

# DRAFT

## TAB 20 - PINK REPLACEMENT ITEM - Report only

### 2024 STIP FUND ESTIMATE STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS (\$ millions)

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,326							\$1,326
Fuel Excise Taxes (Base)	\$2,165	\$2,229	\$2,265	\$2,289	\$2,311	\$2,350	\$11,444	\$13,609
Fuel Excise Taxes (Incremental)	2,087	2,132	2,159	2,192	2,218	2,241	10,942	13,028
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	432	429	409	396	385	386	2,004	2,436
Net Transfers - Others	(178)	(190)	(187)	(186)	(184)	(185)	(931)	(1,109)
Expenditures - Other Departmental	(1,368)	(738)	(686)	(680)	(688)	(689)	(3,481)	(4,849)
<b>Total State Resources</b>	<b>\$4,463</b>	<b>\$3,863</b>	<b>\$3,960</b>	<b>\$4,011</b>	<b>\$4,041</b>	<b>\$4,103</b>	<b>\$19,978</b>	<b>\$24,441</b>
Obligation Authority (OA)	\$5,216	\$5,308	\$5,403	\$5,498	\$5,596	\$5,695	\$27,500	\$32,716
August Redistribution	470	470	470	470	470	470	2,350	2,820
Other Federal Resources	(365)	(367)	(370)	(370)	(370)	(370)	(1,846)	(2,211)
<b>Total Federal Resources</b>	<b>\$5,321</b>	<b>\$5,411</b>	<b>\$5,503</b>	<b>\$5,599</b>	<b>\$5,696</b>	<b>\$5,795</b>	<b>\$28,004</b>	<b>\$33,325</b>
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$9,784</b>	<b>\$9,274</b>	<b>\$9,463</b>	<b>\$9,610</b>	<b>\$9,737</b>	<b>\$9,898</b>	<b>\$47,982</b>	<b>\$57,766</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$1,138)</b>	<b>(\$1,190)</b>	<b>(\$1,243)</b>	<b>(\$1,298)</b>	<b>(\$1,354)</b>	<b>(\$1,412)</b>	<b>(\$6,498)</b>	<b>(\$7,636)</b>
<b>MAINTENANCE</b>	<b>(\$1,759)</b>	<b>(\$1,824)</b>	<b>(\$1,891)</b>	<b>(\$1,961)</b>	<b>(\$2,033)</b>	<b>(\$2,108)</b>	<b>(\$9,816)</b>	<b>(\$11,575)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$201)	(\$193)	(\$188)	(\$184)	(\$178)	(\$177)	(\$920)	(\$1,121)
State & Federal LA	(2,076)	(2,110)	(2,147)	(2,183)	(2,220)	(2,253)	(10,913)	(12,989)
<b>TOTAL LA</b>	<b>(\$2,277)</b>	<b>(\$2,303)</b>	<b>(\$2,334)</b>	<b>(\$2,368)</b>	<b>(\$2,398)</b>	<b>(\$2,431)</b>	<b>(\$11,834)</b>	<b>(\$14,110)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$971)	(\$744)	(\$554)	(\$408)	(\$214)	(\$115)	(\$2,035)	(\$3,006)
SHOPP Minor	(104)	(108)	(111)	(114)	(118)	(121)	(571)	(676)
Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
<b>TOTAL SHOPP COS</b>	<b>(\$1,133)</b>	<b>(\$909)</b>	<b>(\$722)</b>	<b>(\$580)</b>	<b>(\$389)</b>	<b>(\$294)</b>	<b>(\$2,893)</b>	<b>(\$4,026)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$2,323)	(\$227)	(\$147)	(\$57)	(\$16)	\$0	(\$447)	(\$2,770)
Minor capital	(157)	(145)	(141)	(138)	(135)	(131)	(690)	(847)
R/W Project Delivery	(99)	(103)	(115)	(64)	(21)	(11)	(314)	(413)
Unprogrammed R/W	(13)	(13)	(3)	(10)	(1)	(1)	(28)	(41)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(\$2,592)</b>	<b>(\$488)</b>	<b>(\$406)</b>	<b>(\$269)</b>	<b>(\$173)</b>	<b>(\$143)</b>	<b>(\$1,479)</b>	<b>(\$4,071)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$8,899)</b>	<b>(\$6,714)</b>	<b>(\$6,597)</b>	<b>(\$6,474)</b>	<b>(\$6,347)</b>	<b>(\$6,388)</b>	<b>(\$32,520)</b>	<b>(\$41,418)</b>
<b>STIP LA</b>								
STIP Off-System	(\$44)	(\$58)	(\$55)	(\$33)	(\$14)	(\$2)	(\$163)	(\$208)
Oversight (Partnership)	(17)	(16)	(16)	(16)	(15)	(15)	(78)	(95)
<b>TOTAL STIP LA</b>	<b>(\$61)</b>	<b>(\$74)</b>	<b>(\$71)</b>	<b>(\$49)</b>	<b>(\$30)</b>	<b>(\$17)</b>	<b>(\$241)</b>	<b>(\$303)</b>
<b>STIP COS</b>	<b>(\$119)</b>	<b>(\$119)</b>	<b>(\$119)</b>	<b>(\$110)</b>	<b>(\$94)</b>	<b>(\$89)</b>	<b>(\$531)</b>	<b>(\$650)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$456)	(\$341)	(\$227)	(\$97)	(\$17)	\$0	(\$683)	(\$1,138)
R/W Project Delivery	(33)	(42)	(9)	(16)	(51)	(1)	(119)	(152)
Unprogrammed R/W	(3)	(3)	(1)	(1)	(1)	(1)	(7)	(10)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$492)</b>	<b>(\$386)</b>	<b>(\$237)</b>	<b>(\$114)</b>	<b>(\$69)</b>	<b>(\$2)</b>	<b>(\$809)</b>	<b>(\$1,300)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$673)</b>	<b>(\$580)</b>	<b>(\$427)</b>	<b>(\$274)</b>	<b>(\$193)</b>	<b>(\$108)</b>	<b>(\$1,581)</b>	<b>(\$2,254)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$213</b>	<b>\$1,980</b>	<b>\$2,440</b>	<b>\$2,862</b>	<b>\$3,197</b>	<b>\$3,402</b>	<b>\$13,881</b>	<b>\$14,094</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$3,400</b>	<b>\$3,400</b>	<b>\$3,300</b>	<b>\$3,300</b>	<b>\$3,300</b>	<b>\$3,300</b>	<b>\$16,600</b>	<b>\$20,000</b>
<b>STIP TARGET CAPACITY</b>	<b>\$475</b>	<b>\$525</b>	<b>\$525</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$2,550</b>	<b>\$3,025</b>

Notes:

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

Balance does not include pre-paid debt service transferred to the Transportation Debt Service Fund.

# DRAFT

## 2024 STIP FUND ESTIMATE ROAD MAINTENANCE & REHABILITATION ACCOUNT (\$ millions)

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$2,594							\$2,594
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,603	1,726	1,807	1,927	2,043	2,152	9,655	11,258
SMIF Interest	159	159	139	125	110	110	643	802
<b>TOTAL RESOURCES</b>	<b>\$4,757</b>	<b>\$2,285</b>	<b>\$2,347</b>	<b>\$2,452</b>	<b>\$2,552</b>	<b>\$2,662</b>	<b>\$12,297</b>	<b>\$17,054</b>
<b>COMMITMENTS</b>								
Program Development	(\$12)	(\$12)	(\$12)	(\$13)	(\$13)	(\$14)	(\$64)	(\$76)
Statewide Planning	(16)	(16)	(17)	(17)	(18)	(19)	(87)	(102)
Maintenance	(346)	(359)	(372)	(386)	(400)	(415)	(1,931)	(2,277)
Capital Outlay Support	(444)	(72)	(61)	(53)	(46)	(41)	(272)	(717)
Capital Outlay	(707)	(779)	(678)	(309)	(110)	(94)	(1,970)	(2,677)
<b>TOTAL COMMITMENTS</b>	<b>(\$1,525)</b>	<b>(\$1,238)</b>	<b>(\$1,140)</b>	<b>(\$778)</b>	<b>(\$587)</b>	<b>(\$582)</b>	<b>(\$4,324)</b>	<b>(\$5,849)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$3,232</b>	<b>\$1,047</b>	<b>\$1,207</b>	<b>\$1,674</b>	<b>\$1,965</b>	<b>\$2,080</b>	<b>\$7,973</b>	<b>\$11,206</b>
<b>RMRA TARGET CAPACITY</b>	<b>\$1,800</b>	<b>\$1,800</b>	<b>\$1,800</b>	<b>\$1,800</b>	<b>\$1,900</b>	<b>\$1,900</b>	<b>\$9,200</b>	<b>\$11,000</b>

Note:

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

# DRAFT

**2024 STIP FUND ESTIMATE**  
**PUBLIC TRANSPORTATION ACCOUNT**  
( \$ in thousands )

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$2,038,000							\$2,038,000
Adjustment for STA Transfer Timing	(256,000)							(256,000)
TIRCP Set-Aside	(1,229,600)							(1,229,600)
Sales Tax on Diesel	\$1,336,063	\$1,341,576	\$1,381,294	\$1,438,588	\$1,396,948	\$1,441,739	\$7,000,145	\$8,336,208
SMIF Interest Earned	78,985	72,550	61,525	54,204	49,202	49,202	286,682	365,667
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
Transportation Improvement Fee	418,730	431,292	444,231	457,558	471,285	485,011	2,289,377	2,708,107
<b>TOTAL RESOURCES</b>	<b>\$2,411,254</b>	<b>\$1,870,494</b>	<b>\$1,912,126</b>	<b>\$1,975,426</b>	<b>\$1,942,510</b>	<b>\$2,001,027</b>	<b>\$9,701,584</b>	<b>\$12,112,838</b>
State Transit Assistance (STA)	(\$1,095,855)	(\$1,103,628)	(\$1,136,352)	(\$1,181,956)	(\$1,155,836)	(\$1,192,480)	(\$5,770,252)	(\$6,866,107)
Reservation for Emergency Condition Response Projects	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(50,000)	(60,000)
<b>SUBTOTAL AVAILABLE RESOURCES</b>	<b>\$1,305,399</b>	<b>\$756,867</b>	<b>\$765,774</b>	<b>\$783,469</b>	<b>\$776,675</b>	<b>\$798,547</b>	<b>\$3,881,332</b>	<b>\$5,186,731</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>								
Rail and Mass Transportation Support	(\$40,013)	(\$41,488)	(\$43,017)	(\$44,603)	(\$46,247)	(\$47,951)	(\$223,306)	(\$263,319)
Planning Staff and Support	(26,516)	(27,493)	(28,507)	(29,557)	(30,647)	(31,776)	(147,980)	(174,496)
California Transportation Commission	(4,774)	(4,950)	(5,132)	(5,322)	(5,518)	(5,721)	(26,643)	(31,417)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(9,651)	(10,007)	(10,376)	(10,758)	(11,154)	(11,566)	(53,860)	(63,511)
State Controller's Office	(19)	(20)	(20)	(21)	(22)	(23)	(106)	(125)
Secretary for Transportation Agency	(1,770)	(1,835)	(1,903)	(1,973)	(2,046)	(2,121)	(9,878)	(11,648)
Supplemental Pension Payments	(1,963)	(1,963)	0	0	0	0	(1,963)	(3,926)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$85,686)</b>	<b>(\$88,736)</b>	<b>(\$89,935)</b>	<b>(\$93,214)</b>	<b>(\$96,613)</b>	<b>(\$100,138)</b>	<b>(\$468,636)</b>	<b>(\$554,322)</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	(14,944)	(14,944)	(14,944)	(41,027)	(43,056)	(14,944)	(128,915)	(143,858)
Fleet Modernization	(53,853)	(63,752)	(59,465)	(59,465)	(59,465)	(46,667)	(288,815)	(342,668)
<b>TOTAL INTERCITY RAIL</b>	<b>(\$199,597)</b>	<b>(\$209,496)</b>	<b>(\$205,209)</b>	<b>(\$231,293)</b>	<b>(\$233,322)</b>	<b>(\$192,410)</b>	<b>(\$1,071,730)</b>	<b>(\$1,271,326)</b>
<b>LOCAL ASSISTANCE</b>								
Transit and Intercity Rail Capital Program (TIRCP)	(\$293,111)	(\$301,904)	(\$310,962)	(\$320,291)	(\$329,900)	(\$339,508)	(\$1,602,564)	(\$1,895,675)
State Rail Assistance Program (SRA)	(63,622)	(63,885)	(65,776)	(68,504)	(66,521)	(68,654)	(333,340)	(396,962)
Bay Area Ferry Operations/Waterborne	(3,446)	(3,480)	(3,515)	(3,550)	(3,586)	(3,622)	(17,754)	(21,200)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$360,179)</b>	<b>(\$369,269)</b>	<b>(\$380,253)</b>	<b>(\$392,345)</b>	<b>(\$400,007)</b>	<b>(\$411,784)</b>	<b>(\$1,953,658)</b>	<b>(\$2,313,837)</b>
<b>CAPITAL PROJECTS</b>								
STIP - Mass Transportation*	(\$27,800)	(\$10,518)	(\$1,200)	(\$648)	(\$126)	(\$17)	(\$12,509)	(\$40,309)
STIP - Rail*	(61,279)	(100,627)	(37,253)	(15,612)	(10,336)	(5,046)	(168,874)	(230,153)
<b>TOTAL CAPITAL PROJECTS</b>	<b>(\$89,079)</b>	<b>(\$111,145)</b>	<b>(\$38,453)</b>	<b>(\$16,260)</b>	<b>(\$10,462)</b>	<b>(\$5,063)</b>	<b>(\$181,383)</b>	<b>(\$270,462)</b>
<b>CASH AVAILABLE FOR PROGRAMMING</b>	<b>\$570,858</b>	<b>(\$21,780)</b>	<b>\$51,924</b>	<b>\$50,358</b>	<b>\$36,271</b>	<b>\$89,152</b>	<b>\$205,926</b>	<b>\$776,784</b>
<b>PTA STIP TARGET CAPACITY</b>	<b>\$120,000</b>	<b>\$105,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$505,000</b>	<b>\$625,000</b>

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

\* Cash flow adjusted for unliquidated encumbrances.

## 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 2024 STIP Fund Estimate (FE) identifies a positive program capacity for the Public Transportation Account (PTA). Therefore, all rail and transit projects currently programmed in the STIP and those nominated in the 2024 STIP must maintain State Highway Account (SHA) and Federal funding eligibility. PTA funding will be used first when funding rail and transit projects

The following tables display STIP county and interregional shares and targets for the 2024 STIP.

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

This table lists the net changes to program capacity from the 2024 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, 2023.

### Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2023 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 2027-28. 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 2028-29. 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 end of the county share period in 2031-32. 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 one 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 2023 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- Net Share (Base): This section calculates the base (minimum). The base (minimum) is the formula distribution of new capacity available through 2027-28 while accounting for existing unprogrammed share balances.
- 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 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 2023 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2024 STIP Target Through 2028-29: This section calculates the total target. The total target is the formula distribution of new capacity available through 2028-29 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2024 STIP share through 2028-29. It is the formula distribution of program capacity available through 2028-29. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2021-22 & 2022-23 Lapses: This identifies the amount for projects lapsed in 2021-22 and 2022-23. These amounts are credited back in the 2024 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2024-25.
  - Net Share (Total Target): This is the 2024 STIP target through 2028-29. 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 2028-29) 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 one million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2023 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2024 STIP Share Through 2031-32: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2031-32 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 2031-32. It is the formula distribution of estimated program capacity available through the county share period ending in 2031-32. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2021-22 & 2022-23 Lapses: This identifies the amount for projects lapsed in 2021-22 and 2022-23. These amounts are credited back in the 2024 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2024-25.
  - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2031-32. 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 one 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 2031-32) 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 2024-25 through 2027-28 share period and for 2028-29, based upon the 2020, 2022 and 2024 Fund Estimates. These are the amounts against which the 5% is applied.
- 5% PPM Limitation: These are the PPM limitations for the 2024-25 through 2027-28 share period and for 2028-29.

## DRAFT 2024 STIP FUND ESTIMATE

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

Public Transportation Account (PTA)	Public Transportation Account						5-Year	6-Year
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total
2024 FE PTA Target Capacity	\$120	\$105	\$100	\$100	\$100	\$100	\$505	\$625
<b>Total 2024 STIP FE PTA Capacity</b>	<b>\$120</b>	<b>\$105</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$505</b>	<b>\$625</b>
<b>2022 STIP Program<sup>1</sup></b>	<b>\$229</b>	<b>\$99</b>	<b>\$62</b>	<b>\$22</b>	<b>\$0</b>	<b>\$0</b>	<b>\$183</b>	<b>\$412</b>
Extensions	\$45	\$64	\$0	\$0	\$0	\$0	\$64	\$109
Advances	(\$1)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1)
<b>Net PTA STIP Program</b>	<b>\$273</b>	<b>\$163</b>	<b>\$62</b>	<b>\$22</b>	<b>\$0</b>	<b>\$0</b>	<b>\$247</b>	<b>\$520</b>
<b>PTA Capacity for County Shares</b>	<b>(\$153)</b>	<b>(\$58)</b>	<b>\$38</b>	<b>\$78</b>	<b>\$100</b>	<b>\$100</b>	<b>\$258</b>	<b>\$105</b>
<b>Cumulative</b>	<b>(\$153)</b>	<b>(\$211)</b>	<b>(\$173)</b>	<b>(\$95)</b>	<b>\$5</b>	<b>\$105</b>	<b>-</b>	<b>-</b>

  

State Highway Account (SHA)	State Highway Account						5-Year	6-Year
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total
2024 FE SHA Target Capacity	\$475	\$525	\$525	\$500	\$500	\$500	\$2,550	\$3,025
<b>Total 2024 STIP FE SHA Capacity</b>	<b>\$475</b>	<b>\$525</b>	<b>\$525</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$2,550</b>	<b>\$3,025</b>
<b>2022 STIP Program<sup>1</sup></b>	<b>\$220</b>	<b>\$358</b>	<b>\$290</b>	<b>\$243</b>	<b>\$0</b>	<b>\$0</b>	<b>\$891</b>	<b>\$1,111</b>
Extensions	\$151	\$12	\$0	\$0	\$0	\$0	\$12	\$163
Advances	(\$5)	\$0	(\$4)	\$0	\$0	\$0	(\$4)	(\$9)
<b>Net SHA STIP Program</b>	<b>\$365</b>	<b>\$370</b>	<b>\$286</b>	<b>\$243</b>	<b>\$0</b>	<b>\$0</b>	<b>\$899</b>	<b>\$1,264</b>
<b>SHA Capacity for County Shares</b>	<b>\$110</b>	<b>\$155</b>	<b>\$239</b>	<b>\$257</b>	<b>\$500</b>	<b>\$500</b>	<b>\$1,651</b>	<b>\$1,761</b>
<b>Cumulative</b>	<b>\$110</b>	<b>\$265</b>	<b>\$504</b>	<b>\$761</b>	<b>\$1,261</b>	<b>\$1,761</b>	<b>-</b>	<b>-</b>

  

<b>Total Capacity</b>	<b>(\$43)</b>	<b>\$97</b>	<b>\$276</b>	<b>\$335</b>	<b>\$600</b>	<b>\$600</b>	<b>\$1,909</b>	<b>\$1,866</b>
-----------------------	---------------	-------------	--------------	--------------	--------------	--------------	----------------	----------------

**Notes:**

Numbers may not add due to rounding.

<sup>1</sup>2022 STIP as of June 30, 2023

**DRAFT 2024 STIP FUND ESTIMATE**  
**Table 2 - Summary of Targets and Shares**  
(\$ in thousands)

County	2024 STIP Programming		
	Base (Minimum)	Total Target	Maximum
	Share through 2027-28	Share through 2028-29	Estimated Share through 2031-32
Alameda	52,891	69,352	118,012
Alpine	948	1,420	2,816
Amador	3,895	4,964	8,125
Butte	6,388	9,355	18,125
Calaveras	255	1,505	5,200
Colusa	1,975	2,814	5,293
Contra Costa	35,396	46,652	79,926
Del Norte	0	0	0
El Dorado LTC	9,626	11,816	18,288
Fresno	35,112	47,185	82,874
Glenn	687	1,565	4,160
Humboldt	7,144	10,268	19,499
Imperial	19,200	24,903	41,759
Inyo	0	4,134	17,370
Kern	35,015	51,461	100,072
Kings	0	1,074	7,759
Lake	4,797	6,174	10,245
Lassen	6,692	8,680	14,559
Los Angeles	151,617	246,220	525,861
Madera	755	2,907	9,268
Marin	0	0	0
Mariposa	1,630	2,439	4,830
Mendocino	9,675	12,659	21,479
Merced	13,833	17,827	29,632
Modoc	3,038	4,108	7,268
Mono	6,791	10,137	20,030
Monterey	11,647	17,260	33,854
Napa	0	0	3,692
Nevada	4,244	5,966	11,056
Orange	51,043	81,400	171,135
Placer TPA	0	0	10,796
Plumas	9,308	10,504	14,042
Riverside	41,148	68,195	148,142
Sacramento	55,846	71,458	117,606
San Benito	0	0	0
San Bernardino	84,081	114,954	206,212
San Diego	50,170	85,096	188,335
San Francisco	31,957	40,130	64,289
San Joaquin	39,813	48,383	73,717
San Luis Obispo	13,493	19,471	37,141
San Mateo	33,383	41,532	65,620
Santa Barbara	14,350	21,126	41,155
Santa Clara	8,824	27,859	84,124
Santa Cruz	6,428	9,582	18,905
Shasta	4,959	8,389	18,527
Sierra	1,232	1,823	3,570
Siskiyou	5,144	7,550	14,662
Solano	0	0	7,421
Sonoma	13,515	19,296	36,384
Stanislaus	12,316	18,360	36,224
Sutter	2,261	3,630	7,677
Tahoe RPA	743	1,419	3,419
Tehama	13,976	15,723	20,888
Trinity	4,570	5,836	9,578
Tulare	15,815	23,385	45,764
Tuolumne	4,540	5,923	10,012
Ventura	101,064	110,921	140,056
Yolo	11,242	14,157	22,775
Yuba	5,849	6,952	10,212
Statewide Regional	1,060,321	1,505,899	2,849,440
Interregional	205,651	360,073	816,532
<b>TOTAL</b>	<b>1,265,972</b>	<b>1,865,972</b>	<b>3,665,972</b>

	New Capacity
Statewide SHA Capacity	1,760,729
Statewide PTA Capacity	105,243
<b>Total STIP Capacity</b>	<b>1,865,972</b>



## DRAFT 2024 STIP FUND ESTIMATE

**Table 3 - Calculation of New Programming Targets and Shares - Base (Minimum)**

(\$ in thousands)

County	Net Carryover		2024 STIP		
	Unprogrammed Balance	Balance Advanced	Share through 2027-28		
			Formula Distribution	Net Share (Base)	Net Advance
Alameda	6,217	0	33,549	52,891	0
Alpine	0	14	962	948	0
Amador	1,678	0	2,179	3,895	0
Butte	341	0	6,047	6,388	0
Calaveras	0	2,292	2,547	255	0
Colusa	166	0	1,709	1,975	0
Contra Costa	12,455	0	22,941	35,396	0
Del Norte	0	5,670	1,564	0	(4,106)
El Dorado LTC	5,164	0	4,462	9,626	0
Fresno	10,506	0	24,606	35,112	0
Glenn	0	1,102	1,789	687	0
Humboldt	775	0	6,364	7,144	0
Imperial	7,578	0	11,622	19,200	0
Inyo	0	9,470	9,126	0	(344)
Kern	1,500	0	33,515	35,015	0
Kings	0	5,797	4,609	0	(1,188)
Lake	1,919	0	2,807	4,797	0
Lassen	2,564	0	4,053	6,692	0
Los Angeles	0	59,353	192,800	151,617	0
Madera	0	3,630	4,385	755	0
Marin	0	18,482	5,893	0	(12,589)
Mariposa	0	18	1,648	1,630	0
Mendocino	3,479	0	6,081	9,675	0
Merced	5,694	0	8,139	13,833	0
Modoc	859	0	2,179	3,038	0
Mono	0	30	6,821	6,791	0
Monterey	206	0	11,441	11,647	0
Napa	0	7,577	3,831	0	(3,746)
Nevada	735	0	3,509	4,244	0
Orange	0	10,825	61,868	51,043	0
Placer TPA	0	16,056	9,130	0	(6,926)
Plumas	6,869	0	2,439	9,308	0
Riverside	0	13,972	55,120	41,148	0
Sacramento	24,029	0	31,817	55,846	0
San Benito	0	14,123	2,247	0	(11,876)
San Bernardino	0	18,583	62,919	84,081	0
San Diego	0	21,008	71,178	50,170	0
San Francisco	1,548	0	16,657	31,957	0
San Joaquin	0	3,654	17,467	39,813	0
San Luis Obispo	0	1,490	12,183	13,493	0
San Mateo	16,776	0	16,607	33,383	0
Santa Barbara	541	0	13,809	14,350	0
Santa Clara	0	29,968	38,792	8,824	0
Santa Cruz	0	0	6,428	6,428	0
Shasta	0	2,524	6,989	4,959	0
Sierra	28	0	1,204	1,232	0
Siskiyou	240	0	4,904	5,144	0
Solano	0	22,751	10,259	0	(12,492)
Sonoma	1,733	0	11,782	13,515	0
Stanislaus	0	0	12,316	12,316	0
Sutter	0	529	2,790	2,261	0
Tahoe RPA	0	636	1,379	743	0
Tehama	10,279	0	3,561	13,976	0
Trinity	1,990	0	2,580	4,570	0
Tulare	386	0	15,429	15,815	0
Tuolumne	1,722	0	2,818	4,540	0
Ventura	80,977	0	20,087	101,064	0
Yolo	0	2,400	5,942	11,242	0
Yuba	3,602	0	2,247	5,849	0
	0	0	0	0	0
Statewide Regional	212,556	271,954	944,126	1,060,321	(53,267)
	0	0	0	0	0
Interregional	0	118,059	314,710	205,651	0
	0	0	0	0	0
<b>TOTAL</b>	<b>212,556</b>	<b>390,013</b>	<b>1,258,836</b>	<b>1,265,972</b>	<b>(53,267)</b>

  

<b>Statewide SHA Capacity</b>	<b>1,260,729</b>
<b>Statewide PTA Capacity</b>	<b>5,243</b>
<b>Total</b>	<b>1,265,972</b>

**DRAFT 2024 STIP FUND ESTIMATE**

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

County	Net Carryover		2024 STIP Share through 2028-29			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2021-22 & 2022-23	Net Share (Total Target)	Net Advance
Alameda	6,217	0	50,010	13,125	69,352	0
Alpine	0	(14)	1,434	0	1,420	0
Amador	1,678	0	3,248	38	4,964	0
Butte	341	0	9,014	0	9,355	0
Calaveras	0	(2,292)	3,797	0	1,505	0
Colusa	166	0	2,548	100	2,814	0
Contra Costa	12,455	0	34,197	0	46,652	0
Del Norte	0	(5,670)	2,331	0	0	(3,339)
El Dorado LTC	5,164	0	6,652	0	11,816	0
Fresno	10,506	0	36,679	0	47,185	0
Glenn	0	(1,102)	2,667	0	1,565	0
Humboldt	775	0	9,488	5	10,268	0
Imperial	7,578	0	17,325	0	24,903	0
Inyo	0	(9,470)	13,604	0	4,134	0
Kern	1,500	0	49,961	0	51,461	0
Kings	0	(5,797)	6,871	0	1,074	0
Lake	1,919	0	4,184	71	6,174	0
Lassen	2,564	0	6,041	75	8,680	0
Los Angeles	0	(59,353)	287,403	18,170	246,220	0
Madera	0	(3,630)	6,537	0	2,907	0
Marin	0	(18,482)	8,784	0	0	(9,698)
Mariposa	0	(18)	2,457	0	2,439	0
Mendocino	3,479	0	9,065	115	12,659	0
Merced	5,694	0	12,133	0	17,827	0
Modoc	859	0	3,249	0	4,108	0
Mono	0	(30)	10,167	0	10,137	0
Monterey	206	0	17,054	0	17,260	0
Napa	0	(7,577)	5,712	0	0	(1,865)
Nevada	735	0	5,231	0	5,966	0
Orange	0	(10,825)	92,225	0	81,400	0
Placer TPA	0	(16,056)	13,610	0	0	(2,446)
Plumas	6,869	0	3,635	0	10,504	0
Riverside	0	(13,972)	82,167	0	68,195	0
Sacramento	24,029	0	47,429	0	71,458	0
San Benito	0	(14,123)	3,350	0	0	(10,773)
San Bernardino	0	(18,583)	93,792	39,745	114,954	0
San Diego	0	(21,008)	106,104	0	85,096	0
San Francisco	1,548	0	24,830	13,752	40,130	0
San Joaquin	0	(3,654)	26,037	26,000	48,383	0
San Luis Obispo	0	(1,490)	18,161	2,800	19,471	0
San Mateo	16,776	0	24,756	0	41,532	0
Santa Barbara	541	0	20,585	0	21,126	0
Santa Clara	0	(29,968)	57,827	0	27,859	0
Santa Cruz	0	0	9,582	0	9,582	0
Shasta	0	(2,524)	10,419	494	8,389	0
Sierra	28	0	1,795	0	1,823	0
Siskiyou	240	0	7,310	0	7,550	0
Solano	0	(22,751)	15,293	0	0	(7,458)
Sonoma	1,733	0	17,563	0	19,296	0
Stanislaus	0	0	18,360	0	18,360	0
Sutter	0	(529)	4,159	0	3,630	0
Tahoe RPA	0	(636)	2,055	0	1,419	0
Tehama	10,279	0	5,308	136	15,723	0
Trinity	1,990	0	3,846	0	5,836	0
Tulare	386	0	22,999	0	23,385	0
Tuolumne	1,722	0	4,201	0	5,923	0
Ventura	80,977	0	29,944	0	110,921	0
Yolo	0	(2,400)	8,857	7,700	14,157	0
Yuba	3,602	0	3,350	0	6,952	0
Statewide Regional	212,556	(271,954)	1,407,392	122,326	1,505,899	(35,579)
Interregional	0	(118,059)	469,132	9,000	360,073	0
<b>TOTAL</b>	<b>212,556</b>	<b>(390,013)</b>	<b>1,876,524</b>	<b>131,326</b>	<b>1,865,972</b>	<b>(35,579)</b>
<b>Statewide SHA Capacity</b>					<b>1,760,729</b>	
<b>Statewide PTA Capacity</b>					<b>105,243</b>	
<b>Total</b>					<b>1,865,972</b>	

**DRAFT 2024 STIP FUND ESTIMATE**  
**Table 5 - Calculation of Targets and Shares - Maximum**  
(\$ in thousands)

County	Net Carryover		2024 STIP Estimated Share through 2031-32			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2021-22 & 2022-23	Net Share (Maximum)	Net Advance
Alameda	6,217	0	98,670	13,125	118,012	0
Alpine	0	(14)	2,830	0	2,816	0
Amador	1,678	0	6,409	38	8,125	0
Butte	341	0	17,784	0	18,125	0
Calaveras	0	(2,292)	7,492	0	5,200	0
Colusa	166	0	5,027	100	5,293	0
Contra Costa	12,455	0	67,471	0	79,926	0
Del Norte	0	(5,670)	4,600	0	0	(1,070)
El Dorado LTC	5,164	0	13,124	0	18,288	0
Fresno	10,506	0	72,368	0	82,874	0
Glenn	0	(1,102)	5,262	0	4,160	0
Humboldt	775	0	18,719	5	19,499	0
Imperial	7,578	0	34,181	0	41,759	0
Inyo	0	(9,470)	26,840	0	17,370	0
Kern	1,500	0	98,572	0	100,072	0
Kings	0	(5,797)	13,556	0	7,759	0
Lake	1,919	0	8,255	71	10,245	0
Lassen	2,564	0	11,920	75	14,559	0
Los Angeles	0	(59,353)	567,044	18,170	525,861	0
Madera	0	(3,630)	12,898	0	9,268	0
Marin	0	(18,482)	17,331	0	0	(1,151)
Mariposa	0	(18)	4,848	0	4,830	0
Mendocino	3,479	0	17,885	115	21,479	0
Merced	5,694	0	23,938	0	29,632	0
Modoc	859	0	6,409	0	7,268	0
Mono	0	(30)	20,060	0	20,030	0
Monterey	206	0	33,648	0	33,854	0
Napa	0	(7,577)	11,269	0	3,692	0
Nevada	735	0	10,321	0	11,056	0
Orange	0	(10,825)	181,960	0	171,135	0
Placer TPA	0	(16,056)	26,852	0	10,796	0
Plumas	6,869	0	7,173	0	14,042	0
Riverside	0	(13,972)	162,114	0	148,142	0
Sacramento	24,029	0	93,577	0	117,606	0
San Benito	0	(14,123)	6,610	0	0	(7,513)
San Bernardino	0	(18,583)	185,050	39,745	206,212	0
San Diego	0	(21,008)	209,343	0	188,335	0
San Francisco	1,548	0	48,989	13,752	64,289	0
San Joaquin	0	(3,654)	51,371	26,000	73,717	0
San Luis Obispo	0	(1,490)	35,831	2,800	37,141	0
San Mateo	16,776	0	48,844	0	65,620	0
Santa Barbara	541	0	40,614	0	41,155	0
Santa Clara	0	(29,968)	114,092	0	84,124	0
Santa Cruz	0	0	18,905	0	18,905	0
Shasta	0	(2,524)	20,557	494	18,527	0
Sierra	28	0	3,542	0	3,570	0
Siskiyou	240	0	14,422	0	14,662	0
Solano	0	(22,751)	30,172	0	7,421	0
Sonoma	1,733	0	34,651	0	36,384	0
Stanislaus	0	0	36,224	0	36,224	0
Sutter	0	(529)	8,206	0	7,677	0
Tahoe RPA	0	(636)	4,055	0	3,419	0
Tehama	10,279	0	10,473	136	20,888	0
Trinity	1,990	0	7,588	0	9,578	0
Tulare	386	0	45,378	0	45,764	0
Tuolumne	1,722	0	8,290	0	10,012	0
Ventura	80,977	0	59,079	0	140,056	0
Yolo	0	(2,400)	17,475	7,700	22,775	0
Yuba	3,602	0	6,610	0	10,212	0
Statewide Regional	212,556	(271,954)	2,776,778	122,326	2,849,440	(9,734)
Interregional	0	(118,059)	925,591	9,000	816,532	0
<b>TOTAL</b>	<b>212,556</b>	<b>(390,013)</b>	<b>3,702,369</b>	<b>131,326</b>	<b>3,665,972</b>	<b>(9,734)</b>
<b>Statewide SHA Capacity</b>					<b>3,260,729</b>	
<b>Statewide PTA Capacity</b>					<b>405,243</b>	
<b>Total</b>					<b>3,665,972</b>	

**DRAFT 2024 STIP FUND ESTIMATE**  
**Table 6 - Planning, Programming, and Monitoring (PPM) Limitations**  
(\$ in thousands)

County	Base				Target	5% PPM Limitation	
	2020 STIP FY 2024-25	2022 STIP FY 2024-25 - 2026-27	2024 STIP FY 2024-25 - 2027-28	Total FY 2024-25 - 2027-28	2024 STIP FY 2028-29	FY 2024-25 - 2027-28 <sup>1</sup>	FY 2028-29
Alameda	11,315	22,035	33,549	66,899	16,461	3,345	823
Alpine	337	659	962	1,958	472	98	24
Amador	765	1,495	2,179	4,439	1,069	222	53
Butte	2,264	4,403	6,047	12,714	2,967	636	148
Calaveras	915	1,787	2,547	5,249	1,250	262	63
Colusa	606	1,183	1,709	3,498	839	175	42
Contra Costa	7,747	15,118	22,941	45,806	11,256	2,290	563
Del Norte	565	1,099	1,564	3,228	767	161	38
El Dorado LTC	1,568	3,062	4,462	9,092	2,190	455	110
Fresno	8,540	16,670	24,606	49,816	12,073	2,491	604
Glenn	635	1,239	1,789	3,663	878	183	44
Humboldt	2,280	4,443	6,364	13,087	3,124	654	156
Imperial	4,036	7,879	11,622	23,537	5,703	1,177	285
Inyo	3,152	6,153	9,126	18,431	4,478	922	224
Kern	11,506	22,452	33,515	67,473	16,446	3,374	822
Kings	1,687	3,296	4,609	9,592	2,262	480	113
Lake	990	1,934	2,807	5,731	1,377	287	69
Lassen	1,449	2,832	4,053	8,334	1,988	417	99
Los Angeles	68,508	133,672	192,800	394,980	94,603	19,749	4,730
Madera	1,570	3,067	4,385	9,022	2,152	451	108
Marin	2,119	4,131	5,893	12,143	2,891	607	145
Mariposa	593	1,158	1,648	3,399	809	170	40
Mendocino	2,150	4,191	6,081	12,422	2,984	621	149
Merced	2,802	5,472	8,139	16,413	3,994	821	200
Modoc	774	1,512	2,179	4,465	1,070	223	54
Mono	2,342	4,571	6,821	13,734	3,346	687	167
Monterey	4,032	7,873	11,441	23,346	5,613	1,167	281
Napa	1,395	2,724	3,831	7,950	1,881	398	94
Nevada	1,199	2,343	3,509	7,051	1,722	353	86
Orange	21,115	41,195	61,868	124,178	30,357	6,209	1,518
Placer TPA	2,928	5,706	9,130	17,764	4,480	888	224
Plumas	865	1,685	2,439	4,989	1,196	249	60
Riverside	18,432	35,968	55,120	109,520	27,047	5,476	1,352
Sacramento	10,720	20,919	31,817	63,456	15,612	3,173	781
San Benito	743	1,451	2,247	4,441	1,103	222	55
San Bernardino	21,436	41,832	62,919	126,187	30,873	6,309	1,544
San Diego	24,241	47,293	71,178	142,712	34,926	7,136	1,746
San Francisco	5,747	11,202	16,657	33,606	8,173	1,680	409
San Joaquin	5,820	11,361	17,467	34,648	8,570	1,732	429
San Luis Obispo	4,274	8,341	12,183	24,798	5,978	1,240	299
San Mateo	5,848	11,415	16,607	33,870	8,149	1,694	407
Santa Barbara	4,804	9,374	13,809	27,987	6,776	1,399	339
Santa Clara	13,406	26,162	38,792	78,360	19,035	3,918	952
Santa Cruz	2,317	4,522	6,428	13,267	3,154	663	158
Shasta	2,476	4,822	6,989	14,287	3,430	714	172
Sierra	411	803	1,204	2,418	591	121	30
Siskiyou	1,702	3,327	4,904	9,933	2,406	497	120
Solano	3,511	6,854	10,259	20,624	5,034	1,031	252
Sonoma	4,314	8,423	11,782	24,519	5,781	1,226	289
Stanislaus	4,302	8,394	12,316	25,012	6,044	1,251	302
Sutter	989	1,931	2,790	5,710	1,369	286	68
Tahoe RPA	490	956	1,379	2,825	676	141	34
Tehama	1,261	2,464	3,561	7,286	1,747	364	87
Trinity	895	1,749	2,580	5,224	1,266	261	63
Tulare	5,331	10,384	15,429	31,144	7,570	1,557	379
Tuolumne	987	1,929	2,818	5,734	1,383	287	69
Ventura	7,114	13,882	20,087	41,083	9,857	2,054	493
Yolo	2,073	4,047	5,942	12,062	2,915	603	146
Yuba	759	1,482	2,247	4,488	1,103	224	55
<b>Statewide</b>	<b>327,152</b>	<b>638,326</b>	<b>944,126</b>	<b>1,909,604</b>	<b>463,266</b>	<b>95,480</b>	<b>23,163</b>

<sup>1</sup>Includes PPM shares distributed in the Adopted 2022 STIP

# DRAFT

## 2024 FUND ESTIMATE AERONAUTICS ACCOUNT (\$ in thousands)

	2023-24	2024-25	2025-26	2026-27	2027-28	4-Year Total	5-Year Total
<b>RESOURCES</b>							
Beginning Balance	\$15,958						
Adjustment for Prior Commitments <sup>1</sup>	(11,360)						
<b>ADJUSTED BEGINNING BALANCE</b>	<b>\$4,598</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,598</b>
Aviation Gas Excise Tax <sup>2</sup>	\$2,116	\$2,053	\$1,941	\$1,819	\$1,676	\$7,489	\$9,605
Jet Fuel Excise Tax <sup>2</sup>	4,150	4,150	4,150	4,150	4,150	16,600	20,750
Interest (SMIF)	772	671	505	394	286	1,856	2,628
Federal Trust Funds	463	480	498	516	535	2,029	2,492
Sale of Documents	0	0	0	0	0	0	0
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)	(150)
Transfers from Local Airport Loan Account <sup>3</sup>	2,500	0	0	0	0	0	2,500
<b>TOTAL RESOURCES</b>	<b>\$14,569</b>	<b>\$7,324</b>	<b>\$7,064</b>	<b>\$6,849</b>	<b>\$6,617</b>	<b>\$27,855</b>	<b>\$42,424</b>
<b>STATE OPERATIONS</b>							
State Operations	(\$5,024)	(\$5,209)	(\$5,401)	(\$5,601)	(\$5,807)	(\$22,018)	(\$27,042)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)	(5)
Financial Information System for California (8880)	0	0	0	0	0	0	0
<b>TOTAL STATE OPERATIONS</b>	<b>(\$5,025)</b>	<b>(\$5,210)</b>	<b>(\$5,402)</b>	<b>(\$5,602)</b>	<b>(\$5,808)</b>	<b>(\$22,022)</b>	<b>(\$27,047)</b>
<b>LOCAL ASSISTANCE</b>							
Grants to Local Agencies (Annual Credit Program)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$5,960)	(\$7,450)
Airport Improvement Program (AIP) Match	0	0	0	0	0	0	0
Acquisition & Development (A&D)	0	0	0	0	0	0	0
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$5,960)</b>	<b>(\$7,450)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$8,054</b>	<b>\$624</b>	<b>\$172</b>	<b>(\$242)</b>	<b>(\$681)</b>	<b>(\$128)</b>	<b>\$7,927</b>
<b>TARGET CAPACITY</b>	<b>\$2,500</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$4,500</b>	<b>\$7,000</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 2023-24 through 2027-28 per Aeronautics Account Assumption #2.

<sup>3</sup> Subject to concurrence with the Department of Finance.