with STIP Guidelines. Staff is also not recommending a project in Siskiyou County. This project is being funded with federal funds. In the Interregional Program, staff is not recommending one multi-county corridor project spanning Kern, Tulare, Fresno, and Madera Counties. This project is not included in an adopted Regional Transportation Plan, as required in the statute.

New programming for Planning, Programming and Monitoring (PPM) was allowed within the statutory limits.

- Transit and Rail. Staff recommendations include transit and rail projects. Due to the limited PTA funds identified in the 2026 STIP Fund Estimate, these projects must be eligible for SHA and/or Federal funding. Some of these projects are recommended for later years than proposed to align with available capacity.

Staff is not recommending two projects in the ITIP for Madera and San Luis Obispo Counties. The Madera County proposal includes a project phase identified for programming that reflects a funding gap. Consistent with the STIP Guidelines, the Commission does not program a phase of a project without a full funding commitment. The San Luis Obispo County proposal requests changes to prior-year programming, which is not consistent with the STIP Guidelines.

- Active Transportation. Staff recommendations include adding funding to 2024 STIP projects to address cost increases and programming new projects or phases of projects that make active transportation improvements on the state highway system and local roads. Staff recommends some projects later than the year proposed in the RTIPs and ITIP to align the programming with the available capacity

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 programming targets identified in the Fund Estimate, especially how the limited capacity in the first three years of the STIP period impacted proposed programming; and
- 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, including:
 - Existing projects - reprogramming of projects from the 2024 STIP, as amended;
 - Cost increases - project cost increases requested in RTIPs and the ITIP; and
 - New projects and phases proposed for the first time in the 2026 STIP.

2026 STIP FUND ESTIMATE

STIP proposals were submitted through the RTIPs and the ITIP, by December 15, 2025. The Commission subsequently held two public hearings, one on January 28, 2026 and the other on February 5, 2026.

The 2026 STIP Fund Estimate was prepared and approved in August 2025, consistent with Government Code 14524(a). The Fund Estimate covers the five-year period of the 2026 STIP (2026-27 through 2030-31), and estimated total statewide new programming capacity of \$1.085 billion, including positive capacity in the SHA (\$1.358 billion) and a negative capacity PTA (-\$273 million). Most of the new capacity is in the last two years of the STIP, 2029-30 and 2030-31.

Programming of the 2026 STIP includes \$1.625 billion to projects carried forward from the 2024 STIP and a new capacity of \$1.085 billion, for total of \$2.710 billion.

SUMMARY OF 2026 STIP CAPACITY

(\$ in millions)

	Carryover Capacity	New Capacity	Total
Public Transportation Account (PTA)	573	-273	300
State Highway Account (SHA)	1,052	1,358	2,410
Total	\$1,625	\$1,085	\$2,710

Totals may not match the 2026 STIP Fund Estimate due to rounding.

The following table is a breakdown of the estimated capacity expected to be available over the 5-year STIP period by fiscal year:

SUMMARY OF 2026 STIP CAPACITY BY YEAR

(\$ in millions)

	2026-27	2027-28	2028-29	2029-30	2030-31	Total
PTA	60	80	60	50	50	300
SHA	500	500	500	460	450	2,410
Total	\$ 560	\$ 580	\$ 560	\$ 510	\$ 500	\$2,710

The Fund Estimate also identified a negative programming capacity of \$133 million as carryover from 2025-26. This amount was added to the new programming capacity of \$1.085 billion to provide a net available programming capacity of \$951.6 million for the 2026 STIP.

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 model, which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of funding for capital projects.

STIP PROPOSALS

The Commission may include in the STIP only projects nominated by a regional agency in its RTIP or by Caltrans in its ITIP. Total requests were above the available capacity by approximately \$14.6 million.

Except for projects that were not eligible, all projects proposed are included in staff recommendations. However, the proposals for the first three years of the STIP period exceeded the capacity available identified in the Fund Estimate by approximately \$333 million. Therefore, recommendations reflect the delay of some projects proposed in early years to later years of the STIP to align programming within the funding available by fiscal year.

The following tables show project programming recommendations and reflect revisions since the preparation of the Commission Briefing Book for the STIP hearings, including updated information provided by regions and Caltrans.

RECOMMENDED STIP ACTIONS

Staff recommends the adoption of the 2026 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 2026 STIP, with separate groupings for highway and local roads, rail and transit, and active transportation projects.

The table on page 1 identifies the total amounts recommended from each county and the interregional share for highway, local road, rail, and transit 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 table on page 2 sums the recommendations for highway and local road projects, the table on page 3 sums the recommendations for rail and transit projects, and the table on page 4 sums the recommendations for standalone active transportation projects.

Consistent with statutory requirements, recommendations are based primarily on the following:

- Meeting 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 Planning Programming and Monitoring to regional agencies; and
- Commission policies and priorities, including the following priorities articulated in the adoption of the 2026 STIP Guidelines:
 1. Reprogramming of projects from the 2024 STIP, as amended;
 2. Project cost increases requested in RTIPs and ITIP; and
 3. New projects.

UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS

The 2026 STIP staff recommendations are consistent with the adopted 2026 Fund Estimate, as required by statute. Funding conditions may, and usually do, continue to change from the assumptions made in the Fund Estimate. The Commission and Caltrans will 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.

Project Recommendations

The staff recommendations identify programming for specific projects and project components including delaying projects to remain within the capacity identified by fiscal year in the Fund Estimate.

The projects listed below represent select examples of new funding recommended in the 2026 STIP. They do not represent all projects recommended by staff. For a complete list of recommended projects, please refer to the pages that follow.

North State:

- **Active Transportation**

- El Dorado, South Lake Tahoe Greenway, the project will replace a pedestrian bridge at Johnson Meadow, \$2.6 million
- Sacramento, Marysville Blvd Vision Zero Safety, the project will make streetscape and safety improvements that include lane reduction, new signals, signal modifications, pavement repair, separated bikeways and new enhanced crosswalks, \$9.166 million

- **Highway**

- Lake, Expressway Segment 2B, the project will redirect interregional traffic away from the SR-20 “Main Street” corridor in North Shore communities by adding two lanes to SR-29 over approximately three miles, \$44.25 million

- **Local Roads**

- Colusa, Freemont St/10th St Traffic Signal project installs new traffic signal including pedestrian crossing enhancements, upgrading to curbs, gutters and sidewalks, \$1.76 million
- Lake, Dam Rd/Dam Rd Extension Roundabout project will construct a roundabout with complete street elements (sidewalks and bike lanes) to replace a four-way unsignalized stop intersection. The project will improve traffic operations and flow, while enhancing accessibility, improving safety as well as accommodating bicyclists and pedestrians, \$2.805 million

- **Rail and Transit**

- Sacramento, Purchase four 40-ft Fuel Cell Electric Buses, \$6.391 million
- Sacramento, Sacramento Regional Bus Routes Consolidation, the project will construct 17 new enhanced bus stops serving the Sacramento bus commute service agencies, \$14.5 million

San Francisco Bay Area:

- **Active Transportation**

- Contra Costa, Oakland Boulevard Multimodal Improvements, the project will add Class IV bike lanes, sidewalks and a median island along Oakland Blvd in Walnut Creek to improve multimodal safety, \$9.2 million
- Santa Clara, Bascom Avenue Complete Streets, the project will add sidewalks, protected bikeways, safer crossings, raised median, transit islands, trees and lighting on a three-mile stretch of Bascom Avenue, \$35 million

- **Highway**
 - San Mateo, Route 101 Managed Lanes, the project will construct 13 miles of managed lanes from Rt 380 to the San Francisco County line, \$16.834 million
 - Sonoma, Route 37, Sears Point to Mare Island Improvement Project Phase 1, the project will construct new bridge and roadway improvements, \$12.8 million
- **Rail and Transit**
 - Alameda, Zero Emission Bus Fleet Procurement for AC Transit, \$4 million
 - Santa Clara, BART Silicon Valley Phase II, the project will extend BART on a new alignment from Berryessa to downtown San Jose and the Santa Clara Caltrain Station in the City of Santa Clara. Project includes all elements of the rail extension including rights of way, utility relocations, power, signal & communication systems, vehicles, stations, new maintenance/storage facility, and associated core BART system capital upgrades to support operation of the extension, \$30.702 million

Central California:

- **Highway**
 - Kern, SR 58 Truck Climbing Lanes Phase 2, the project will construct 3.1 miles of truck climbing lane, and other operational improvements \$25.371 million
 - Madera, North Madera 6 lane, the project will construct one additional lane in each direction on SR 99, \$17.9 million
- **Local Road**
 - Mono, Benton Crossing Rd Rehabilitation, the project will rehabilitate from 7.5 to 15 miles southwest of Route 120, \$3.1 million
 - Mono, Meridian Blvd and Minaret Road Roundabout, the project will construct a roundabout to improve safety for vehicles and bicyclists, \$2.5 million
- **Rail and Transit**
 - Monterey, Pajaro/Watsonville Multimodal Station, project will build a new multimodal transit station in the Pajaro Community. It will provide a major transit hub serving Caltrain, Amtrak, Monterey-Salinas Transit and Santa Cruz Metro, \$8.781 million
 - Stanislaus, San Joaquin Corridor 2nd Platforms, the project will construct a second platform and associated infrastructure improvements at the Modesto and Turlock-Denair stations, \$16.4 million

Southern California:

- **Active Transportation**
 - Los Angeles, Eagle Rock Blvd Multimodal Improvements, the project will construct mobility and access improvements, including protected bike lanes, bike routes, roundabouts, landscaped medians, pedestrian refuge islands, curb extensions, traffic signal and other improvements, \$6.362 million
 - Los Angeles, LA River Way Bike Path (Segment 6), the project will construct ½ mile of class 1 bike path along the LA Riverbank, with two at grade street

crossings, a grade separated street crossing, access gates, signage, ramps, railings and other traffic signal improvements, \$4.25 million

- **Highway**

- San Bernardino, Route 18 Corridor Freight and Safety Improvements, the project includes operational, safety, and complete streets upgrades including adding a center striped median and left/right turn lanes at key intersections. Also includes roadway reprofiling, truck changing station, new bicycle facilities, signal modifications and resilience upgrades and route redundancy, \$9.927 million
- Ventura, US 101 HOV/Express Bus Lane, Phase 1, the project will add one HOV/Express Bus Lane northbound and auxiliary lanes at various locations on US Route 101 from Flynn Road in Camarillo to Johnson Drive in Ventura, \$108.023 million

- **Local Road**

- Riverside, Coachella Valley Synchronization System Phase IV, the project will implement Intelligent Transportation Systems improvements across key transportation corridors within the City of Rancho Mirage, \$6.057 million
- San Bernardino, National Trails Highway System Bridge Replacement Phase 5, the project will replace 5 bridges less than 20 feet in length, \$8.451 million

- **Rail and Transit**

- Los Angeles, Eastside Transit Corridor Phase 2A project will build a 4.7-mile extension of the Metro E commuter rail line from Atlantic to Greenwood. The project will be built approximately 3 miles underground, 1 mile aerial and 0.7 miles street level. This is the initial segment of the 9-mile planned corridor, \$133.834 million
- Orange, Pacific Coast Highway Coastal Rail Bridge project will replace an existing 100-year-old rail bridge between San Juan Capistrano and San Clemente rail stations. The new bridge will meet modern safety standards including seismic resilience, \$15 million

APPENDIX TO 2026 STIP STAFF RECOMMENDATIONS

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

SUMMARY TABLES

The four statewide summary tables are:

- **Staff Recommendations by County**. Includes, for each county share and the interregional program, the new net 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 Recommendations, Highway and Local Road Projects (Including multimodal projects)**. Includes, for each county share and the interregional program, the new net programming recommended for highway and local roads, by fiscal year.
- **Staff Recommendations, 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 Recommendations, Active Transportation Projects**. Includes, for each county share and the interregional program, the new net programming recommended for active transportation projects by fiscal year.

COUNTY AND INTERREGIONAL TABLES

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

- **STIP Projects at adoption of the Fund Estimate (August 2025).** These are the projects and amounts programmed in the STIP when the 2026 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.
- **Proposed 2026 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, and the active transportation projects and their subtotal, followed by the Total Proposed 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 in which the project was originally proposed.
- **Nominated Projects Not Included in Staff Recommendation.** This section includes projects proposed by the regional agency or Caltrans that are not included in staff recommendations.
- **Notes.** The box at the bottom of each table includes various notes and comments on the proposed projects and the staff recommendations.
- **Balance of STIP Share.** The box at the bottom of the page identifies the share balance and the total recommended new programming.