

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 14-15, 2019

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.5, Action Item

Prepared By: Clark Paulsen, Chief  
Division of Budgets

Subject: **ADOPTION OF THE 2020 STIP AND AERONAUTICS ACCOUNT FUND ESTIMATES RESOLUTION G-19-34**

### **ISSUE:**

Should the California Transportation Commission (Commission) adopt the 2020 State Transportation Improvement Program (STIP) Fund Estimate and approve the 2020 Aeronautics Account Fund Estimate at the scheduled August 2019 Commission meeting?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the Commission approve Resolution G-19-34 to adopt the Proposed 2020 STIP Fund Estimate, and to approve the Proposed 2020 Aeronautics Account Fund Estimate.

### **BACKGROUND:**

Section 14524(a) of the Government Code requires the Department to present a STIP Fund Estimate to the Commission by July 15 and requires the Commission to adopt the STIP Fund Estimate by August 15 in each odd numbered year. 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. Section 14525(d) of the Government Code allows the Commission to postpone the issuance of the Fund Estimate for up to 90 days if pending legislation is expected to impact the Fund Estimate. Each even-numbered year, the Commission is required to adopt a STIP based on the funding identified in the adopted Fund Estimate.

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”*

The Proposed 2020 STIP Fund Estimate and the Aeronautics Account Fund Estimate have been updated based on Commission and Commission staff recommendations and includes the state and federal funding available for programming over the respective fund estimate periods.

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 approval concurrently with the adoption of the 2020 STIP Fund Estimate.

The following is a schedule of milestone dates leading up to the adoption of the funding levels in the Proposed 2020 STIP Fund Estimate for the 2020 STIP.

<u>Date</u>	<u>Milestone</u>
January 30, 2019	The Department provided an overview of the STIP Fund Estimate (FE).
March 13, 2019	The Department presented Draft Assumptions for the 2020 STIP FE.
May 15, 2019	The Commission approved the 2020 STIP FE Assumptions.
June 26, 2019	The Department delivered the Draft 2020 STIP FE to the Commission.
July 22, 2019	The Department provided supplemental background and details regarding the development of the 2020 STIP FE at the FE workshop.
August 14, 2019	The Commission is being requested to adopt the funding levels as identified in the Proposed 2020 STIP FE for the 2020 STIP.

#### Attachments

**RESOLUTION G-19-34 – TO ADOPT  
THE 2020 STIP FUND ESTIMATE**

**CALIFORNIA TRANSPORTATION COMMISSION**

- 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 30, 2019, the Department presented an overview of the fund estimate process and schedule; and
- 1.3 WHEREAS, on May 15, 2019, the Department presented, and the Commission approved the 2020 Fund Estimate assumptions; and
- 1.4 WHEREAS, on June 26, 2019, the Department presented to the Commission the Draft 2020 Fund Estimate; and
- 1.5 WHEREAS, on July 22, 2019, the Commission held a workshop on the Proposed 2020 Fund Estimate to consider public comment, and indicated that the adoption of the 2020 Fund Estimate would be scheduled for August 14, 2019; and
- 1.6 WHEREAS, on August 14, 2019, the Department presented to the Commission an updated, Proposed 2020 Fund Estimate; and
- 1.7 WHEREAS, the Proposed 2020 Fund Estimate identifies new program capacity of approximately \$407 million in new highway STIP capacity for the five-year period covering 2020-21 through 2024-25; and
- 1.8 WHEREAS, the Proposed 2020 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2019.
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2020 STIP Fund Estimate, as presented by the Department on August 14, 2019, with programming in the 2020 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 2020 Fund Estimate to each regional agency and county transportation commission.

# EXECUTIVE SUMMARY

On August 14, 2019, the California Transportation Commission (Commission) adopted the 2020 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 2020 STIP FE period covers state fiscal years 2020-21 through 2024-25, with 2019-20 included as the base year.

The 2020 STIP FE includes applicable resources provided by Senate Bill (SB 1). This includes resource contributions created from supplemental excise taxes, excise tax rate stabilization, indexing of excise taxes to inflation, and the creation of new programs and accounts as required by statute.

## STIP Capacity

STIP projects add new development to the state's transportation infrastructure. The 2020 STIP FE includes a total estimate of \$2.6 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, including construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. From the \$2.6 billion in total estimated program capacity over the 2020 STIP FE, new STIP capacity currently available for programming is about \$407 million over the FE period.

- SB 1 increased the incremental excise tax to 17.3 cents per gallon in 2019-20 with annual adjustments for inflation beginning in 2020-21. The requirement by SB 1 to set the tax rate and adjust the rate annually for inflation is expected to stabilize revenues for the STIP. However, STIP capacity in the long-term may be adversely impacted during times of economic downturn and capacity could trend down if the proliferation of fuel efficient vehicles continues.
- STIP capacity over the 2020 five-year FE period has decreased from capacity in the 2018 five-year FE period, going from \$3.3 billion to \$2.6 billion, respectively. The decrease is primarily attributable to a high level of STIP project commitments for allocated and programmed projects.
- An estimated \$48 million from the Transportation Facilities Account is included in the 2020 STIP FE capacity.

## SHOPP Capacity

SHOPP projects are funded with federal and state resources, and consist of major rehabilitation work on the State Highway System (SHS). The 2020 STIP FE forecasts SHOPP capacity of \$20.8 billion over the five-year FE period. Similar to the STIP, SHOPP capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support.

From the \$20.8 billion in total estimated program capacity over the 2020 STIP FE, new SHOPP capacity currently available for programming is about \$11.6 billion over the FE period. SHOPP capacity over the 2020 five-year FE period has decreased slightly from capacity in the 2018 five-year FE period, going from \$22 billion to \$20.8 billion, respectively. The decrease is primarily attributable to the successful use of SB 1 resources to expedite improvements to the State Highway System.

# ESTIMATED CAPACITY BY PROGRAM

## Fund Estimate Five-Year Period

2020 STIP FE SHOPP Program Capacity (\$ in millions)								
	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
2020 STIP FE SHOPP Target Capacity	\$4,300	\$4,400	\$4,300	\$4,100	\$4,000	\$4,000	\$20,800	\$25,100
2018 SHOPP Program	4,440	4,540	4,640	0	0	0	9,180	13,620
New SHOPP Program Capacity	(\$140)	(\$140)	(\$340)	\$4,100	\$4,000	\$4,000	\$11,620	\$11,480
Cumulative Difference	(\$140)	(\$280)	(\$620)	\$3,480	\$7,480	\$11,480		

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

2020 STIP FE STIP Program Capacity (\$ in millions)								
	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
2020 STIP FE Target Capacity	\$655	\$710	\$705	\$670	\$245	\$245	\$2,574	\$3,229
2018 STIP Program	494	793	679	695	0	0	2,166	2,660
New STIP Program Capacity	\$161	(\$83)	\$26	(\$25)	\$245	\$245	\$407	\$569
Cumulative Difference	\$161	\$78	\$104	\$79	\$324	\$569		

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

2020 STIP FE RMRA Capacity - Included in Overall SHOPP Program Capacity (\$ in millions)								
	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
2020 STIP FE RMRA Target Capacity	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$8,000	\$9,600
2018 RMRA SHOPP Program	1,600	1,600	1,600	0	0	0	3,200	4,800
New RMRA SHOPP Capacity	\$0	\$0	\$0	\$1,600	\$1,600	\$1,600	\$4,800	\$4,800
Cumulative Difference	\$0	\$0	\$0	\$1,600	\$3,200	\$4,800		

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2020 STIP FE PTA Capacity - Included in Overall STIP Program Capacity (\$ in millions)								
	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
2020 STIP FE PTA Target Capacity	\$15	\$15	\$10	\$0	\$0	\$0	\$25	\$40
2018 PTA STIP Program	54	191	83	255	0	0	528	582
New PTA STIP Capacity	(\$39)	(\$176)	(\$73)	(\$255)	\$0	\$0	(\$503)	(\$542)

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# PROPOSED

## 2020 STIP FUND ESTIMATE STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS (\$ millions)

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,791							\$1,791
Fuel Excise Taxes (Base)	\$2,064	\$2,168	\$2,202	\$2,245	\$2,283	\$2,324	\$11,221	\$13,285
Fuel Excise Taxes (Incremental)	1,918	2,005	2,034	2,076	2,109	2,133	10,358	12,276
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	417	427	425	426	423	425	2,127	2,544
Transportation Loans	463	484	0	0	0	0	484	948
Net Transfers - Others	(572)	(672)	(185)	(187)	(184)	(185)	(1,413)	(1,985)
Expenditures - Other Departmental	(629)	(629)	(631)	(635)	(637)	(630)	(3,162)	(3,791)
<b>Total State Resources</b>	<b>\$5,453</b>	<b>\$3,783</b>	<b>\$3,845</b>	<b>\$3,926</b>	<b>\$3,994</b>	<b>\$4,067</b>	<b>\$19,615</b>	<b>\$25,068</b>
Obligation Authority (OA)	\$3,588	\$3,672	\$3,757	\$3,845	\$3,934	\$4,026	\$19,234	\$22,822
August Redistribution	193	193	193	193	193	193	965	1,158
Other Federal Resources	(292)	(285)	(285)	(285)	(285)	(285)	(1,425)	(1,717)
<b>Total Federal Resources</b>	<b>\$3,489</b>	<b>\$3,580</b>	<b>\$3,665</b>	<b>\$3,753</b>	<b>\$3,842</b>	<b>\$3,934</b>	<b>\$18,774</b>	<b>\$22,264</b>
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$8,943</b>	<b>\$7,363</b>	<b>\$7,510</b>	<b>\$7,679</b>	<b>\$7,836</b>	<b>\$8,001</b>	<b>\$38,389</b>	<b>\$47,332</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$1,038)</b>	<b>(\$1,078)</b>	<b>(\$1,119)</b>	<b>(\$1,161)</b>	<b>(\$1,204)</b>	<b>(\$1,248)</b>	<b>(\$5,810)</b>	<b>(\$6,848)</b>
<b>MAINTENANCE</b>	<b>(\$1,377)</b>	<b>(\$1,417)</b>	<b>(\$1,458)</b>	<b>(\$1,501)</b>	<b>(\$1,544)</b>	<b>(\$1,589)</b>	<b>(\$7,510)</b>	<b>(\$8,887)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$168)	(\$169)	(\$162)	(\$158)	(\$150)	(\$144)	(\$785)	(\$953)
State & Federal LA	(1,459)	(1,584)	(1,664)	(1,542)	(1,574)	(1,608)	(7,971)	(9,429)
<b>TOTAL LA</b>	<b>(\$1,627)</b>	<b>(\$1,753)</b>	<b>(\$1,826)</b>	<b>(\$1,700)</b>	<b>(\$1,724)</b>	<b>(\$1,752)</b>	<b>(\$8,755)</b>	<b>(\$10,382)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$845)	(\$753)	(\$570)	(\$457)	(\$271)	(\$140)	(\$2,191)	(\$3,036)
SHOPP Minor	(71)	(123)	(127)	(129)	(132)	(135)	(645)	(717)
Stormwater	(50)	(50)	(50)	(50)	(50)	(50)	(249)	(298)
<b>TOTAL SHOPP COS</b>	<b>(\$966)</b>	<b>(\$926)</b>	<b>(\$747)</b>	<b>(\$636)</b>	<b>(\$452)</b>	<b>(\$324)</b>	<b>(\$3,085)</b>	<b>(\$4,051)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$1,554)	(\$292)	(\$140)	(\$42)	(\$9)	\$0	(\$483)	(\$2,037)
Minor capital	(86)	(93)	(106)	(104)	(104)	(104)	(512)	(598)
R/W Project Delivery	(108)	(91)	(96)	(70)	(29)	(20)	(306)	(414)
Unprogrammed R/W	(5)	(3)	(1)	(2)	0	0	(6)	(11)
GARVEE Debt Service	(11)	0	0	0	0	0	0	(11)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(\$1,765)</b>	<b>(\$479)</b>	<b>(\$343)</b>	<b>(\$219)</b>	<b>(\$142)</b>	<b>(\$124)</b>	<b>(\$1,307)</b>	<b>(\$3,072)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$6,774)</b>	<b>(\$5,653)</b>	<b>(\$5,493)</b>	<b>(\$5,217)</b>	<b>(\$5,066)</b>	<b>(\$5,037)</b>	<b>(\$26,466)</b>	<b>(\$33,240)</b>
<b>STIP LA</b>								
STIP Off-System	(\$23)	(\$16)	(\$7)	(\$4)	(\$2)	(\$1)	(\$30)	(\$53)
Oversight (Partnership)	(16)	(16)	(16)	(15)	(15)	(14)	(76)	(92)
<b>TOTAL STIP LA</b>	<b>(\$39)</b>	<b>(\$32)</b>	<b>(\$23)</b>	<b>(\$19)</b>	<b>(\$16)</b>	<b>(\$15)</b>	<b>(\$106)</b>	<b>(\$145)</b>
<b>STIP COS</b>	<b>(\$98)</b>	<b>(\$93)</b>	<b>(\$71)</b>	<b>(\$68)</b>	<b>(\$73)</b>	<b>(\$51)</b>	<b>(\$356)</b>	<b>(\$454)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$364)	(\$303)	(\$277)	(\$163)	(\$40)	\$0	(\$782)	(\$1,147)
R/W Project Delivery	(60)	(56)	(51)	(61)	(47)	(4)	(219)	(279)
Unprogrammed R/W	(6)	(4)	(6)	(7)	(5)	(1)	(23)	(29)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$430)</b>	<b>(\$363)</b>	<b>(\$334)</b>	<b>(\$231)</b>	<b>(\$92)</b>	<b>(\$5)</b>	<b>(\$1,024)</b>	<b>(\$1,455)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$567)</b>	<b>(\$489)</b>	<b>(\$428)</b>	<b>(\$318)</b>	<b>(\$181)</b>	<b>(\$70)</b>	<b>(\$1,487)</b>	<b>(\$2,054)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$1,602</b>	<b>\$1,221</b>	<b>\$1,588</b>	<b>\$2,144</b>	<b>\$2,589</b>	<b>\$2,893</b>	<b>\$10,436</b>	<b>\$12,038</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$2,700</b>	<b>\$2,800</b>	<b>\$2,700</b>	<b>\$2,500</b>	<b>\$2,400</b>	<b>2,400</b>	<b>\$12,800</b>	<b>\$15,500</b>
<b>STIP TARGET CAPACITY</b>	<b>\$620</b>	<b>\$667</b>	<b>\$695</b>	<b>\$670</b>	<b>\$245</b>	<b>\$245</b>	<b>\$2,521</b>	<b>\$3,141</b>

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

# PROPOSED

## 2020 STIP FUND ESTIMATE ROAD MAINTENANCE & REHABILITATION ACCOUNT (\$ millions)

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,030							\$1,030
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,090	1,191	1,243	1,273	1,316	1,361	6,384	7,474
SMIF Interest	48	40	30	23	18	14	124	172
<b>TOTAL RESOURCES</b>	<b>\$2,568</b>	<b>\$1,630</b>	<b>\$1,673</b>	<b>\$1,696</b>	<b>\$1,734</b>	<b>\$1,775</b>	<b>\$8,509</b>	<b>\$11,076</b>
<b>COMMITMENTS</b>								
<b>EXISTING COMMITMENTS</b>								
Program Development	(\$9)	(\$9)	(\$10)	(\$10)	(\$10)	(\$10)	(\$49)	(\$58)
Statewide Planning	(19)	(19)	(20)	(20)	(21)	(21)	(101)	(119)
Maintenance	(400)	(273)	(259)	(259)	(259)	(259)	(1,309)	(1,709)
Capital Outlay Support	(160)	(135)	(118)	(102)	(90)	0	(446)	(606)
Capital Outlay	(1,131)	(141)	(159)	(76)	(27)	(27)	(430)	(1,561)
<b>TOTAL EXISTING COMMITMENTS</b>	<b>(\$1,718)</b>	<b>(\$578)</b>	<b>(\$566)</b>	<b>(\$467)</b>	<b>(\$407)</b>	<b>(\$317)</b>	<b>(\$2,335)</b>	<b>(\$4,053)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$850</b>	<b>\$1,052</b>	<b>\$1,107</b>	<b>\$1,229</b>	<b>\$1,327</b>	<b>\$1,457</b>	<b>\$6,173</b>	<b>\$7,023</b>
<b>RMRA TARGET CAPACITY</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$8,000</b>	<b>\$9,600</b>

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



# PROPOSED

## 2020 STIP FUND ESTIMATE PUBLIC TRANSPORTATION ACCOUNT (\$ in thousands)

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,057,220							\$1,057,220
Adjustment for STA Transfer Timing	(191,359)							(\$191,359)
Sales Tax on Diesel	\$965,808	\$964,441	\$987,355	\$1,016,610	\$1,042,393	\$1,069,756	\$5,080,555	\$6,046,363
SMIF Interest Earned	22,432	19,151	15,891	13,368	10,710	8,563	67,681	90,113
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	86,000	0	0	0	0	0	0	86,000
Loan Repayment from Local Mass Transit Providers	0	14,165	0	0	0	0	14,165	14,165
Transportation Improvement Fee	358,750	367,719	376,912	386,335	395,993	405,893	1,932,852	2,291,602
<b>TOTAL RESOURCES</b>	<b>\$2,323,927</b>	<b>\$1,390,551</b>	<b>\$1,405,234</b>	<b>\$1,441,389</b>	<b>\$1,474,171</b>	<b>\$1,509,288</b>	<b>\$7,220,633</b>	<b>\$9,544,560</b>
State Transit Assistance (STA)	(\$696,519)	(\$695,527)	(\$712,167)	(\$733,412)	(\$752,135)	(\$772,013)	(\$3,665,253)	(\$4,361,772)
Commuter & Intercity Rail Set-Aside	(44,972)	(44,907)	(45,998)	(47,391)	(48,619)	(49,923)	(236,837)	(281,809)
TIRCP Set-Aside	(660,000)							(660,000)
<b>SUBTOTAL AVAILABLE RESOURCES</b>	<b>\$922,436</b>	<b>\$650,118</b>	<b>\$647,069</b>	<b>\$660,586</b>	<b>\$673,418</b>	<b>\$687,352</b>	<b>\$3,318,543</b>	<b>\$4,240,979</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>								
Rail and Mass Transportation Support	(\$22,978)	(\$23,644)	(\$24,330)	(\$25,036)	(\$25,762)	(\$26,509)	(\$125,280)	(\$148,258)
Planning Staff and Support	(24,204)	(24,906)	(25,628)	(26,371)	(27,136)	(27,923)	(131,965)	(156,169)
California Transportation Commission	(3,697)	(3,800)	(3,322)	(3,419)	(3,518)	(3,620)	(17,679)	(21,376)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(7,731)	(7,955)	(8,186)	(8,423)	(8,668)	(8,919)	(42,151)	(49,882)
State Controller's Office	(19)	(20)	(20)	(21)	(21)	(22)	(104)	(123)
Secretary for Transportation Agency	(3,006)	(6)	(6)	(6)	(6)	(6)	(30)	(3,036)
Supplemental Pension Payments	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(9,815)	(11,778)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$64,578)</b>	<b>(\$63,274)</b>	<b>(\$64,436)</b>	<b>(\$66,219)</b>	<b>(\$68,054)</b>	<b>(\$69,942)</b>	<b>(\$331,924)</b>	<b>(\$396,502)</b>
<b>INTERCITY RAIL</b>								
Intercity Rail and Bus Operations	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$654,000)	(\$784,800)
Heavy Equipment Maintenance and Acquisition	(18,000)	(18,000)	(18,000)	(18,000)	(18,000)	(18,000)	(90,000)	(108,000)
<b>TOTAL INTERCITY RAIL</b>	<b>(\$148,800)</b>	<b>(\$148,800)</b>	<b>(\$148,800)</b>	<b>(\$148,800)</b>	<b>(\$148,800)</b>	<b>(\$148,800)</b>	<b>(\$744,000)</b>	<b>(\$892,800)</b>
<b>LOCAL ASSISTANCE</b>								
Transportation Improvement Fee to TIRCP	(\$251,125)	(\$257,403)	(\$263,838)	(\$270,435)	(\$277,195)	(\$284,125)	(\$1,352,996)	(\$1,604,121)
Transportation Improvement Fee to STA	(107,625)	(110,316)	(113,074)	(115,901)	(118,798)	(121,768)	(579,856)	(687,481)
Climate Change Adaptation Planning	(3,271)	(3,271)	(3,271)	(3,271)	(3,271)	(3,271)	(16,355)	(19,625)
Loan Repayment to TIRCP	(86,000)	0	0	0	0	0	0	(86,000)
Bay Area Ferry Operations/Waterborne	(3,342)	(3,375)	(3,409)	(3,443)	(3,477)	(3,512)	(17,216)	(20,558)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$451,363)</b>	<b>(\$374,365)</b>	<b>(\$383,592)</b>	<b>(\$393,049)</b>	<b>(\$402,741)</b>	<b>(\$412,676)</b>	<b>(\$1,966,422)</b>	<b>(\$2,417,785)</b>
<b>CAPITAL PROJECTS</b>								
STIP - Mass Transportation*	(\$37,192)	(\$69,520)	(\$77,223)	(\$61,708)	(\$24,449)	(\$1,303)	(\$234,203)	(\$271,395)
STIP - Rail*	(23,175)	(74,878)	(83,899)	(53,887)	(15,382)	(7,126)	(235,172)	(258,347)
<b>TOTAL CAPITAL PROJECTS</b>	<b>(\$60,367)</b>	<b>(\$144,398)</b>	<b>(\$161,122)</b>	<b>(\$115,595)</b>	<b>(\$39,831)</b>	<b>(\$8,429)</b>	<b>(\$469,375)</b>	<b>(\$529,742)</b>
<b>CASH AVAILABLE FOR PROGRAMMING</b>	<b>\$197,328</b>	<b>(\$80,720)</b>	<b>(\$110,880)</b>	<b>(\$63,076)</b>	<b>\$13,993</b>	<b>\$47,506</b>	<b>(\$193,178)</b>	<b>\$4,150</b>
<b>PTA STIP TARGET CAPACITY</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$40,000</b>

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

\* Cash flow adjusted for unliquidated encumbrances.

# PROPOSED

## 2020 FUND ESTIMATE AERONAUTICS ACCOUNT

(\$ in thousands)

	2019-20	2020-21	2021-22	2022-23	2023-24	4-Year Total
<b>RESOURCES</b>						
Beginning Balance	\$6,147					
Adjustment for Prior Commitments <sup>1</sup>	(4,927)					
<b>ADJUSTED BEGINNING BALANCE</b>	<b>\$1,220</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Aviation Gas Excise Tax <sup>2</sup>	\$2,693	\$2,662	\$2,630	\$2,594	\$2,556	\$10,442
Jet Fuel Excise Tax <sup>2</sup>	3,170	3,133	3,095	3,052	3,008	12,288
Interest (SMIF)	114	93	94	92	84	363
Federal Trust Funds	451	464	478	491	506	1,939
Sale of Documents	0	0	0	0	0	1
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)
Transfers from Local Airport Loan Account <sup>3</sup>	4,000	4,000	4,000	4,000	4,000	16,000
<b>TOTAL RESOURCES</b>	<b>\$11,618</b>	<b>\$10,322</b>	<b>\$10,267</b>	<b>\$10,199</b>	<b>\$10,124</b>	<b>\$40,913</b>
<b>STATE OPERATIONS</b>						
State Operations	(\$4,439)	(\$4,568)	(\$4,701)	(\$4,837)	(\$4,977)	(\$19,083)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$4,440)</b>	<b>(\$4,569)</b>	<b>(\$4,702)</b>	<b>(\$4,838)</b>	<b>(\$4,978)</b>	<b>(\$19,087)</b>
<b>LOCAL ASSISTANCE</b>						
Grants to Local Agencies (Annual Credit Program)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$5,960)
Airport Improvement Program (AIP) Match	(2,500)	0	0	0	0	0
Acquisition & Development (A&D)	0	0	0	0	0	0
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$3,990)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$5,960)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$3,188</b>	<b>\$4,263</b>	<b>\$4,076</b>	<b>\$3,871</b>	<b>\$3,656</b>	<b>\$19,054</b>
<b>TARGET Capacity</b>	<b>\$0</b>	<b>\$4,600</b>	<b>\$4,600</b>	<b>\$4,600</b>	<b>\$4,600</b>	<b>\$18,400</b>

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

<sup>1</sup> Includes outstanding Plans of Financial Adjustment and encumbrances.

<sup>2</sup> Excise tax revenues are based on Department of Finance projections from 2019-20 through 2023-24 per Aeronautics Account Assumption #2.

<sup>3</sup> Fiscal year transfers from Local Airport Loan Account were approved by the Commission in August 2017. Subject to concurrence with the Department of Finance.

## 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).

The 2020 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that many of the transit projects currently programmed in the STIP will either have to be delivered with State Highway Account (SHA) funds, federal funds, or be unprogrammed.

The following tables display STIP county and interregional shares and targets for the 2020 STIP.

### Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2020 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and SHA capacity. The table is based on Commission actions through June 30, 2019.

### Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2019 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Base (Minimum): This is the formula distribution of new capacity available through the end of the share period 2023-24. This is the first priority for new programming, and it represents the minimum amount that will be programmed in each county. The calculation of this target is shown in Table 3.
- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2024-25. The calculation of this target is shown in Table 4.
- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the county share period that ends in 2027-28. 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. The calculation of this target is shown in Table 5.

### Table 3. Calculation of New Programming Targets and Shares – Base (Minimum)

This table displays factors in the calculation of the Base (Minimum) Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive

numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2020 STIP Target Through 2023-24: This section calculates the base (minimum). The base (minimum) is the formula distribution of new capacity available through 2023-24 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2020 STIP share through 2023-24. It is the formula distribution of program capacity available through the county share period ending 2023-24. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
  - Net Share (Base): This is the 2020 STIP target through the county share period 2023-24. The Net Share is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity (through 2023-24) is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
  - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2023-24) is insufficient to cover prior advances.

#### **Table 4. Calculation of New Programming Targets and Shares - Total Target**

This table displays factors in the calculation of the Total Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2020 STIP Target Through 2024-25: This section calculates the total target. The total target is the formula distribution of new capacity available through 2024-25 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2020 STIP share through 2024-25. It is the formula distribution of program capacity available through 2024-25. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.

- Net Share (Total Target): This is the 2020 STIP target through 2024-25. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2024-25) is insufficient to cover prior advances.

**Table 5. Calculation of New Programming Targets and Shares – Maximum**

This table calculates 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.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2020 STIP Share Through 2027-28: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2027-28 adjusted for carryover balances and lapses.
  - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2027-28. It is the formula distribution of estimated program capacity available through the county share period ending in 2027-28. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
  - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2027-28. 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. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
  - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2027-28) is insufficient to cover prior advances.

### **Table 6. Planning, Programming, and Monitoring (PPM) Limitations**

State law provides that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 2020-21 through 2023-24 share period and for 2024-25, based upon the 2016, 2018 and 2020 Fund Estimates. These are the amounts against which the 5% is applied.
- 5% PPM Limitation: These are the PPM limitations for the 2020-21 through 2023-24 share period and for 2024-25.

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

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2020 FE PTA Target Capacity	\$15	\$15	\$10	\$0	\$0	\$0	\$25	\$40
<b>Total 2020 STIP FE PTA Capacity</b>	<b>\$15</b>	<b>\$15</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25</b>	<b>\$40</b>
<b>2018 STIP Program <sup>1</sup></b>	<b>\$54</b>	<b>\$191</b>	<b>\$83</b>	<b>\$255</b>	<b>\$0</b>	<b>\$0</b>	<b>\$528</b>	<b>\$582</b>
Extensions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net PTA STIP Program</b>	<b>\$54</b>	<b>\$191</b>	<b>\$83</b>	<b>\$255</b>	<b>\$0</b>	<b>\$0</b>	<b>\$528</b>	<b>\$582</b>
<b>PTA Capacity for County Shares</b>	<b>(\$39)</b>	<b>(\$176)</b>	<b>(\$73)</b>	<b>(\$255)</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$503)</b>	<b>(\$542)</b>
<b>Cumulative</b>	<b>(\$39)</b>	<b>(\$215)</b>	<b>(\$287)</b>	<b>(\$542)</b>	<b>(\$542)</b>	<b>(\$542)</b>		
<b>State Highway Account (SHA)</b>								
2020 FE SHA Target Capacity	\$620	\$667	\$695	\$670	\$245	\$245	\$2,520	\$3,140
2020 FE TFA Available Capacity <sup>2</sup>	\$20	\$28	\$0	\$0	\$0	\$0	\$28	\$48
<b>Total 2020 STIP FE SHA Capacity</b>	<b>\$640</b>	<b>\$695</b>	<b>\$695</b>	<b>\$670</b>	<b>\$245</b>	<b>\$245</b>	<b>\$2,548</b>	<b>\$3,188</b>
<b>2018 STIP Program <sup>1</sup></b>	<b>\$518</b>	<b>\$592</b>	<b>\$601</b>	<b>\$440</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,633</b>	<b>\$2,150</b>
Extensions	\$26	\$10	\$0	\$0	\$0	\$0	\$10	\$36
Advances	(\$104)	\$0	(\$5)	\$0	\$0	\$0	(\$5)	(\$109)
<b>Net SHA STIP Program</b>	<b>\$440</b>	<b>\$602</b>	<b>\$596</b>	<b>\$440</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,637</b>	<b>\$2,077</b>
<b>SHA Capacity for County Shares</b>	<b>\$201</b>	<b>\$93</b>	<b>\$99</b>	<b>\$230</b>	<b>\$245</b>	<b>\$245</b>	<b>\$911</b>	<b>\$1,112</b>
<b>Cumulative</b>	<b>\$201</b>	<b>\$294</b>	<b>\$393</b>	<b>\$623</b>	<b>\$867</b>	<b>\$1,112</b>		
<b>Total Capacity</b>	<b>\$162</b>	<b>(\$83)</b>	<b>\$26</b>	<b>(\$25)</b>	<b>\$245</b>	<b>\$245</b>	<b>\$408</b>	<b>\$569</b>

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2018 STIP as of June 30, 2019 (2019 Orange Book)

<sup>2</sup> TFA capacity represents unallocated, closeout savings available for STIP projects.

**Table 2 - Summary of Targets and Shares**  
(\$ in thousands)

County	2020 STIP Programming		
	Base	Total Target	Maximum
	Share Through 2023-24	Target through 2024-25	Estimated Share through 2027-28
Alameda	23,354	34,669	56,723
Alpine	29	366	1,023
Amador	4,288	5,053	6,544
Butte	1,278	3,542	7,955
Calaveras	417	1,332	3,114
Colusa	2,677	3,283	4,463
Contra Costa	28,506	36,253	51,352
Del Norte	0	0	0
El Dorado LTC	801	2,369	5,425
Fresno	40,754	49,294	65,937
Glenn	2,527	3,162	4,397
Humboldt	0	0	2,140
Imperial	0	3,195	11,062
Inyo	0	0	0
Kern	0	0	21,166
Kings	0	0	0
Lake	0	189	2,118
Lassen	4,907	6,356	9,180
Los Angeles	0	0	46,344
Madera	0	0	0
Marin	0	0	0
Mariposa	3,906	4,499	5,654
Mendocino	984	3,134	7,322
Merced	27,568	30,370	35,831
Modoc	146	920	2,427
Mono	4,224	6,566	11,130
Monterey	15,900	19,932	27,792
Napa	1,065	2,460	5,179
Nevada	2,040	3,239	5,577
Orange	0	6,960	48,111
Placer TPA	0	0	0
Plumas	2,229	3,094	4,778
Riverside	2,842	21,274	57,196
Sacramento	25,387	36,107	56,997
San Benito	0	0	0
San Bernardino	2,223	23,659	65,435
San Diego	0	18,409	65,652
San Francisco	4,171	9,918	21,118
San Joaquin	0	3,726	15,070
San Luis Obispo	0	3,070	11,399
San Mateo	3,353	9,201	20,600
Santa Barbara	0	251	9,615
Santa Clara	0	12,569	38,697
Santa Cruz	2,766	5,083	9,597
Shasta	1,107	3,583	8,408
Sierra	3,815	4,226	5,026
Siskiyou	5,410	7,112	10,429
Solano	6,750	10,261	17,105
Sonoma	0	545	8,955
Stanislaus	1,094	5,396	13,780
Sutter	8,233	9,222	11,149
Tahoe RPA	0	0	0
Tehama	651	1,912	4,370
Trinity	490	1,385	3,129
Tulare	0	0	10,340
Tuolumne	0	886	2,810
Ventura	61,193	68,307	82,172
Yolo	14,259	16,332	20,371
Yuba	13,545	14,304	15,783
Statewide Regional	324,889	516,975	1,037,947
Interregional	0	52,414	264,942
<b>TOTAL</b>	<b>324,889</b>	<b>569,389</b>	<b>1,302,889</b>

	New Capacity
Statewide SHA Capacity	1,111,601
Statewide PTA Capacity	(542,212)
<b>Total STIP Capacity</b>	<b>569,389</b>



**Table 3 - Calculation of New Programming Targets and Shares - Base (Minimum)**  
**(\$ in thousands)**

County	Net Carryover		2020 STIP Share through 2023-24		
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Net Share (Base)	Net Advance
Alameda	18,188	0	5,166	23,354	0
Alpine	0	(125)	154	29	0
Amador	3,939	0	349	4,288	0
Butte	0	(1,255)	1,034	1,278	0
Calaveras	0	0	417	417	0
Colusa	2,401	0	276	2,677	0
Contra Costa	24,969	0	3,537	28,506	0
Del Norte	0	(7,497)	258	0	(7,239)
El Dorado LTC	85	0	716	801	0
Fresno	36,856	0	3,898	40,754	0
Glenn	2,238	0	289	2,527	0
Humboldt	0	(5,625)	1,041	0	(4,584)
Imperial	0	(2,684)	1,843	0	(841)
Inyo	0	(19,437)	1,439	0	(17,998)
Kern	0	(18,015)	5,252	0	(12,763)
Kings	0	(11,482)	771	0	(10,711)
Lake	0	(1,253)	452	0	(801)
Lassen	3,991	0	662	4,907	0
Los Angeles	0	(186,954)	31,274	0	(155,680)
Madera	0	(8,730)	717	0	(8,013)
Marin	0	(25,337)	967	0	(24,370)
Mariposa	3,629	0	270	3,906	0
Mendocino	3	0	981	984	0
Merced	26,289	0	1,279	27,568	0
Modoc	0	(267)	353	146	0
Mono	3,005	0	1,069	4,224	0
Monterey	636	0	1,841	15,900	0
Napa	378	0	637	1,065	0
Nevada	1,492	0	548	2,040	0
Orange	0	(23,794)	9,639	0	(14,155)
Placer TPA	0	(25,528)	1,337	0	(24,191)
Plumas	1,835	0	394	2,229	0
Riverside	0	(5,572)	8,414	2,842	0
Sacramento	11,276	0	4,893	25,387	0
San Benito	0	(7,403)	339	0	(7,064)
San Bernardino	0	(7,562)	9,785	2,223	0
San Diego	0	(16,898)	11,066	0	(5,832)
San Francisco	1,548	0	2,623	4,171	0
San Joaquin	0	(4,751)	2,657	0	(2,094)
San Luis Obispo	0	(3,155)	1,951	0	(1,204)
San Mateo	683	0	2,670	3,353	0
Santa Barbara	0	(6,746)	2,193	0	(4,553)
Santa Clara	0	(6,957)	6,120	0	(837)
Santa Cruz	759	0	1,057	2,766	0
Shasta	0	(23)	1,130	1,107	0
Sierra	3,528	0	187	3,815	0
Siskiyou	4,633	0	777	5,410	0
Solano	5,147	0	1,603	6,750	0
Sonoma	0	(5,739)	1,970	0	(3,769)
Stanislaus	0	(870)	1,964	1,094	0
Sutter	7,781	0	452	8,233	0
Tahoe RPA	0	(2,305)	223	0	(2,082)
Tehama	0	0	576	651	0
Trinity	82	0	408	490	0
Tulare	0	(7,814)	2,434	0	(5,380)
Tuolumne	0	(744)	451	0	(101)
Ventura	57,946	0	3,247	61,193	0
Yolo	13,313	0	946	14,259	0
Yuba	12,481	0	347	13,545	0
Statewide Regional	249,111	(414,522)	149,343	324,889	(314,262)
Interregional	0	(107,418)	49,781	0	(56,637)
<b>TOTAL</b>	<b>249,111</b>	<b>(521,940)</b>	<b>199,124</b>	<b>324,889</b>	<b>(370,899)</b>

<b>Statewide SHA Capacity</b>	<b>867,101</b>
<b>Statewide PTA Capacity</b>	<b>(542,212)</b>
<b>Total</b>	<b>324,889</b>

**Table 4 - Calculation of New Programming Targets and Shares - Total Target**  
(\$ in thousands)

County	Net Carryover		2020 STIP Share through 2024-25			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2017-18 & 2018-19	Net Share (Total Target)	Net Advance
Alameda	18,188	0	16,481	0	34,669	0
Alpine	0	(125)	491	0	366	0
Amador	3,939	0	1,114	0	5,053	0
Butte	0	(1,255)	3,298	1,499	3,542	0
Calaveras	0	0	1,332	0	1,332	0
Colusa	2,401	0	882	0	3,283	0
Contra Costa	24,969	0	11,284	0	36,253	0
Del Norte	0	(7,497)	823	0	0	(6,674)
El Dorado LTC	85	0	2,284	0	2,369	0
Fresno	36,856	0	12,438	0	49,294	0
Glenn	2,238	0	924	0	3,162	0
Humboldt	0	(5,625)	3,321	0	0	(2,304)
Imperial	0	(2,684)	5,879	0	3,195	0
Inyo	0	(19,437)	4,591	0	0	(14,846)
Kern	0	(18,015)	16,758	0	0	(1,257)
Kings	0	(11,482)	2,458	0	0	(9,024)
Lake	0	(1,253)	1,442	0	189	0
Lassen	3,991	0	2,111	254	6,356	0
Los Angeles	0	(186,954)	99,782	0	0	(87,172)
Madera	0	(8,730)	2,287	0	0	(6,443)
Marin	0	(25,337)	3,086	0	0	(22,251)
Mariposa	3,629	0	863	7	4,499	0
Mendocino	3	0	3,131	0	3,134	0
Merced	26,289	0	4,081	0	30,370	0
Modoc	0	(267)	1,127	60	920	0
Mono	3,005	0	3,411	150	6,566	0
Monterey	636	0	5,873	13,423	19,932	0
Napa	378	0	2,032	50	2,460	0
Nevada	1,492	0	1,747	0	3,239	0
Orange	0	(23,794)	30,754	0	6,960	0
Placer TPA	0	(25,528)	4,265	0	0	(21,263)
Plumas	1,835	0	1,259	0	3,094	0
Riverside	0	(5,572)	26,846	0	21,274	0
Sacramento	11,276	0	15,613	9,218	36,107	0
San Benito	0	(7,403)	1,082	0	0	(6,321)
San Bernardino	0	(7,562)	31,221	0	23,659	0
San Diego	0	(16,898)	35,307	0	18,409	0
San Francisco	1,548	0	8,370	0	9,918	0
San Joaquin	0	(4,751)	8,477	0	3,726	0
San Luis Obispo	0	(3,155)	6,225	0	3,070	0
San Mateo	683	0	8,518	0	9,201	0
Santa Barbara	0	(6,746)	6,997	0	251	0
Santa Clara	0	(6,957)	19,526	0	12,569	0
Santa Cruz	759	0	3,374	950	5,083	0
Shasta	0	(23)	3,606	0	3,583	0
Sierra	3,528	0	598	100	4,226	0
Siskiyou	4,633	0	2,479	0	7,112	0
Solano	5,147	0	5,114	0	10,261	0
Sonoma	0	(5,739)	6,284	0	545	0
Stanislaus	0	(870)	6,266	0	5,396	0
Sutter	7,781	0	1,441	0	9,222	0
Tahoe RPA	0	(2,305)	713	0	0	(1,592)
Tehama	0	0	1,837	75	1,912	0
Trinity	82	0	1,303	0	1,385	0
Tulare	0	(7,814)	7,765	0	0	(49)
Tuolumne	0	(744)	1,438	192	886	0
Ventura	57,946	0	10,361	0	68,307	0
Yolo	13,313	0	3,019	0	16,332	0
Yuba	12,481	0	1,106	717	14,304	0
Statewide Regional	249,111	(414,522)	476,495	26,695	516,975	(179,196)
Interregional	0	(107,418)	158,832	1,000	52,414	0
<b>TOTAL</b>	<b>249,111</b>	<b>(521,940)</b>	<b>635,327</b>	<b>27,695</b>	<b>569,389</b>	<b>(179,196)</b>

<b>Statewide SHA Capacity</b>	<b>1,111,601</b>
<b>Statewide PTA Capacity</b>	<b>(542,212)</b>
<b>Total</b>	<b>569,389</b>

**Table 5 - Calculation of Targets and Shares - Maximum**  
(\$ in thousands)

County	Net Carryover		2020 STIP Share through 2027-28			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2017-18 & 2018-19	Net Share (Maximum)	Net Advance
Alameda	18,188	0	38,535	0	56,723	0
Alpine	0	(125)	1,148	0	1,023	0
Amador	3,939	0	2,605	0	6,544	0
Butte	0	(1,255)	7,711	1,499	7,955	0
Calaveras	0	0	3,114	0	3,114	0
Colusa	2,401	0	2,062	0	4,463	0
Contra Costa	24,969	0	26,383	0	51,352	0
Del Norte	0	(7,497)	1,925	0	0	(5,572)
El Dorado LTC	85	0	5,340	0	5,425	0
Fresno	36,856	0	29,081	0	65,937	0
Glenn	2,238	0	2,159	0	4,397	0
Humboldt	0	(5,625)	7,765	0	2,140	0
Imperial	0	(2,684)	13,746	0	11,062	0
Inyo	0	(19,437)	10,734	0	0	(8,703)
Kern	0	(18,015)	39,181	0	21,166	0
Kings	0	(11,482)	5,748	0	0	(5,734)
Lake	0	(1,253)	3,371	0	2,118	0
Lassen	3,991	0	4,935	254	9,180	0
Los Angeles	0	(186,954)	233,298	0	46,344	0
Madera	0	(8,730)	5,348	0	0	(3,382)
Marin	0	(25,337)	7,215	0	0	(18,122)
Mariposa	3,629	0	2,018	7	5,654	0
Mendocino	3	0	7,319	0	7,322	0
Merced	26,289	0	9,542	0	35,831	0
Modoc	0	(267)	2,634	60	2,427	0
Mono	3,005	0	7,975	150	11,130	0
Monterey	636	0	13,733	13,423	27,792	0
Napa	378	0	4,751	50	5,179	0
Nevada	1,492	0	4,085	0	5,577	0
Orange	0	(23,794)	71,905	0	48,111	0
Placer TPA	0	(25,528)	9,971	0	0	(15,557)
Plumas	1,835	0	2,943	0	4,778	0
Riverside	0	(5,572)	62,768	0	57,196	0
Sacramento	11,276	0	36,503	9,218	56,997	0
San Benito	0	(7,403)	2,530	0	0	(4,873)
San Bernardino	0	(7,562)	72,997	0	65,435	0
San Diego	0	(16,898)	82,550	0	65,652	0
San Francisco	1,548	0	19,570	0	21,118	0
San Joaquin	0	(4,751)	19,821	0	15,070	0
San Luis Obispo	0	(3,155)	14,554	0	11,399	0
San Mateo	683	0	19,917	0	20,600	0
Santa Barbara	0	(6,746)	16,361	0	9,615	0
Santa Clara	0	(6,957)	45,654	0	38,697	0
Santa Cruz	759	0	7,888	950	9,597	0
Shasta	0	(23)	8,431	0	8,408	0
Sierra	3,528	0	1,398	100	5,026	0
Siskiyou	4,633	0	5,796	0	10,429	0
Solano	5,147	0	11,958	0	17,105	0
Sonoma	0	(5,739)	14,694	0	8,955	0
Stanislaus	0	(870)	14,650	0	13,780	0
Sutter	7,781	0	3,368	0	11,149	0
Tahoe RPA	0	(2,305)	1,667	0	0	(638)
Tehama	0	0	4,295	75	4,370	0
Trinity	82	0	3,047	0	3,129	0
Tulare	0	(7,814)	18,154	0	10,340	0
Tuolumne	0	(744)	3,362	192	2,810	0
Ventura	57,946	0	24,226	0	82,172	0
Yolo	13,313	0	7,058	0	20,371	0
Yuba	12,481	0	2,585	717	15,783	0
Statewide Regional	249,111	(414,522)	1,114,082	26,695	1,037,947	(62,581)
Interregional	0	(107,418)	371,360	1,000	264,942	0
<b>TOTAL</b>	<b>249,111</b>	<b>(521,940)</b>	<b>1,485,442</b>	<b>27,695</b>	<b>1,302,889</b>	<b>(62,581)</b>

<b>Statewide SHA Capacity</b>	<b>1,845,101</b>
<b>Statewide PTA Capacity</b>	<b>(542,212)</b>
<b>Total</b>	<b>1,302,889</b>

**Table 6 - Planning, Programming, and Monitoring (PPM) Limitations**  
(\$ in thousands)

County	Base				5% PPM Limitation		
	2016 STIP 20/21	2018 STIP 20/21 -22/23	2020 STIP 20/21 - 23/24	Total 20/21 - 23/24	2020 STIP FY 24/25	FY 20/21 - FY 23/24	FY 24/25
Alameda	0	40,024	5,166	45,190	11,315	2,260	566
Alpine	0	1,189	154	1,343	337	67	17
Amador	0	2,701	349	3,050	765	153	38
Butte	0	7,998	1,034	9,032	2,264	452	113
Calaveras	0	3,229	417	3,646	915	182	46
Colusa	0	2,137	276	2,413	606	121	30
Contra Costa	0	27,372	3,537	30,909	7,747	1,545	387
Del Norte	0	1,995	258	2,253	565	113	28
El Dorado LTC	0	5,532	716	6,248	1,568	312	78
Fresno	0	30,164	3,898	34,062	8,540	1,703	427
Glenn	0	2,238	289	2,527	635	126	32
Humboldt	0	8,053	1,041	9,094	2,280	455	114
Imperial	0	14,315	1,843	16,158	4,036	808	202
Inyo	0	11,100	1,439	12,539	3,152	627	158
Kern	0	40,576	5,252	45,828	11,506	2,291	575
Kings	0	5,961	771	6,732	1,687	337	84
Lake	0	3,495	452	3,947	990	197	50
Lassen	0	5,115	662	5,777	1,449	289	72
Los Angeles	0	242,239	31,274	273,513	68,508	13,676	3,425
Madera	0	5,547	717	6,264	1,570	313	79
Marin	0	7,484	967	8,451	2,119	423	106
Mariposa	0	2,092	270	2,362	593	118	30
Mendocino	0	7,518	981	8,499	2,150	425	108
Merced	0	9,894	1,279	11,173	2,802	559	140
Modoc	0	2,730	353	3,083	774	154	39
Mono	0	8,246	1,069	9,315	2,342	466	117
Monterey	0	14,243	1,841	16,084	4,032	804	202
Napa	0	4,927	637	5,564	1,395	278	70
Nevada	0	4,236	548	4,784	1,199	239	60
Orange	0	74,581	9,639	84,220	21,115	4,211	1,056
Placer TPA	0	10,194	1,337	11,531	2,928	577	146
Plumas	0	3,050	394	3,444	865	172	43
Riverside	0	65,284	8,414	73,698	18,432	3,685	922
Sacramento	0	37,903	4,893	42,796	10,720	2,140	536
San Benito	0	2,623	339	2,962	743	148	37
San Bernardino	0	75,654	9,785	85,439	21,436	4,272	1,072
San Diego	0	85,625	11,066	96,691	24,241	4,835	1,212
San Francisco	0	20,304	2,623	22,927	5,747	1,146	287
San Joaquin	0	20,543	2,657	23,200	5,820	1,160	291
San Luis Obispo	0	15,068	1,951	17,019	4,274	851	214
San Mateo	0	20,661	2,670	23,331	5,848	1,167	292
Santa Barbara	0	16,950	2,193	19,143	4,804	957	240
Santa Clara	0	47,354	6,120	53,474	13,406	2,674	670
Santa Cruz	0	8,182	1,057	9,239	2,317	462	116
Shasta	0	8,760	1,130	9,890	2,476	495	124
Sierra	0	1,449	187	1,636	411	82	21
Siskiyou	0	6,008	777	6,785	1,702	339	85
Solano	0	12,404	1,603	14,007	3,511	700	176
Sonoma	0	15,238	1,970	17,208	4,314	860	216
Stanislaus	0	15,197	1,964	17,161	4,302	858	215
Sutter	0	3,493	452	3,945	989	197	49
Tahoe RPA	0	2,032	223	2,255	490	113	25
Tehama	0	4,453	576	5,029	1,261	251	63
Trinity	0	3,158	408	3,566	895	178	45
Tulare	0	18,805	2,434	21,239	5,331	1,062	267
Tuolumne	0	3,486	451	3,937	987	197	49
Ventura	0	25,110	3,247	28,357	7,114	1,418	356
Yolo	0	7,320	946	8,266	2,073	413	104
Yuba	0	2,681	347	3,028	759	151	38
<b>Statewide</b>	<b>0</b>	<b>1,155,920</b>	<b>149,343</b>	<b>1,305,263</b>	<b>327,152</b>	<b>65,263</b>	<b>16,358</b>

Note: Limitation amounts include amounts already programmed.