

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 4.8  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **ADOPTION OF THE 2016 STIP AND AERONAUTICS ACCOUNT FUND ESTIMATES  
RESOLUTION G-15-19**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution G-15-19 to adopt the Proposed 2016 State Transportation Improvement Program (STIP) Fund Estimate, and to approve the Proposed 2016 Aeronautics Account Fund Estimate.

## **ISSUE:**

Section 14525(a) of the Government Code (GC) requires the Commission to adopt the STIP Fund Estimate in each odd year by August 15. Section 14525(d) allows the Commission to postpone the issuance of the Fund Estimate for up to 90 days. In January, the Commission took action to delay consideration of adopting the 2016 STIP Fund Estimate until the scheduled August Commission meeting. Resolution G-15-19 and the Proposed 2016 Aeronautics Account Fund Estimate have been updated based on Commission and Commission staff recommendations, and include the state and federal funding available for programming over the respective fund estimate periods.

## **BACKGROUND:**

Section 14524(a) of the GC requires the Department to present a STIP Fund Estimate to the Commission by July 15. The purpose of the Fund Estimate is to forecast all federal and state funds reasonably expected to be available for programming in the subsequent STIP. Each even-numbered year, the Commission is required to adopt a STIP based on the funding identified in the adopted Fund Estimate. Although Aeronautics Account resources are independent of the accounts included within the STIP Fund Estimate, the biennial Aeronautics Account Fund Estimate has been presented for adoption concurrently with the 2016 STIP Fund Estimate. Continued efforts surrounding a long-term Federal Highway Act, in addition to the state's ongoing Special Session on Transportation, have the potential to significantly impact the 2016 STIP Fund Estimate prior to the end of the calendar year.

Attachments

# **RESOLUTION G-15-19**

## **RESOLUTION TO ADOPT THE 2016 STIP FUND ESTIMATE**

### **CALIFORNIA TRANSPORTATION COMMISSION**

#### **ADOPTION OF THE 2016 FUND ESTIMATE**

- 1.1. WHEREAS, Sections 14524 and 14525 of the Government Code require the California Department of Transportation (Department) to present, and the California Transportation Commission (Commission) to adopt, a biennial fund estimate to include and estimate all state and federal funds reasonably expected to be available for the biennial State Transportation Improvement Program (STIP), including the amount that may be programmed in each county for regional improvement programs; and
- 1.2. WHEREAS, on January 22, 2015, the Department presented an overview of the fund estimate process and schedule; and
- 1.3. WHEREAS, on May 28, 2015, the Department presented, and the Commission approved the 2016 Fund Estimate assumptions; and
- 1.4. WHEREAS, on June 25, 2015, the Department presented to the Commission the Draft 2016 Fund Estimate; and
- 1.5. WHEREAS, on July 23, 2015, the Commission held a workshop on the Proposed 2016 Fund Estimate to consider public comment, and indicated that the adoption of the 2016 Fund Estimate would be scheduled for August 27, 2015; and
- 1.6. WHEREAS, on August 27, 2015, the Department will present to the Commission an updated, Proposed 2016 Fund Estimate; and
- 1.7. WHEREAS, the Proposed 2016 Fund Estimate identifies new program capacity of approximately \$223 million in new highway STIP capacity for the five-year period covering 2016-17 through 2020-21; and
- 1.8. WHEREAS, the Proposed 2016 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2015.

- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2016 STIP Fund Estimate, as presented by the Department on August 27, 2015, with programming in the 2016 STIP to be based on the statutory funding identified; and
- 2.2 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the 2016 Fund Estimate to each regional agency and county transportation commission.



## **SUMMARY OF THE PROPOSED 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE**

**Edmund G. Brown, Jr.**  
Governor  
STATE OF CALIFORNIA

**Brian P. Kelly**  
Secretary  
California State Transportation Agency

**Malcolm Dougherty**  
Director  
Department of Transportation



*The 2016 State Transportation Improvement Program Fund Estimate Book is available online at  
<http://www.dot.ca.gov/hq/transprog/ctcliaison.htm>*

## EXECUTIVE SUMMARY

On August 27, 2015, the California Transportation Commission (Commission) will adopt the 2016 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2016 STIP FE period covers state fiscal years 2016-17 through 2020-21.

### STIP Capacity

STIP projects add capacity to the state's transportation infrastructure. The 2016 STIP FE includes a total estimate of \$2.4 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, and includes construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. The 2016 STIP FE projects a new, estimated STIP program capacity of \$223 million over the FE period. For the six-year period, capacity is reduced to approximately \$46 million due to STIP shortfalls in the base year. In comparison, the 2014 STIP FE included a forecast of \$1.3 billion in new STIP program capacity over the prior five-year and six-year periods. As a result of the new STIP program capacity forecasted in the 2016 STIP FE, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

- STIP capacity in the future will continue to depend primarily on retail prices and consumption of gasoline and diesel. Both of these sources are difficult to forecast with any certainty due to the current economic climate.

### SHOPP Capacity

SHOPP projects are funded with federal and state resources, and consist of major rehabilitation work on the State Highway System. The 2016 STIP FE forecasts SHOPP program capacity of \$12.0 billion over the five-year FE period. Similar to the STIP, SHOPP program capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. New SHOPP capacity is estimated at \$7.1 billion over the FE period. In comparison, the 2014 STIP FE displayed a forecast of \$7.3 billion in new SHOPP program capacity.

- The State Highway Account (SHA), which is the primary funding source of the SHOPP, has a fund balance that is highly volatile in nature. The cash balance in this account fluctuates daily.
- The SHOPP is constrained over the entire FE period. While the 2016 STIP FE forecasts an average of \$2.4 billion of SHOPP program capacity each year over the FE period, the annual SHOPP goal-based need is roughly \$8.0 billion as identified in the 2015 Ten-Year SHOPP Plan. As a result of the approximately \$5.6 billion annual shortfall, potential impacts may include delays of needed projects, an inability to fix new and/or ongoing deterioration of the highways, and cost increases over the FE period.

## ESTIMATED CAPACITY BY PROGRAM

### Fund Estimate Five-Year Period

<b>2016 STIP FE SHOPP Program Capacity (\$ in millions)</b>								
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>2016 STIP FE SHOPP Target Capacity</b>	<b>\$2,300</b>	<b>\$2,300</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,500</b>	<b>\$12,000</b>	<b>\$14,300</b>
2014 SHOPP Program	2,507	2,440	2,440	0	0	0	4,880	7,387
<b>New SHOPP Program Capacity</b>	<b>(\$207)</b>	<b>(\$140)</b>	<b>(\$40)</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,500</b>	<b>\$7,120</b>	<b>\$6,913</b>
<b>Cumulative Difference</b>	<b>(\$207)</b>	<b>(\$347)</b>	<b>(\$387)</b>	<b>\$2,013</b>	<b>\$4,413</b>	<b>\$6,913</b>		

Note: Individual numbers may not add to total due to independent rounding.

<b>2016 STIP FE STIP Program Capacity (\$ in millions)</b>								
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>2016 STIP FE Target Capacity</b>	<b>\$378</b>	<b>\$405</b>	<b>\$420</b>	<b>\$470</b>	<b>\$540</b>	<b>\$540</b>	<b>\$2,375</b>	<b>\$2,753</b>
2014 STIP Program	554	798	682	673	0	0	2,152	2,707
<b>New STIP Program Capacity</b>	<b>(\$176)</b>	<b>(\$393)</b>	<b>(\$262)</b>	<b>(\$203)</b>	<b>\$540</b>	<b>\$540</b>	<b>\$223</b>	<b>\$46</b>
<b>Cumulative Difference</b>	<b>(\$176)</b>	<b>(\$569)</b>	<b>(\$831)</b>	<b>(\$1,034)</b>	<b>(\$494)</b>	<b>\$46</b>		

Note: Individual numbers may not add to total due to independent rounding.

<b>2016 STIP FE PTA Capacity - Included in Overall STIP Program Capacity (\$ in millions)</b>								
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>2016 STIP FE PTA Target Capacity</b>	<b>\$50</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$200</b>	<b>\$250</b>
2014 PTA STIP Program	86	83	129	118	0	0	330	416
<b>New PTA STIP Capacity</b>	<b>(\$36)</b>	<b>(\$43)</b>	<b>(\$89)</b>	<b>(\$78)</b>	<b>\$40</b>	<b>\$40</b>	<b>(\$130)</b>	<b>(\$166)</b>

Note: Individual numbers may not add to total due to independent rounding.

**2016 STIP FUND ESTIMATE  
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS  
(\$ millions)**

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,158							\$1,158
Fuel Excise Taxes (Base)	\$1,894	\$1,894	\$1,894	\$1,894	\$1,894	\$1,894	\$9,469	\$11,362
Fuel Excise Taxes (Price-Based)	1,393	1,583	1,745	1,844	1,936	1,947	9,055	10,449
Net Weight Fees	0	0	0	0	0	0	0	0
Miscellaneous Revenues	85	80	81	82	80	80	402	487
Transportation Loans	0	78	54	0	0	0	132	132
Net Transfers - Others	2	(236)	(213)	(160)	(160)	(160)	(928)	(926)
Expenditures - Other Agencies	(130)	(138)	(135)	(138)	(140)	(141)	(691)	(821)
<b>Total State Resources</b>	<b>\$4,402</b>	<b>\$3,261</b>	<b>\$3,426</b>	<b>\$3,522</b>	<b>\$3,611</b>	<b>\$3,620</b>	<b>\$17,439</b>	<b>\$21,842</b>
Obligation Authority (OA)	\$3,242	\$3,287	\$3,333	\$3,380	\$3,427	\$3,475	\$16,903	\$20,145
August Redistribution	147	147	147	147	147	147	735	882
Other Federal Resources	(177)	(177)	(177)	(177)	(177)	(177)	(884)	(1,061)
<b>Total Federal Resources</b>	<b>\$3,212</b>	<b>\$3,257</b>	<b>\$3,303</b>	<b>\$3,350</b>	<b>\$3,397</b>	<b>\$3,445</b>	<b>\$16,753</b>	<b>\$19,965</b>
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$7,614</b>	<b>\$6,519</b>	<b>\$6,729</b>	<b>\$6,872</b>	<b>\$7,008</b>	<b>\$7,065</b>	<b>\$34,193</b>	<b>\$41,807</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$978)</b>	<b>(\$1,005)</b>	<b>(\$1,032)</b>	<b>(\$1,059)</b>	<b>(\$1,087)</b>	<b>(\$1,116)</b>	<b>(\$5,299)</b>	<b>(\$6,278)</b>
<b>MAINTENANCE</b>	<b>(\$1,307)</b>	<b>(\$1,335)</b>	<b>(\$1,365)</b>	<b>(\$1,395)</b>	<b>(\$1,426)</b>	<b>(\$1,457)</b>	<b>(\$6,977)</b>	<b>(\$8,284)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$108)	(\$102)	(\$89)	(\$82)	(\$80)	(\$79)	(\$432)	(\$540)
State & Federal LA	(1,242)	(1,258)	(1,276)	(1,288)	(1,303)	(1,320)	(6,445)	(7,688)
<b>TOTAL LA</b>	<b>(\$1,350)</b>	<b>(\$1,360)</b>	<b>(\$1,364)</b>	<b>(\$1,370)</b>	<b>(\$1,384)</b>	<b>(\$1,399)</b>	<b>(\$6,877)</b>	<b>(\$8,227)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$602)	(\$564)	(\$264)	(\$105)	(\$59)	(\$30)	(\$1,022)	(\$1,624)
SHOPP Minor	(56)	(56)	(56)	(56)	(56)	(56)	(279)	(335)
Stormwater	(48)	(48)	(48)	(48)	(48)	(48)	(240)	(288)
<b>TOTAL SHOPP COS</b>	<b>(\$705)</b>	<b>(\$668)</b>	<b>(\$368)</b>	<b>(\$209)</b>	<b>(\$163)</b>	<b>(\$134)</b>	<b>(\$1,541)</b>	<b>(\$2,247)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$1,665)	(\$135)	(\$52)	(\$15)	(\$6)	\$0	(\$208)	(\$1,873)
Minor capital	(86)	(77)	(68)	(68)	(68)	(68)	(350)	(435)
R/W Project Delivery	(49)	(43)	(28)	(17)	(10)	(8)	(106)	(155)
Unprogrammed R/W	(2)	(7)	(10)	(10)	(10)	(10)	(47)	(49)
GARVEE Debt Service	(11)	(11)	(11)	(11)	(11)	0	(46)	(57)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(\$1,813)</b>	<b>(\$273)</b>	<b>(\$170)</b>	<b>(\$122)</b>	<b>(\$105)</b>	<b>(\$86)</b>	<b>(\$756)</b>	<b>(\$2,570)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$6,154)</b>	<b>(\$4,641)</b>	<b>(\$4,299)</b>	<b>(\$4,155)</b>	<b>(\$4,164)</b>	<b>(\$4,193)</b>	<b>(\$21,452)</b>	<b>(\$27,606)</b>
<b>STIP LA</b>								
STIP Off-System	(\$35)	(\$30)	(\$25)	(\$10)	(\$1)	(\$1)	(\$67)	(\$102)
Oversight (Partnership)	(21)	(19)	(17)	(16)	(15)	(15)	(83)	(103)
<b>TOTAL STIP LA</b>	<b>(\$56)</b>	<b>(\$49)</b>	<b>(\$42)</b>	<b>(\$26)</b>	<b>(\$17)</b>	<b>(\$16)</b>	<b>(\$150)</b>	<b>(\$205)</b>
<b>STIP COS</b>	<b>(\$181)</b>	<b>(\$99)</b>	<b>(\$69)</b>	<b>(\$30)</b>	<b>(\$17)</b>	<b>(\$12)</b>	<b>(\$227)</b>	<b>(\$408)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$536)	(\$387)	(\$192)	(\$74)	(\$15)	\$0	(\$668)	(\$1,204)
R/W Project Delivery	(86)	(83)	(23)	(21)	(15)	(12)	(154)	(240)
Unprogrammed R/W	(7)	(9)	(4)	(4)	(3)	(3)	(23)	(30)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$629)</b>	<b>(\$479)</b>	<b>(\$219)</b>	<b>(\$99)</b>	<b>(\$33)</b>	<b>(\$15)</b>	<b>(\$845)</b>	<b>(\$1,474)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$866)</b>	<b>(\$627)</b>	<b>(\$330)</b>	<b>(\$156)</b>	<b>(\$67)</b>	<b>(\$43)</b>	<b>(\$1,222)</b>	<b>(\$2,088)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$595</b>	<b>\$1,250</b>	<b>\$2,100</b>	<b>\$2,561</b>	<b>\$2,777</b>	<b>\$2,830</b>	<b>\$11,519</b>	<b>\$12,114</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$2,300</b>	<b>\$2,300</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,500</b>	<b>\$12,000</b>	<b>\$14,300</b>
<b>STIP TARGET CAPACITY</b>	<b>\$328</b>	<b>\$365</b>	<b>\$380</b>	<b>\$430</b>	<b>\$500</b>	<b>\$500</b>	<b>\$2,173</b>	<b>\$2,502</b>

Note: Individual numbers may not add to total due to independent rounding.

# PROPOSED

## 2016 STIP FUND ESTIMATE PUBLIC TRANSPORTATION ACCOUNT ( \$ in thousands )

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$498,261							\$498,261
Adjustment for STA Transfer Timing	(99,232)							(99,232)
Sales Tax on Diesel	559,420	565,014	570,664	576,371	582,135	587,956	2,882,140	3,441,560
SMIF Interest Earned	1,164	926	709	545	393	296	2,869	4,033
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Loan Repayment from General Fund	0	0	0	0	0	29,081	29,081	29,081
<b>TOTAL RESOURCES</b>	<b>\$984,689</b>	<b>\$591,016</b>	<b>\$596,449</b>	<b>\$601,992</b>	<b>\$607,604</b>	<b>\$642,409</b>	<b>\$3,039,470</b>	<b>\$4,024,159</b>
State Transit Assistance (STA)	(351,316)	(354,829)	(358,377)	(361,961)	(365,581)	(369,236)	(1,809,984)	(2,161,300)
<b>SUBTOTAL AVAILABLE RESOURCES</b>	<b>\$633,373</b>	<b>\$236,187</b>	<b>\$238,072</b>	<b>\$240,031</b>	<b>\$242,023</b>	<b>\$273,173</b>	<b>\$1,229,486</b>	<b>\$1,862,859</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>								
Rail and Mass Transportation Support	(\$31,126)	(\$31,811)	(\$32,511)	(\$33,226)	(\$33,957)	(\$34,704)	(\$166,208)	(\$197,334)
Planning Staff and Support	(22,673)	(23,172)	(23,682)	(24,203)	(24,735)	(25,279)	(121,070)	(143,743)
California Transportation Commission	(1,713)	(1,751)	(1,789)	(1,829)	(1,869)	(1,910)	(9,147)	(10,860)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(5,991)	(6,123)	(6,258)	(6,395)	(6,536)	(6,680)	(31,991)	(37,982)
State Controller's Office	(19)	(19)	(20)	(20)	(21)	(21)	(101)	(120)
Secretary for Transportation Agency	(6)	(6)	(6)	(6)	(6)	(6)	(30)	(36)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$62,508)</b>	<b>(\$63,861)</b>	<b>(\$65,245)</b>	<b>(\$66,658)</b>	<b>(\$68,103)</b>	<b>(\$69,580)</b>	<b>(\$333,418)</b>	<b>(\$395,920)</b>
<b>INTERCITY RAIL</b>								
Intercity Rail and Bus Operations	(\$119,487)	(\$123,072)	(\$126,764)	(\$130,567)	(\$134,484)	(\$138,518)	(\$653,404)	(\$772,891)
Amtrak Funding Adjustment	(8,500)	(8,755)	(9,018)	(9,288)	(9,567)	(9,854)	(46,481)	(54,981)
Amtrak Adjustment (Release of Rented Equipment)	0	0	1,514	12,093	12,456	12,830	38,893	38,893
San Joaquin Service Change: 7th Round Trip	(4,600)	(6,100)	(6,283)	(6,471)	(6,666)	(6,866)	(32,386)	(36,986)
San Joaquin Service Change: 8th Round Trip	0	0	0	0	(7,725)	(7,957)	(15,682)	(15,682)
San Joaquin Service: High Speed Rail Integration	0	0	0	0	0	(24,800)	(24,800)	(24,800)
Pacific Surfliner Service Change: 12th Round Trip	0	0	0	(5,500)	(5,665)	(5,835)	(17,000)	(17,000)
Heavy Equipment Overhaul: Existing	(15,800)	(16,274)	(16,762)	(17,265)	(17,783)	(18,317)	(86,401)	(102,201)
Equipment Overhaul: New Railcars and Locomotives	0	0	0	0	(635)	(1,144)	(1,779)	(1,779)
<b>TOTAL INTERCITY RAIL</b>	<b>(\$148,387)</b>	<b>(\$154,201)</b>	<b>(\$157,313)</b>	<b>(\$156,998)</b>	<b>(\$170,068)</b>	<b>(\$200,460)</b>	<b>(\$839,040)</b>	<b>(\$987,427)</b>
<b>LOCAL ASSISTANCE</b>								
Bay Area Ferry Operations/Waterborne	(\$3,211)	(\$3,243)	(\$3,276)	(\$3,308)	(\$3,341)	(\$3,375)	(\$16,543)	(\$19,754)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$3,211)</b>	<b>(\$3,243)</b>	<b>(\$3,276)</b>	<b>(\$3,308)</b>	<b>(\$3,341)</b>	<b>(\$3,375)</b>	<b>(\$16,543)</b>	<b>(\$19,754)</b>
<b>CAPITAL PROJECTS</b>								
STIP - Mass Transportation*	(\$58,990)	(\$55,497)	(\$15,947)	(\$7,414)	(\$3,430)	(\$348)	(\$82,636)	(\$141,626)
STIP - Rail*	(19,156)	(38,972)	(27,989)	(24,980)	(7,166)	(1,828)	(100,936)	(120,092)
<b>TOTAL CAPITAL PROJECTS</b>	<b>(\$78,146)</b>	<b>(\$94,469)</b>	<b>(\$43,936)</b>	<b>(\$32,394)</b>	<b>(\$10,596)</b>	<b>(\$2,176)</b>	<b>(\$183,572)</b>	<b>(\$261,718)</b>
<b>CASH AVAILABLE FOR PROGRAMMING</b>	<b>\$341,121</b>	<b>(\$79,587)</b>	<b>(\$31,697)</b>	<b>(\$19,328)</b>	<b>(\$10,086)</b>	<b>(\$2,418)</b>	<b>(\$143,086)</b>	<b>\$198,005</b>
<b>PTA STIP TARGET CAPACITY</b>	<b>\$50,000</b>	<b>\$40,000</b>	<b>\$40,000</b>	<b>\$40,000</b>	<b>\$40,000</b>	<b>\$40,000</b>	<b>\$200,000</b>	<b>\$250,000</b>

Note: Individual numbers may not add to total due to independent rounding.

\* Cash flow adjusted for unliquidated encumbrances.



**2016 FUND ESTIMATE  
AERONAUTICS ACCOUNT  
(\$ in thousands)**

	2015-16	2016-17	2017-18	2018-19	3-Year Total
<b>RESOURCES</b>					
Beginning Balance	\$8,473	\$2,444	\$876	\$200	
Adjustment for Prior Commitments <sup>1</sup>	(4,133)				
<b>ADJUSTED BEGINNING BALANCE</b>	<b>\$4,340</b>	<b>\$2,444</b>	<b>\$876</b>	<b>\$200</b>	<b>\$3,520</b>
Aviation Gas Excise Tax <sup>2</sup>	\$3,051	\$3,128	\$3,207	\$3,289	\$9,624
Jet Fuel Excise Tax <sup>2</sup>	2,392	2,379	2,367	2,354	7,100
Interest (SMIF)	19	15	12	11	38
Federal Trust Funds	439	449	459	469	1,376
Sale of Documents	1	1	1	1	2
Transfer to PTA Account	(30)	(30)	(30)	(30)	(90)
<b>TOTAL RESOURCES</b>	<b>\$10,212</b>	<b>\$8,385</b>	<b>\$6,892</b>	<b>\$6,293</b>	<b>\$21,570</b>
<b>STATE OPERATIONS</b>					
State Operations	(\$3,924)	(\$4,011)	(\$4,099)	(\$4,189)	(\$12,299)
State Controller (0840)	(1)	(1)	(1)	(1)	(3)
Financial Information System for California (8880)	(7)	(7)	(7)	(7)	(22)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$3,932)</b>	<b>(\$4,019)</b>	<b>(\$4,107)</b>	<b>(\$4,198)</b>	<b>(\$12,324)</b>
<b>LOCAL ASSISTANCE</b>					
Grants to Local Agencies (Annual Credit Program)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$4,470)
Airport Improvement Program (AIP) Match	(1,000)	0	0	0	0
Acquisition & Development (A&D)	(1,346)	0	0	0	0
Program Capacity	0	(2,000)	(1,094)	(406)	(3,500)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$3,836)</b>	<b>(\$3,490)</b>	<b>(\$2,584)</b>	<b>(\$1,896)</b>	<b>(\$7,970)</b>
<b>FUND BALANCE</b>	<b>\$2,444</b>	<b>\$876</b>	<b>\$200</b>	<b>\$200</b>	

Note: Numbers may not add due to rounding.

<sup>1</sup> Includes outstanding Plan of Financial Adjustments and encumbrances.

<sup>2</sup> Excise tax revenues are based on the 2015-16 projection from the 2015-16 Governor's Budget and adjusted each year from 2016-17 through 2018-19 per Aeronautics Account Assumption #2.

## County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP). A detailed explanation of this methodology is included in the County Share portion of this document.

The 2016 STIP Fund Estimate (FE) indicates that there are negative program capacities for the Public Transportation Account (PTA), and a negligible amount of capacity in 2020-21 for the State Highway Account (SHA). This means that the 2016 STIP is basically already fully programmed, and projects currently programmed in the STIP will have to be delayed to the two new years of the five-year period. **There are no programming targets in the 2016 STIP** due to the lack of new capacity.

The following table (Table 1 – Reconciliation to County and Interregional Shares) lists the net changes to program capacity from the 2016 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and non-PTA (the State Highway Account and Federal Trust Fund). The table is based on Commission actions through June 30, 2015.

## 2016 STIP FUND ESTIMATE

**Table 1 - Reconciliation to County and Interregional Shares**  
(\$ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2016 FE PTA Target Capacity	\$50	\$40	\$40	\$40	\$40	\$40	\$200	\$250
<b>Total 2016 STIP FE PTA Target Capacity</b>	<b>\$50</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$200</b>	<b>\$250</b>
2014 STIP Program <sup>1</sup>	\$86	\$83	\$129	\$118	\$0	\$0	\$330	\$416
<b>Net PTA STIP Program</b>	<b>\$86</b>	<b>\$83</b>	<b>\$129</b>	<b>\$118</b>	<b>\$0</b>	<b>\$0</b>	<b>\$330</b>	<b>\$416</b>
PTA Capacity for County Shares	(\$36)	(\$43)	(\$89)	(\$78)	\$40	\$40	(\$130)	(\$166)
<b>Cumulative</b>	<b>(\$36)</b>	<b>(\$79)</b>	<b>(\$168)</b>	<b>(\$246)</b>	<b>(\$206)</b>	<b>(\$166)</b>		
<b>State Highway Account (SHA)</b>								
2016 FE Non-PTA Target Capacity	\$328	\$365	\$380	\$430	\$500	\$500	\$2,175	\$2,503
<b>Total 2016 STIP FE Non-PTA Capacity</b>	<b>\$328</b>	<b>\$365</b>	<b>\$380</b>	<b>\$430</b>	<b>\$500</b>	<b>\$500</b>	<b>\$2,175</b>	<b>\$2,503</b>
2014 STIP Program - hwy <sup>1</sup>	\$451	\$685	\$539	\$550	\$0	\$0	\$1,774	\$2,225
2014 STIP Program - bike/ped <sup>1</sup>	\$16	\$30	\$14	\$5	\$0	\$0	\$48	\$65
<b>Net Non-PTA STIP Program</b>	<b>\$468</b>	<b>\$715</b>	<b>\$553</b>	<b>\$554</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,822</b>	<b>\$2,290</b>
Non-PTA Capacity for County Shares	(\$140)	(\$350)	(\$173)	(\$124)	\$500	\$500	\$353	\$213
<b>Cumulative</b>	<b>(\$140)</b>	<b>(\$490)</b>	<b>(\$663)</b>	<b>(\$787)</b>	<b>(\$287)</b>	<b>\$213</b>		
<b>Total Capacity</b>	<b>(\$176)</b>	<b>(\$393)</b>	<b>(\$262)</b>	<b>(\$203)</b>	<b>\$540</b>	<b>\$540</b>	<b>\$223</b>	<b>\$46</b>

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2015 Orange Book

8/27/2015