

**2026 STIP FUND ESTIMATE**  
**STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS**  
(\$ millions)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$994							\$994
Fuel Excise Taxes (Base)	\$2,192	\$2,205	\$2,223	\$2,234	\$2,243	\$2,257	\$11,161	\$13,354
Fuel Excise Taxes (Incremental)	2,133	2,155	2,172	2,190	2,208	2,236	10,961	13,094
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	388	372	368	369	369	369	1,847	2,235
Net Transfers - Others	(178)	(174)	(174)	(175)	(176)	(175)	(875)	(1,053)
Expenditures - Other Departmental	(764)	(728)	(750)	(752)	(748)	(754)	(3,732)	(4,496)
Total State Resources	\$4,765	\$3,830	\$3,839	\$3,866	\$3,896	\$3,932	\$19,363	\$24,128
Obligation Authority (OA)	\$5,194	\$5,287	\$5,382	\$5,479	\$5,577	\$5,677	\$27,403	\$32,596
August Redistribution	495	495	495	495	495	495	2,475	2,970
Other Federal Resources	(414)	(416)	(419)	(421)	(421)	(421)	(2,097)	(2,511)
Total Federal Resources	\$5,275	\$5,366	\$5,459	\$5,553	\$5,652	\$5,752	\$27,781	\$33,055
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$10,040</b>	<b>\$9,196</b>	<b>\$9,297</b>	<b>\$9,419</b>	<b>\$9,548</b>	<b>\$9,683</b>	<b>\$47,143</b>	<b>\$57,183</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$1,628)</b>	<b>(\$1,673)</b>	<b>(\$1,720)</b>	<b>(\$1,769)</b>	<b>(\$1,818)</b>	<b>(\$1,869)</b>	<b>(\$8,849)</b>	<b>(\$10,476)</b>
<b>MAINTENANCE</b>	<b>(\$1,454)</b>	<b>(\$1,500)</b>	<b>(\$1,549)</b>	<b>(\$1,598)</b>	<b>(\$1,649)</b>	<b>(\$1,702)</b>	<b>(\$7,999)</b>	<b>(\$9,453)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$215)	(\$214)	(\$213)	(\$214)	(\$211)	(\$208)	(\$1,061)	(\$1,276)
State & Federal LA	(2,121)	(2,171)	(2,215)	(2,258)	(2,292)	(2,330)	(11,266)	(13,387)
<b>TOTAL LA</b>	<b>(\$2,336)</b>	<b>(\$2,385)</b>	<b>(\$2,428)</b>	<b>(\$2,472)</b>	<b>(\$2,503)</b>	<b>(\$2,538)</b>	<b>(\$12,327)</b>	<b>(\$14,663)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$1,173)	(\$915)	(\$675)	(\$531)	(\$364)	(\$220)	(\$2,705)	(\$3,878)
SHOPP Minor	(104)	(107)	(111)	(115)	(120)	(124)	(578)	(682)
Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
<b>TOTAL SHOPP COS</b>	<b>(\$1,334)</b>	<b>(\$1,080)</b>	<b>(\$844)</b>	<b>(\$704)</b>	<b>(\$541)</b>	<b>(\$402)</b>	<b>(\$3,570)</b>	<b>(\$4,904)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$2,853)	(\$291)	(\$143)	(\$47)	(\$16)	\$0	(\$497)	(\$3,350)
Minor capital	(150)	(145)	(141)	(137)	(133)	(129)	(686)	(835)
R/W Project Delivery	(107)	(95)	(62)	(47)	(51)	(33)	(288)	(395)
Unprogrammed R/W	(33)	(27)	(19)	(9)	(6)	(2)	(63)	(96)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(\$3,143)</b>	<b>(\$558)</b>	<b>(\$365)</b>	<b>(\$240)</b>	<b>(\$206)</b>	<b>(\$164)</b>	<b>(\$1,534)</b>	<b>(\$4,677)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$9,895)</b>	<b>(\$7,197)</b>	<b>(\$6,906)</b>	<b>(\$6,783)</b>	<b>(\$6,718)</b>	<b>(\$6,675)</b>	<b>(\$34,278)</b>	<b>(\$44,173)</b>
<b>STIP LA</b>								
STIP Off-System	(\$146)	(\$104)	(\$67)	(\$38)	(\$23)	(\$12)	(\$244)	(\$389)
Oversight (Partnership)	(31)	(31)	(30)	(31)	(30)	(30)	(152)	(183)
<b>TOTAL STIP LA</b>	<b>(\$177)</b>	<b>(\$134)</b>	<b>(\$97)</b>	<b>(\$68)</b>	<b>(\$53)</b>	<b>(\$42)</b>	<b>(\$395)</b>	<b>(\$572)</b>
<b>STIP COS</b>	<b>(\$162)</b>	<b>(\$210)</b>	<b>(\$190)</b>	<b>(\$148)</b>	<b>(\$107)</b>	<b>(\$91)</b>	<b>(\$745)</b>	<b>(\$907)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$415)	(\$413)	(\$323)	(\$189)	(\$55)	\$0	(\$979)	(\$1,395)
R/W Project Delivery	(14)	(6)	(2)	(1)	(1)	(1)	(11)	(25)
Unprogrammed R/W	(5)	(3)	(3)	(2)	(2)	(2)	(12)	(17)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$434)</b>	<b>(\$422)</b>	<b>(\$328)</b>	<b>(\$192)</b>	<b>(\$58)</b>	<b>(\$3)</b>	<b>(\$1,002)</b>	<b>(\$1,437)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$773)</b>	<b>(\$766)</b>	<b>(\$615)</b>	<b>(\$408)</b>	<b>(\$218)</b>	<b>(\$136)</b>	<b>(\$2,143)</b>	<b>(\$2,916)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>(\$628)</b>	<b>\$1,233</b>	<b>\$1,776</b>	<b>\$2,228</b>	<b>\$2,612</b>	<b>\$2,873</b>	<b>\$10,722</b>	<b>\$10,094</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$3,300</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$13,500</b>	<b>\$16,800</b>
<b>STIP TARGET CAPACITY</b>	<b>\$525</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$460</b>	<b>\$450</b>	<b>\$2,410</b>	<b>\$2,935</b>

Notes:

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

# DRAFT

**2026 STIP FUND ESTIMATE**  
**ROAD MAINTENANCE & REHABILITATION ACCOUNT**  
(\$ millions)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$3,621							\$3,621
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,799	1,889	1,985	2,087	2,214	2,340	10,515	12,314
SMIF Interest	96	72	60	51	51	51	284	380
<b>TOTAL RESOURCES</b>	<b>\$5,916</b>	<b>\$2,361</b>	<b>\$2,445</b>	<b>\$2,538</b>	<b>\$2,664</b>	<b>\$2,791</b>	<b>\$12,799</b>	<b>\$18,715</b>
<b>COMMITMENTS</b>								
Program Development	(\$12)	(\$12)	(\$13)	(\$13)	(\$14)	(\$14)	(\$66)	(\$79)
Statewide Planning	(15)	(15)	(16)	(16)	(17)	(18)	(82)	(97)
Maintenance	(506)	(522)	(539)	(556)	(574)	(592)	(2,783)	(3,289)
Capital Outlay Support	(442)	(87)	(74)	(64)	(55)	(49)	(330)	(772)
Capital Outlay	(731)	(1,155)	(1,170)	(557)	(199)	(188)	(3,269)	(4,000)
<b>TOTAL COMMITMENTS</b>	<b>(\$1,706)</b>	<b>(\$1,792)</b>	<b>(\$1,811)</b>	<b>(\$1,207)</b>	<b>(\$859)</b>	<b>(\$861)</b>	<b>(\$6,530)</b>	<b>(\$8,237)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$4,209</b>	<b>\$569</b>	<b>\$634</b>	<b>\$1,330</b>	<b>\$1,806</b>	<b>\$1,930</b>	<b>\$6,269</b>	<b>\$10,478</b>
<b>RMRA TARGET CAPACITY</b>	<b>\$1,800</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,700</b>	<b>\$1,700</b>	<b>\$8,200</b>	<b>\$10,000</b>

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

# DRAFT

**2026 STIP FUND ESTIMATE**  
**PUBLIC TRANSPORTATION ACCOUNT**  
(\$ in thousands)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$2,107,611							\$2,107,611
Adjustment for STA Transfer Timing	(248,309)							(248,309)
TIRCP & SRA Set-Aside	(1,665,235)							(1,665,235)
Sales Tax on Diesel	\$1,116,583	\$1,134,679	\$1,183,388	\$1,223,952	\$1,247,675	\$1,271,398	\$6,061,092	\$7,177,675
SMIF Interest Earned	68,783	49,323	38,777	32,658	32,658	32,658	186,073	254,856
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 (TIF)	459,842	473,637	487,846	502,481	517,556	532,630	2,514,150	2,973,992
<b>TOTAL RESOURCES</b>	<b>\$1,864,352</b>	<b>\$1,682,715</b>	<b>\$1,735,087</b>	<b>\$1,784,167</b>	<b>\$1,822,965</b>	<b>\$1,861,762</b>	<b>\$8,886,696</b>	<b>\$10,751,047</b>
State Transit Assistance (STA)	(\$948,805)	(\$966,084)	(\$1,005,719)	(\$1,039,567)	(\$1,061,316)	(\$1,083,066)	(\$5,155,752)	(\$6,104,557)
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>\$905,547</b>	<b>\$706,631</b>	<b>\$719,368</b>	<b>\$734,600</b>	<b>\$751,648</b>	<b>\$768,696</b>	<b>\$3,680,943</b>	<b>\$4,586,490</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>								
Rail and Mass Transportation Support	(\$24,628)	(\$25,417)	(\$26,233)	(\$27,074)	(\$27,942)	(\$28,838)	(\$135,504)	(\$160,132)
Planning Staff and Support	(25,063)	(25,867)	(26,696)	(27,552)	(28,436)	(29,348)	(137,900)	(162,963)
California Transportation Commission	(4,915)	(5,073)	(5,235)	(5,403)	(5,576)	(5,755)	(27,043)	(31,958)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(11,324)	(11,687)	(12,062)	(12,449)	(12,848)	(13,260)	(62,306)	(73,630)
State Controller's Office	(19)	(20)	(20)	(21)	(22)	(22)	(105)	(124)
Secretary for Transportation Agency	(1,747)	(1,803)	(1,861)	(1,921)	(1,982)	(2,046)	(9,612)	(11,359)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$68,676)</b>	<b>(\$70,847)</b>	<b>(\$73,087)</b>	<b>(\$75,400)</b>	<b>(\$77,786)</b>	<b>(\$80,250)</b>	<b>(\$377,369)</b>	<b>(\$446,045)</b>
<b>INTERCITY RAIL</b>								
Intercity Rail and Bus Operations	(\$202,986)	(\$203,375)	(\$130,867)	(\$130,867)	(\$130,867)	(\$130,867)	(\$726,843)	(\$929,829)
Heavy Equipment Maintenance and Acquisition	(30,161)	(30,849)	(31,605)	(32,437)	(33,352)	(34,359)	(162,603)	(192,764)
Fleet Modernization	(1,800)	(53,994)	(54,924)	(53,094)	0	0	(162,012)	(163,812)
<b>TOTAL INTERCITY RAIL</b>	<b>(\$234,947)</b>	<b>(\$288,218)</b>	<b>(\$217,397)</b>	<b>(\$216,398)</b>	<b>(\$164,219)</b>	<b>(\$165,226)</b>	<b>(\$1,051,457)</b>	<b>(\$1,286,405)</b>
<b>LOCAL ASSISTANCE</b>								
Transit and Intercity Rail Capital Program (TIRCP)	(\$321,889)	(\$331,546)	(\$341,492)	(\$351,737)	(\$362,289)	(\$372,841)	(\$1,759,905)	(\$2,081,795)
State Rail Assistance Program (SRA)	(53,171)	(54,032)	(56,352)	(58,283)	(59,413)	(60,543)	(288,623)	(341,794)
Bay Area Ferry Operations/Waterborne	(3,481)	(3,516)	(3,551)	(3,586)	(3,622)	(3,659)	(17,934)	(21,415)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$378,541)</b>	<b>(\$389,094)</b>	<b>(\$401,395)</b>	<b>(\$413,607)</b>	<b>(\$425,325)</b>	<b>(\$437,042)</b>	<b>(\$2,066,463)</b>	<b>(\$2,445,004)</b>
<b>CAPITAL PROJECTS</b>								
STIP - Mass Transportation*	(\$5,050)	(\$6,511)	(\$13,499)	(\$2,782)	(\$1,624)	(\$1,672)	(\$26,089)	(\$31,139)
STIP - Rail*	(1,929)	(5,906)	(2,202)	(1,682)	(184)	(213)	(10,187)	(12,116)
<b>TOTAL CAPITAL PROJECTS</b>	<b>(\$6,979)</b>	<b>(\$12,417)</b>	<b>(\$15,702)</b>	<b>(\$4,464)</b>	<b>(\$1,808)</b>	<b>(\$1,885)</b>	<b>(\$36,275)</b>	<b>(\$43,255)</b>
<b>CASH AVAILABLE FOR PROGRAMMING</b>	<b>\$216,404</b>	<b>(\$53,944)</b>	<b>\$11,788</b>	<b>\$24,732</b>	<b>\$82,510</b>	<b>\$84,293</b>	<b>\$149,378</b>	<b>\$365,782</b>
<b>PTA STIP TARGET CAPACITY</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$80,000</b>	<b>\$60,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$300,000</b>	<b>\$360,000</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 (RTIPs).

The 2026 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that transit projects currently programmed or proposed for programming in the STIP must be eligible for State Highway Account (SHA) funds and federal funds.

The following tables display STIP county and interregional shares and targets for the 2026 STIP.

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

This table lists the net changes to program capacity from the 2026 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, 2025.

### **Table 2. Summary of Targets and Shares**

This table takes into account all county and interregional share balances through the June 2025 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2030-31. The calculation of this target is shown in Table 3.
- 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 4.

**Table 3. 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 2025 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2026 STIP Target Through 2030-31: This section calculates the total target. The total target is the formula distribution of new capacity available through 2030-31 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2026 STIP share through 2030-31. It is the formula distribution of program capacity available through 2030-31. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2023-24 and 2024-25 Lapses: This identifies the amount for projects lapsed in 2023-24 and 2024-25. These amounts are credited back in the 2026 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2028-29.
  - Net Share (Total Target): This is the 2026 STIP target through 2030-31. 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 2030-31) is insufficient to cover prior advances.

**Table 4. 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 2025 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2026 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 2023-24 & 2024-25 Lapses: This identifies the amount for projects lapsed in 2023-24 and 2024-25. These amounts are credited back in the 2026 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2028-29.
  - 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 5. 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 2028-29 through 2030-31 share period based upon the 2024 and 2026 Fund Estimates. These are the amounts against which the 5% is applied
- 5% PPM Limitation: These are the PPM limitations for the 2028-29 through 2030-31 share period.

# DRAFT 2026 STIP FUND ESTIMATE

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

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2026 FE PTA Target Capacity	\$60	\$60	\$80	\$60	\$50	\$50	\$300	\$360
<b>Total 2026 STIP FE PTA Capacity</b>	<b>\$60</b>	<b>\$60</b>	<b>\$80</b>	<b>\$60</b>	<b>\$50</b>	<b>\$50</b>	<b>\$300</b>	<b>\$360</b>
<b>2024 STIP Program <sup>1</sup></b>	<b>\$47</b>	<b>\$43</b>	<b>\$89</b>	<b>\$412</b>	<b>\$0</b>	<b>\$0</b>	<b>\$544</b>	<b>\$590</b>
Extensions	\$61	\$29	\$0	\$0	\$0	\$0	\$29	\$90
Advances	(\$10)	\$0	\$0	\$0	\$0	\$0	\$0	(\$10)
<b>Net PTA STIP Program</b>	<b>\$97</b>	<b>\$72</b>	<b>\$89</b>	<b>\$412</b>	<b>\$0</b>	<b>\$0</b>	<b>\$573</b>	<b>\$670</b>
<b>PTA Capacity for County Shares</b>	<b>(\$37)</b>	<b>(\$12)</b>	<b>(\$9)</b>	<b>(\$352)</b>	<b>\$50</b>	<b>\$50</b>	<b>(\$273)</b>	<b>(\$310)</b>
<b>Cumulative</b>	<b>(\$37)</b>	<b>(\$49)</b>	<b>(\$58)</b>	<b>(\$410)</b>	<b>(\$360)</b>	<b>(\$310)</b>		
<b>State Highway Account (SHA)</b>								
2026 FE SHA Target Capacity	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935
<b>Total 2026 STIP FE SHA Capacity</b>	<b>\$525</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$460</b>	<b>\$450</b>	<b>\$2,410</b>	<b>\$2,935</b>
<b>2024 STIP Program <sup>1</sup></b>	<b>\$527</b>	<b>\$427</b>	<b>\$491</b>	<b>\$105</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,023</b>	<b>\$1,550</b>
Extensions	\$134	\$54	\$0	\$0	\$0	\$0	\$54	\$188
Advances	(\$136)	(\$25)	\$0	\$0	\$0	\$0	(\$25)	(\$160)
<b>Net SHA STIP Program</b>	<b>\$526</b>	<b>\$456</b>	<b>\$491</b>	<b>\$105</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,052</b>	<b>\$1,578</b>
<b>SHA Capacity for County Shares</b>	<b>(\$1)</b>	<b>\$44</b>	<b>\$9</b>	<b>\$395</b>	<b>\$460</b>	<b>\$450</b>	<b>\$1,358</b>	<b>\$1,357</b>
<b>Cumulative</b>	<b>(\$1)</b>	<b>\$43</b>	<b>\$52</b>	<b>\$447</b>	<b>\$907</b>	<b>\$1,357</b>		
<b>Total Capacity</b>	<b>(\$38)</b>	<b>\$32</b>	<b>\$0</b>	<b>\$43</b>	<b>\$510</b>	<b>\$500</b>	<b>\$1,085</b>	<b>\$1,047</b>

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2024 STIP as of June 13, 2025 (draft 2025 Orange Book)

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

County	2026 STIP Programming	
	Total Target	Maximum
	Share through 2030-31	Estimated Share through 2031-32
Alameda	14,047	28,584
Alpine	0	0
Amador	2,604	3,550
Butte	3,603	6,224
Calaveras	1,726	2,831
Colusa	3,711	4,453
Contra Costa	15,529	25,470
Del Norte	0	0
El Dorado LTC	0	0
Fresno	16,661	27,326
Glenn	1,302	2,078
Humboldt	3,054	5,814
Imperial	31,743	36,794
Inyo	6,845	10,815
Kern	29,169	43,723
Kings	0	991
Lake	7,459	8,677
Lassen	4,689	6,447
Los Angeles	150,550	234,119
Madera	4,901	6,802
Marin	0	0
Mariposa	3,305	4,020
Mendocino	0	982
Merced	5,512	9,041
Modoc	3,586	4,531
Mono	5,452	8,419
Monterey	20,320	25,279
Napa	0	0
Nevada	3,239	4,760
Orange	29,842	56,488
Placer TPA	1,563	5,412
Plumas	0	1,025
Riverside	37,345	61,251
Sacramento	53,046	66,834
San Benito	0	0
San Bernardino	42,593	69,858
San Diego	0	0
San Francisco	11,275	18,492
San Joaquin	11,826	19,396
San Luis Obispo	9,591	14,882
San Mateo	62,723	79,338
Santa Barbara	10,134	16,128
Santa Clara	41,250	48,642
Santa Cruz	4,352	7,138
Shasta	9,784	12,814
Sierra	2,674	3,197
Siskiyou	3,353	5,481
Solano	0	738
Sonoma	8,011	13,118
Stanislaus	9,902	15,240
Sutter	4,090	5,299
Tahoe RPA	2,069	2,725
Tehama	8,114	9,658
Trinity	7,188	8,306
Tulare	1,216	7,914
Tuolumne	4,636	5,858
Ventura	115,458	124,172
Yolo	3,152	5,727
Yuba	16,705	17,679
Statewide Regional	850,899	1,214,541
Interregional	196,089	332,447
<b>TOTAL</b>	<b>1,046,988</b>	<b>1,546,988</b>

	New Capacity
Statewide SHA Capacity	1,357,246
Statewide PTA Capacity	(310,258)
<b>Total STIP Capacity</b>	<b>1,046,988</b>



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

County	Net Carryover		2026 STIP Share through 2030-31			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	Net Share (Total Target)	Net Advance
Alameda	0	(8,664)	22,711	0	14,047	0
Alpine	0	(1,511)	652	0	0	(859)
Amador	1,052	0	1,476	76	2,604	0
Butte	0	(492)	4,095	0	3,603	0
Calaveras	0	0	1,726	0	1,726	0
Colusa	2,553	0	1,158	0	3,711	0
Contra Costa	0	0	15,529	0	15,529	0
Del Norte	0	(3,682)	1,060	0	0	(2,622)
El Dorado LTC	0	(20,591)	3,023	0	0	(17,568)
Fresno	0	0	16,661	0	16,661	0
Glenn	90	0	1,212	0	1,302	0
Humboldt	0	(1,258)	4,312	0	3,054	0
Imperial	23,853	0	7,890	0	31,743	0
Inyo	643	0	6,202	0	6,845	0
Kern	6,434	0	22,735	0	29,169	0
Kings	0	(4,129)	3,122	0	0	(1,007)
Lake	5,558	0	1,901	0	7,459	0
Lassen	1,942	0	2,747	0	4,689	0
Los Angeles	0	0	130,550	20,000	150,550	0
Madera	1,931	0	2,970	0	4,901	0
Marin	0	(11,562)	3,990	0	0	(7,572)
Mariposa	2,188	0	1,117	0	3,305	0
Mendocino	0	(5,776)	4,120	0	0	(1,656)
Merced	0	0	5,512	0	5,512	0
Modoc	2,109	0	1,477	0	3,586	0
Mono	817	0	4,635	0	5,452	0
Monterey	0	(2,136)	7,747	14,709	20,320	0
Napa	0	(6,682)	2,595	0	0	(4,087)
Nevada	863	0	2,376	0	3,239	0
Orange	0	(11,786)	41,628	0	29,842	0
Placer TPA	0	(4,449)	6,012	0	1,563	0
Plumas	0	(1,686)	1,653	0	0	(33)
Riverside	0	0	37,345	0	37,345	0
Sacramento	31,371	0	21,538	137	53,046	0
San Benito	0	(11,338)	1,504	0	0	(9,834)
San Bernardino	0	0	42,593	0	42,593	0
San Diego	0	(179,915)	48,148	5,700	0	(126,067)
San Francisco	0	0	11,275	0	11,275	0
San Joaquin	0	0	11,826	0	11,826	0
San Luis Obispo	1,324	0	8,267	0	9,591	0
San Mateo	31,290	0	25,956	5,477	62,723	0
Santa Barbara	770	0	9,364	0	10,134	0
Santa Clara	0	0	11,548	29,702	41,250	0
Santa Cruz	0	0	4,352	0	4,352	0
Shasta	5,049	0	4,735	0	9,784	0
Sierra	1,858	0	816	0	2,674	0
Siskiyou	30	0	3,323	0	3,353	0
Solano	0	(10,654)	6,946	0	0	(3,708)
Sonoma	34	0	7,977	0	8,011	0
Stanislaus	1,563	0	8,339	0	9,902	0
Sutter	2,200	0	1,890	0	4,090	0
Tahoe RPA	1,044	0	1,025	0	2,069	0
Tehama	5,701	0	2,413	0	8,114	0
Trinity	2,740	0	1,748	2,700	7,188	0
Tulare	0	(9,247)	10,463	0	1,216	0
Tuolumne	2,726	0	1,910	0	4,636	0
Ventura	101,847	0	13,611	0	115,458	0
Yolo	0	(3,528)	4,024	2,656	3,152	0
Yuba	15,183	0	1,522	0	16,705	0
Statewide Regional	254,763	(299,086)	639,052	81,157	850,899	(175,013)
Interregional	0	(78,966)	213,018	62,037	196,089	0
TOTAL	254,763	(378,052)	852,070	143,194	1,046,988	(175,013)
Statewide SHA Capacity					1,357,246	
Statewide PTA Capacity					(310,258)	
Total					1,046,988	

**Table 4 - Calculation of Targets and Shares - Maximum**  
(\$ in thousands)

County	Net Carryover		2026 STIP Estimated Share through 2031-32			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	Net Share (Maximum)	Net Advance
Alameda	0	(8,664)	37,248	0	28,584	0
Alpine	0	(1,511)	1,070	0	0	(441)
Amador	1,052	0	2,422	76	3,550	0
Butte	0	(492)	6,716	0	6,224	0
Calaveras	0	0	2,831	0	2,831	0
Colusa	2,553	0	1,900	0	4,453	0
Contra Costa	0	0	25,470	0	25,470	0
Del Norte	0	(3,682)	1,738	0	0	(1,944)
El Dorado LTC	0	(20,591)	4,959	0	0	(15,632)
Fresno	0	0	27,326	0	27,326	0
Glenn	90	0	1,988	0	2,078	0
Humboldt	0	(1,258)	7,072	0	5,814	0
Imperial	23,853	0	12,941	0	36,794	0
Inyo	643	0	10,172	0	10,815	0
Kern	6,434	0	37,289	0	43,723	0
Kings	0	(4,129)	5,120	0	991	0
Lake	5,558	0	3,119	0	8,677	0
Lassen	1,942	0	4,505	0	6,447	0
Los Angeles	0	0	214,119	20,000	234,119	0
Madera	1,931	0	4,871	0	6,802	0
Marin	0	(11,562)	6,543	0	0	(5,019)
Mariposa	2,188	0	1,832	0	4,020	0
Mendocino	0	(5,776)	6,758	0	982	0
Merced	0	0	9,041	0	9,041	0
Modoc	2,109	0	2,422	0	4,531	0
Mono	817	0	7,602	0	8,419	0
Monterey	0	(2,136)	12,706	14,709	25,279	0
Napa	0	(6,682)	4,257	0	0	(2,425)
Nevada	863	0	3,897	0	4,760	0
Orange	0	(11,786)	68,274	0	56,488	0
Placer TPA	0	(4,449)	9,861	0	5,412	0
Plumas	0	(1,686)	2,711	0	1,025	0
Riverside	0	0	61,251	0	61,251	0
Sacramento	31,371	0	35,326	137	66,834	0
San Benito	0	(11,338)	2,466	0	0	(8,872)
San Bernardino	0	0	69,858	0	69,858	0
San Diego	0	(179,915)	78,969	5,700	0	(95,246)
San Francisco	0	0	18,492	0	18,492	0
San Joaquin	0	0	19,396	0	19,396	0
San Luis Obispo	1,324	0	13,558	0	14,882	0
San Mateo	31,290	0	42,571	5,477	79,338	0
Santa Barbara	770	0	15,358	0	16,128	0
Santa Clara	0	0	18,940	29,702	48,642	0
Santa Cruz	0	0	7,138	0	7,138	0
Shasta	5,049	0	7,765	0	12,814	0
Sierra	1,858	0	1,339	0	3,197	0
Siskiyou	30	0	5,451	0	5,481	0
Solano	0	(10,654)	11,392	0	738	0
Sonoma	34	0	13,084	0	13,118	0
Stanislaus	1,563	0	13,677	0	15,240	0
Sutter	2,200	0	3,099	0	5,299	0
Tahoe RPA	1,044	0	1,681	0	2,725	0
Tehama	5,701	0	3,957	0	9,658	0
Trinity	2,740	0	2,866	2,700	8,306	0
Tulare	0	(9,247)	17,161	0	7,914	0
Tuolumne	2,726	0	3,132	0	5,858	0
Ventura	101,847	0	22,325	0	124,172	0
Yolo	0	(3,528)	6,599	2,656	5,727	0
Yuba	15,183	0	2,496	0	17,679	0
Statewide Regional	254,763	(299,086)	1,048,127	81,157	1,214,541	(129,579)
Interregional	0	(78,966)	349,376	62,037	332,447	0
TOTAL	254,763	(378,052)	1,397,503	143,194	1,546,988	(129,579)
Statewide SHA Capacity					1,807,246	
Statewide PTA Capacity					(260,258)	
Total					1,546,988	

# DRAFT 2026 STIP FUND ESTIMATE

**Table 5 - Planning, Programming, and Monitoring (PPM) Limitations**

(\$ in thousands)

County	2024 STIP FY 2028-29	2026 STIP 2028-29 through 2030-31	Total 2028-29 through 2030-31	5% PPM Limitation 2028-29 through 2030-31
Alameda	14,859	22,711	37,570	1,879
Alpine	426	652	1,078	54
Amador	965	1,476	2,441	122
Butte	2,679	4,095	6,774	339
Calaveras	1,129	1,726	2,855	143
Colusa	757	1,158	1,915	96
Contra Costa	10,161	15,529	25,690	1,285
Del Norte	693	1,060	1,753	88
El Dorado LTC	1,976	3,023	4,999	250
Fresno	10,899	16,661	27,560	1,378
Glenn	792	1,212	2,004	100
Humboldt	2,819	4,312	7,131	357
Imperial	5,147	7,890	13,037	652
Inyo	4,042	6,202	10,244	512
Kern	14,844	22,735	37,579	1,879
Kings	2,042	3,122	5,164	258
Lake	1,243	1,901	3,144	157
Lassen	1,795	2,747	4,542	227
Los Angeles	85,396	130,550	215,946	10,797
Madera	1,943	2,970	4,913	246
Marin	2,610	3,990	6,600	330
Mariposa	730	1,117	1,847	92
Mendocino	2,693	4,120	6,813	341
Merced	3,605	5,512	9,117	456
Modoc	965	1,477	2,442	122
Mono	3,021	4,635	7,656	383
Monterey	5,067	7,747	12,814	641
Napa	1,697	2,595	4,292	215
Nevada	1,554	2,376	3,930	197
Orange	27,403	41,628	69,031	3,452
Placer TPA	4,043	6,012	10,055	503
Plumas	1,080	1,653	2,733	137
Riverside	24,414	37,345	61,759	3,088
Sacramento	14,093	21,538	35,631	1,782
San Benito	996	1,504	2,500	125
San Bernardino	27,868	42,593	70,461	3,523
San Diego	31,526	48,148	79,674	3,984
San Francisco	7,378	11,275	18,653	933
San Joaquin	7,736	11,826	19,562	978
San Luis Obispo	5,396	8,267	13,663	683
San Mateo	7,356	25,956	33,312	1,666
Santa Barbara	6,116	9,364	15,480	774
Santa Clara	17,182	11,548	28,730	1,437
Santa Cruz	2,847	4,352	7,199	360
Shasta	3,096	4,735	7,831	392
Sierra	534	816	1,350	68
Siskiyou	2,172	3,323	5,495	275
Solano	4,544	6,946	11,490	575
Sonoma	5,218	7,977	13,195	660
Stanislaus	5,456	8,339	13,795	690
Sutter	1,236	1,890	3,126	156
Tahoe RPA	611	1,025	1,636	82
Tehama	1,577	2,413	3,990	200
Trinity	1,142	1,748	2,890	145
Tulare	6,833	10,463	17,296	865
Tuolumne	1,249	1,910	3,159	158
Ventura	8,897	13,611	22,508	1,125
Yolo	2,632	4,024	6,656	333
Yuba	995	1,522	2,517	126
<b>Statewide</b>	<b>418,175</b>	<b>639,052</b>	<b>1,057,227</b>	<b>52,861</b>

Note: Limitation amounts include amounts already programmed.

# DRAFT

## 2026 FUND ESTIMATE AERONAUTICS ACCOUNT (\$ in thousands)

	2025-26	2026-27	2027-28	2028-29	2029-30	4-Year Total	5-Year Total
<b>RESOURCES</b>							
Beginning Balance	\$18,953						
Adjustment for Prior Commitments <sup>1</sup>	(10,687)						
<b>ADJUSTED BEGINNING BALANCE<sup>1</sup></b>	<b>\$8,267</b>						<b>\$8,267</b>
Aviation Gas Excise Tax <sup>2</sup>	\$1,880	\$1,729	\$1,567	\$1,395	\$1,229	\$5,920	\$7,800
Jet Fuel Excise Tax <sup>2</sup>	4,150	4,150	4,150	4,150	4,150	16,600	20,750
Interest (SMIF)	602	404	277	195	142	1,019	1,621
Federal Trust Funds	468	483	498	514	531	2,027	2,495
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)	(150)
<b>TOTAL RESOURCES</b>	<b>\$15,337</b>	<b>\$6,736</b>	<b>\$6,462</b>	<b>\$6,225</b>	<b>\$6,022</b>	<b>\$25,446</b>	<b>\$40,782</b>
<b>COMMITMENTS</b>							
<b>STATE OPERATIONS</b>							
State Operations	(\$4,224)	(\$4,356)	(\$4,493)	(\$4,634)	(\$4,780)	(\$18,264)	(\$22,488)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)	(5)
Statewide General Administrative Expenditures (Pro Rata)	(256)	(264)	(273)	(281)	(290)	(1,108)	(1,364)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$4,481)</b>	<b>(\$4,622)</b>	<b>(\$4,767)</b>	<b>(\$4,917)</b>	<b>(\$5,071)</b>	<b>(\$19,376)</b>	<b>(\$23,857)</b>
<b>LOCAL ASSISTANCE</b>							
Grants to Local Agencies (Annual Credit Program)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$6,000)	(\$7,500)
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>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$6,000)</b>	<b>(\$7,500)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$9,356</b>	<b>\$615</b>	<b>\$196</b>	<b>(\$192)</b>	<b>(\$549)</b>	<b>\$69</b>	<b>\$9,425</b>
<b>TARGET CAPACITY</b>	<b>\$1,500</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>	<b>\$9,500</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.