PASSED BY
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CALIFORNIA
TRANSPORTATION COMMISSION

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2006 State Transportation Improvement Program

Resolution No. G-06-03
(Rescinding Resolution G-01-26)

1.1 WHEREAS Government Code Section 14529 requires the California Transportation Commission biennially to adopt and submit to the Legislature and Governor a state transportation improvement program (STIP), and

1.2 WHEREAS, pursuant to Section 14529, the 2006 STIP is a five-year STIP, adding two new program years, 2009-10, and 2010-11, and

1.3 WHEREAS, pursuant to Section 14525, the Commission adopted the 2006 STIP fund estimate on September 30, 2005, and

1.4 WHEREAS, pursuant to Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2006 STIP development process, on September 30, 2005, and

1.5 WHEREAS the 2006 STIP fund estimate provided $1.9 billion in new STIP programming capacity,

1.6 WHEREAS $1.335 billion in new capacity is restricted to projects eligible for funding from the Public Transportation Account and $116 million in new capacity is restricted to projects eligible for funding from federal Transportation Enhancement (TE) funds, leaving only $455 million in new capacity available for highway projects and other STIP purposes, 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% 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% of all new STIP funds available for the interregional improvement program, with projects to be nominated by the Department of Transportation (Caltrans) 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 2006 RTIPs and the 2006 ITIP submitted on or about January 30, 2006, as well as various amendments and corrections submitted subsequently, and

1.11 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in Los Angeles on March 9, 2006, and the other in Sacramento on March 15, 2006, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the Department's

objections to any RTIP, and has considered the testimony heard 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 2006 STIP were published and made available to Commissioners, the Department, regional transportation agencies, and county transportation commissions on April 7, 2006, and

1.14 WHEREAS those staff recommendations conform to the fund estimate and other requirements of statute for the STIP, and

1.15 WHEREAS, under the fund estimate, State Highway Account funds (including federal funds) are no longer generally available for the STIP and the Commission expects that nearly all funding for the 2006 STIP, other than for transportation enhancement projects, will come from non-federal sources, obviating the need to restrict State-only funding by policy,

2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2006 State Transportation Improvement Program (STIP) to include the program described in the staff recommendations, including Attachments A and B to this resolution, and

2.2 BE IT FURTHER RESOLVED that, except as otherwise noted in the staff recommendations or this resolution, the 2006 STIP includes all projects remaining from the 2004 STIP, as currently amended, for which funding has not yet been allocated, and including the project support costs associated with capital outlay costs programmed in the 1996 STIP, 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 2006 STIP subject to verification by the Department 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 each of the projects identified in the staff recommendations as eligible for Transportation Enhancement (TE) funding is included in the 2006 STIP subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for TE funding, and

2.5 BE IT FURTHER RESOLVED that the Commission intends that all STIP projects that are eligible or could be made eligible for Transportation Enhancement (TE) funds shall be funded from the state's Federal TE apportionment, whether or not they are identified in the staff recommendations as TE-eligible and whether or not they are designated for programming against the TE target, and

2.6 BE IT FURTHER RESOLVED that the Commission intends that all STIP projects for passenger rail, including grade separations on passenger rail lines, or for other public transit purposes be funded from the Public Transportation Account or, if eligible, from the state's Federal TE apportionment, and

2.7 BE IT FUTHER RESOLVED that the Commission intends that State Highway Account funds, including federal funds other than federal TE funds, be reserved for the State Highway Operation and Protection Program (SHOPP) and not be used for the STIP during the 2006 STIP period, except for the payment of outstanding GARVEE bond debt service and except to the extent of loan repayments from the Traffic Congestion Relief Fund, and

2.8 BE IT FURTHER RESOLVED that the Commission hereby rescinds the State-only funding policy (G-01-26, last amended August 23, 2001) and gives its advance approval of State-only funding for each 2006 STIP project that is not eligible for federal TE funding, and

2.9 BE IT FURTHER RESOLVED that the Commission's advance approval of State-only funding is not a guarantee or commitment that allocations of STIP funding will not at some future time be restricted to projects that qualify for federal funding, and

2.10 BE IT FURTHER RESOLVED that the Commission intends to continue the policy for AB 3090 STIP amendments first adopted in April 2003, as now incorporated in Section 67A of the STIP guidelines, and further intends that any STIP amendment for an AB 3090 cash reimbursement be capacity neutral, as described in the guidelines specific to the 2006 STIP, which will normally mean scheduling cash reimbursement commitments for two years beyond the year in which the project was programmed for allocation in the 2006 STIP, and

2.11 BE IT FURTHER RESOLVED that the Commission recognizes that some projects and project segments that were included in the 2004 STIP have been deleted in the 2006 STIP in order to provide capacity to cover cost increases on other projects and project segments, and that the Commission expects to give priority to the reprogramming of these projects and project segments in future programming, and

2.12 BE IT FURTHER RESOLVED that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2006 STIP, consistent with the fund estimate, in order to reflect the most current information (including the lapse of projects at the close of the 2005-06 fiscal year) or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for notice at the June 7-8, 2006 meeting and formal approval at the July 19-20, 2006 meeting, and

2.13 BE IT FURTHER RESOLVED that the Commission recognizes that the 2006 STIP adoption leaves about $730 million in Public Transportation Account capacity unprogrammed and available for future STIP amendments, including about $90 million in capacity for the first two years of the STIP, and that in order to allow for the deliberate consideration of potentially competing proposals for PTA-eligible projects, the Commission intends to adopt STIP amendments for new PTA-eligible projects no sooner than the Commission's September 6-7, 2006 meeting.

ATTACHMENT A
2006 STIP STAFF RECOMMENDATIONS
ERRATA
(All costs listed in $1,000's)

County Share Summaries:

- Lake. The implementing agency for the County fairgrounds sidewalks (#3036B) is the City of Lakeport, not Lake County.
- Los Angeles. The TE project for the Exposition Corridor commuter bike path (PPNO 3431) should be in 2007-08, not 2006-07. The project is programmed for $1,634 construction.
- San Bernardino. In the description of the limits of the Route 215 project (PPNO 247D), the reference to Route 30 should be changed to Route 210. The segment of the Route 215 project that was identified as segment 4 should be identified as segment 1. Segment 5, which is proposed in the recommendations for exclusion, should not have been identified as "new." The recommendation itself is not changed.
- Santa Cruz. The implementing agency for the Route 1 auxiliary lane (#6009) should be the Santa Cruz Regional Transportation Commission, not Caltrans. This proposed project was not included for funding in the staff recommendation.
- Tulare. The agency responsible for the Scranton project (PPNO 8681) is the City of Porterville, not Tulare County. For the City of Visalia's Caldwell Avenue project (PPNO 103), the $830 for PS&E should be moved from 2007-08 to 2009-10.
- Yuba. The note at the bottom is wrong in indicating that the Motorplex Parkway project is not included in the staff recommendation. The project is part of the staff recommendation and is included in the project listing above.

Interregional Share Summary:

- The note at the bottom is wrong in indicating that the Motorplex Parkway project (Yuba County) is not included in the staff recommendation. The project is part of the staff recommendation and is included in the project listing above.

ATTACHMENT B
2006 STIP STAFF RECOMMENDATIONS
LATE CHANGES AND CLARIFICATIONS
(All costs listed in $1,000's)

- Page 14 identifies 21 regional agencies that have not submitted a performance measure report. Staff now finds that the list should not include Butte, Fresno. Placer, Shasta, Stanislaus, Tehama and Tulare Counties. The 14 regional agencies that have not submitted a performance report are: Colusa, Humboldt, Imperial, Inyo, Kings, Lake, Mariposa, Mendocino, Mono, San Benito, San Joaquin, Sierra, Tahoe (TRPA), and Tuolumne. The staff recommendation is to withhold STIP allocations to any agency that has not submitted a performance measure report by the beginning of the 2006-07 fiscal year.
- Alameda. For the Route 580 noise barrier in San Leandro (#139B), change construction from $5,277 in 2007-08 to $5,435 in 2008-09 and construction support from $650 in 2007-08 to $670 in 2008-09.
- Alameda/Santa Clara. For the Route 680 Sunol Grade southbound HOV lane, phase 3 (#A157D), change construction funding from 2008-09 to 2007-08. This includes $7,246 from the Alameda county share (all construction capital), $8,308 from the Santa Clara county share (all construction capital), and $20,424 from the interregional share ($10,457 construction and $9,967 construction support).
- Amador. For the Sutter Creek Bypass environmental mitigation (#2130E) in 2006-07, increase total programming from $2,019 to $3,199, with $39 for environmental, $739 for PS&E, $15 for R/W support, $2,175 for construction, and $231 for construction support.
- Amador. For Route 88 Pine Grove improvements (#2454), change $1,775 environmental from 2008-09 to 2009-10.
- Calaveras. For the Angels Camp Bypass (#304B) in 2006-07, increase the interregional share of construction from $16,296 to $18,134, decrease the interregional share of construction support from $1,755 to $1,300, and decrease the county share of construction from $9,304 to $8,775.
- Calaveras. For Route 4 Wagon Trail Expressway (#3067), change $1,160 environmental from 2008-09 to 2009-10.
- El Dorado. Under TE, replace the Route 50 El Dorado Hills bike/pedestrian overcrossing (#3120B) with the Michigan/California bike path (#3120D). This project is to be programmed for $200 construction in 2007-08.
- Humboldt. Increase PPM from $316 to $411 in 2006-07 and add PPM of $120 in 2007-08 and $152 in 2008-09. The amounts added here were programmed in the 2004 STIP and not clearly described in the 2006 RTIP.
- Humboldt. Change $4,948 construction for Old Arcata Road/Myrtle road widening (#4001R) from 2007-08 to 2006-07.
- Inyo. For the Inyo County Nine-Mile Canyon Road reconstruction (#5053), delete the $145 for PS&E and $1,010 for construction, and change the $100 environmental from 2006-07 to 2009-10. Add two new projects that were in the RTIP but not included in the original recommendation: (1) Inyo County, See Vee Lane, extend to Choctaw Drive (#2528), $250 environmental in 2008-09; (2) City of Bishop road improvement project A, on Mandich, Sneden, South Third, and Warren Streets (#2529), $50 environmental in 2007-08, $150 PS&E in 2007-08, and $700 construction in 2009-10.
- Inyo. For the Alabama Hills county road rehabilitation (#1006), change $100 environmental and $140 PS&E from 2007-08 to 2006-07 and change $1,880 construction from 2008-09 to 2007-08.

- Kern. Add $12,200 PS&E in 2006-07 for the Kern County Westside Parkway phase 2 (#8705B). Delete $4,500 R/W in 2006-07 from the Shafter 7th Standard Road improvement (#8700) and $7,700 construction in 2006-07 from the Kern County 7th Standard Road improvement (#E013).
- Lake. For the South Main St (#3032R and Soda Bay Rd (#3033R) widenings, move construction from 2010-11 to 2008-09, R/W from 2009-10 to 2007-08, and PS&E from 2008-09 to 2006-07. Amounts remain unchanged from 2004 STIP and the original staff recommendation.
- Los Angeles. For the Los Angeles Route 101 Van Nuys Blvd off-ramps (#2789), delete $8,406 construction that had been recommended 2009-10, including $1,000 from the county share (all construction capital) and $7,406 from the interregional share ($6,200 construction capital and $1,206 construction support).
- Los Angeles. Change $698 construction for Gayley Ave bike lanes TE (#3452) from 2009-10 to 2008-09.
- Madera. For the South Madera Gateway interchange (#5355) that is programmed in 2005-06 for $4,152, add a cost increase of $548 for construction.
- Madera. For City of Madera Route 99/145 interchange (#5355A), change $300 R/W from 2007-08 to 2006-07.
- Marin. For the TE project for a bike path along the Route 101 HOV lane project (#342L), change $2,432 construction from 2008-09 to 2006-07.
- Marin. For the Route 101 HOV lanes, Puerto Suello segment (#342L), increase construction in 2006-07 from $7,473 to $10,346.
- Marin/Sonoma. For the Route 101 widening, Novato-Petaluma (#360F), delete $10,326 R/W in 2009-10 from the Marin county share and change $6,600 PS&E ($2,200 each from the Marin county share, the Sonoma county share, and interregional share) from 2007-08 to 2008-09.
- Mendocino. Change construction for the following projects from 2007-08 to 2006-07: $154 for Point Arena local street rehabilitation and improvements (#4096P); $700 for Ukiah local street overlay at 12 locations (#4090P); $458 for Ukiah Gobbi Street/Oak Manor intersection improvements (#4091P); $252 for Ukiah local street overlay at 11 locations (#4093P); and $285 for Fort Bragg sidewalks and ramps (#4086P, non-TE portion).
- Mono. For the Lake Mary Road bike lane and sidewalk (#2502) change construction from 2007-08 to 2006-07, including $2,976 TE and $6,219 non-TE.
- Monterey. Change project description from Pajaro Yard and Station to Caltrain extension (#1155). For the Monterey Branch Line (#1164), change the $3,000 in 2007-08 from construction to PS&E.
- Monterey. For the Monterey County Davis Road bridge (#1152), change the $50 R/W from 2006-07 to 2007-08 and the $1,100 construction from 2007-08 to 2008-09.
- Monterey. Delete the $500 Seaside commuter bike and pedestrian link (TE) and add $500 to the Monterey TE reserve for 2010-11.
- Monterey. Add back the Monterey County Route 68 Corral de Tierra intersection (#1813A), with $150 PS&E in 2008-09, $120 R/W in 2008-09, and $1,700 construction in 2009-10.
- Plumas. Add back the Bucks Lake Road pavement rehabilitation (#2348), with $553 construction in 2010-11.
- Riverside. For the City of Riverside Route 91 Van Buren interchange (#84), change the $3,465 in 2008-09 from R/W to construction.
- Riverside. For the Route 10 Indian Avenue interchange R/W being implemented by the City of Palm Springs (#7G), change from $2,000 in 2006-07 to $3,383 in 2006-07.

- Riverside. For the Route 91 HOV lanes (#92A), increase R/W capital in 2007-08 from $23,100 to $24,263. Decrease PPM in 2007-08 from $1,315 to $152.
- Sacramento. For the Route 50 HOV lanes (#6199C), the project environmental work is not closed out and there is no credit to the county or interregional share. The original staff recommendation had identified share credits of $1,213 each for the Sacramento county share and the interregional share.
- Sacramento. For the Citrus Heights Greenback widening (#3L08), there is a $1,000 credit to the county share. This project had a prior commitment of $5,000 in 2005-06, and SACOG advanced $1,000 of funding from non-STIP sources for the project.
- Sacramento. From PTA funding, add $924 in 2006-07 for environmental work on the Cal State Sacramento tram (#3151). This project was originally proposed in the RTIP for TE funding and excluded from the staff recommendation. At SACOG's request, it is now recommended for PTA funding.
- Sacramento. Change programming of components for three TE projects from 2007-08 to 2006-07: $115 PS&E and $13 R/W for Sacramento RT 13th and 16th Street station enhancements (#3199A), $150 PS&E and $60 R/W for the City of Sacramento 13th and 16th Street station pedestrian and streetscape enhancements (#3199B); and $100 PS&E for Sacramento County Freedom Park Drive streetscape enhancements (#3199C).
- San Diego. Remove the shift of $7,000 R/W between the two Route 52 projects (#260F and #260); this change has no net effect on the programmed amount. On Route 52 (#260F), change the $68,920 in 2009-10 from R/W to construction.
- San Joaquin. The Lathrop Road grade separation (#3K41) should be identified as PTA-eligible. There is otherwise no change for the project: $887 for PS&E in 2009-10.
- San Joaquin. Credit county share with $846 for delivery of a 2005-06 project with local funds: Lathrop, Louise Avenue rehabilitation (#3K43).
- San Joaquin. For the Route 5 Mossdale widening (#7213), add $600 construction to the cost increase already identified. This raises the construction cost increase from $4,533 to $5,133, which is in addition to the $3,378 that was programmed for 2005-06 in the 2004 STIP.
- San Joaquin. For the San Joaquin Regional Rail Commission Stockton SP depot restoration (#2031), change $4,400 construction ($1,000 county share and $3,400 interregional share) from 2007-08 to 2006-07.
- San Joaquin. Change construction for two TE projects from 2007-08 to 2006-07: the Escalon Gateway (#K655) for $221 and the San Joaquin Regional Transit District Mall transfer facilities in Stockton (#K656) for $375. Also change $24 PS&E for the San Joaquin County Airport Way bikeway and landscaping (#K657) from 2007-08 to 2006-07.
- San Mateo. Delete the $750 in 2008-09 for the Devil's Slide tunnel (#626). Delete the $2,120 in 2007-08 for the BART SFO Airport bicycle trail (#1035). Reduce construction in 2010-11 for the Route 92 widening and curve correction (#225G) from $11,636 to $5,629, with the difference to be replaced by local measure funds. Add back four projects removed in the original staff recommendation: $6,900 in 2009-10 ($5,400 construction, $1,500 construction support) for the Route 1 Calera Parkway operational improvements in Pacifica (#632C); $1,977 in 2010-11 ($100 environmental, $200 PS&E, $1,777 construction) for the SMCCAG countywide ITS (#2140E); $1,847 construction in 2008-09 for Route 82 Menlo Park-Millbrae signal interconnection, phase 1 (#645C); and $3,153 ($1,675 construction, $1,478 construction support) in 2010-11 for Route 82 Menlo Park-Millbrae signal interconnection, phase 2 (#645C).
- Santa Cruz. For the Santa Cruz Branch Rail Line (#932), change the $10,000 R/W from 2006-07 to 2007-08.

- Sierra. For the Gold Lake Highway Bridge (#1L60), change $158 construction from 2007-08 to 2006-07. Add back $125 in 2006-07 for the Main Street (Alleghany) emergency slide repair.
- Siskiyou. For the Ash Creek Bridge (#2302), change $2 R/W from 2007-08 to 2006-07 and $220 construction from 2008-09 to 2007-08.
- Siskiyou. Add back the Edgewood Road Shasta River Bridge (#2423), with $22 in 2006-07 for environmental, $15 in 2007-08 for PS&E, and $140 in 2008-09 for construction. For the Jenny Creek Bridge (#2411), change $10 environmental from 2008-09 to 2006-07 and add $124 for construction in 2007-08. For Siskiyou Avenue reconstruction (#2299), reduce environmental in 2008-09 from $100 to $70. For North Old Stage Road overlay (#2300), delete $100 environmental in 2008-09. For Old Highway 99 and Easy Street overlay (#2305), reduce environmental in 2006-07 from $75 to $43 and reduce construction in 2007-08 from $6,600 to $6,461. No net increase or change in year.
- Sonoma. For Route 101 HOV lanes, Rohnert Park to Santa Rosa Avenue (#781E), change $10,000 ($5,000 construction and $5,000 construction support) from 2008-09 to 2007-08. For Route 101 landscaping, Wilfred to Route 12 (#781N), change $2,443 construction from 2007-08 to 2006-07.
- Stanislaus. For the StanCOG Route 132 widening (#9797), there are no credits. The $173 and $736 identified as credits in the staff recommendation are to be part of allocations made for the project in 2005-06. For Caltrans R/W for the Route 132 expressway (#944M), there is no credit for project closing. The original recommendation included a credit of $3,154.
- Stanislaus. For the Route 99 Whitmore Avenue interchange, reduce the amount added to R/W from $13,000 to $7,420. With the prior commitment of $5,580 for R/W, the total R/W is $13,000. Increase construction in 2007-08 from $15,754 to $20,404 and construction support from $2,350 to $3,280. No net increase or change in year.
- Stanislaus. For the Route 120 Oakdale Bypass (#941), change $14,000 for R/W capital ($1,245 Stanislaus county share and 12,755 interregional share) from the prior year to 2008-09. Caltrans advises that R/W purchases are suspended and this amount has not yet been expended.
- Tahoe RPA. Delete $2,111 R/W in 2006-07 for Route 28 Kings Beach (#4679). Add $3,537 for construction of Route 50 improvements, Trout Creek to Ski Run (#3208) in 2008-09 ($1,537 construction and $2,000 construction support). An additional $4,544 is being provided from non-STIP sources.
- Tahoe RPA. Reduce TE reserve by $302 ($226 in 2006-07 and $76 in 2007-08) and add $302 for construction of TE-eligible enhancements of Route 50 improvements (#3208) in 2008-09. This leaves $44 in the TE reserve for 2007-08.
- Tehama. For the Tehama County Lake California bikeway TE (#2428), change $50 environmental and $10 PS&E from 2007-08 to 2006-07.
- Tulare. For Farmersville Visalia Road operational improvements (#108), change $1,668 construction from 2007-08 to 2006-07.
- Yuba. For the Yuba County Lindhurst Av bikeway TE (#3136), change $25 PS&E from 2007-08 to 2006-07.
- Intercity Rail. For the Sorrento-Miramar track improvement in San Diego County (#9069A), change the $3,900 in 2007-08 from construction to PS&E.
- Intercity Rail. For the Elk Grove intercity rail station (#2027), change $800 construction in 2007-08 to $150 environmental in 2006-07 and $650 PS&E in 2007-08.
- Intercity Rail. For the Colton Crossing rail separation (#150D), change $2,189 in 2006-07 from R/W to environmental. Also, change implementing agency to San Bernardino Associated Governments (SANBAG).

- Intercity Rail. For the 4th track, San Jose to Santa Clara (#2008), change the implementing agency from Peninsula JPB to Caltrans.
- Intercity Rail. Delete $2,250 originally recommended in 2006-07 for a cost increase on the Fresno pocket track (#2041). Add $2,250 for R/W in 2007-08 to Stockton-Escalon track improvements, phase 2 (#2030).
- Intercity Rail. Change $16,375 construction for Glendale Route 134 grade separation from 2007-08 to 2008-09.
- Interregional Program (Highways). The April 2006 supplemental vote for the Route 101 San Miguel Road interchange in Monterey County (#58J) is $668, not $935.
- Interregional Program (Highways). The tentative April supplemental vote of $3,900 identified for the Riverside Route 60/91/215 interchange has been withdrawn and is no longer included.
- Interregional Program (Highways). For the Madera Route 99 Fairmead freeway conversion, change the construction cost increase from $15,000 to $24,386.
- Interregional Program (Highways). For the San Diego Route 905 freeway (#374K), reduce the cost increase from $40,000 to $30,000.
- Interregional Program (Highways). For the San Bernardino Route 58 expressway near Hinkley (#217F), change $5,262 from 2007-08 to 2008-09 ($4,181 R/W and $1,061 R/W support).
- Interregional Program (Highways). For the Solano Route 37 planting (#5201F), change $3,046 from 2007-08 to 2008-09 ($2,800 construction and $246 construction support).
- Interregional Program (Highways). For the San Bernardino Route 138 widening (#239D), change $10,633 R/W from 2007-08 to 2008-09 ($8,256 R/W capital and $2,377 R/W support.
- Interregional Program (Highways). Add $5,000 in 2006-07 for environmental work on Route 710 expansion in Los Angeles County, Ports of Los Angeles and Long Beach to Route 10. This project was included in the ITIP and excluded from the original staff recommendation.
- Interregional Program (Highways). For the Los Angeles Route 5 Empire Avenue access improvement (#151E), change $3,560 R/W from 2006-07 to 2007-08 ($1,060 R/W capital and $2,500 R/W support).
- Interregional Program (Highways). For the Los Angeles Route 134 Hollywood Way interchange (#2223) programmed for 2005-06, add $4,401 for a construction cost increase. Delete the $4,401 programmed in 2006-07 from the interregional share for construction support for the Los Angeles Route 5 widening, Orange County Line to Route 605.
- Interregional Program (Highways). For the City of San Bernardino Route 10 Tippecanoe Avenue interchange, change the $2,500 PS&E from 2007-08 to 2009-10.
- Interregional Program (Highways). For the San Bernardino Route 210 Etiwanda wind break mitigation (#194T), change $1,361 from 2007-08 to 2008-09 ($1,061 construction and $300 construction support).
- Interregional Program (Highways). For the Route 24 Caldecott Tunnel 4th bore between Alameda and Contra Costa Counties, change the $1,000 interregional share programmed for R/W from 2006-07 to 2007-08 ($800 R/W capital and $200 R/W support).
- Interregional Program (Guideways). For the SCRRA locomotives and cab cars (#79E), change $17,000 from 2007-08 to 2006-07.