

Tab 19 - Yellow Meeting Handout - Attachment Only
(Executive Summary only)

Executive Summary

On August 14, 2025, the California Transportation Commission adopted the 2026 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 2026 STIP FE period covers state fiscal years 2026-27 through 2030-31, with 2025-26 included as the base year.

The 2026 STIP FE incorporates Governor Newsom's Executive Order N-79-20 which requires that all new cars and passenger trucks sold are zero-emission vehicles (ZEV) by 2035. The Order also requires the same emissions status for medium and heavy-duty vehicles by 2045. ZEVs include battery-electric vehicles, hydrogen fuel cell vehicles and plug-in hybrid electric vehicles. This transition from smog-producing vehicles to ZEVs will dramatically reduce demand for gasoline and diesel fuels, which will negatively impact transportation revenues. Excise taxes collected from the consumption of vehicle fuel is the largest state revenue source for transportation.

STIP Capacity

STIP projects add new development to the state's transportation infrastructure. The 2026 STIP FE includes a total estimate of \$2.7 billion in program target 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 \$2.7 billion in total estimated program capacity over the 2026 STIP FE, new STIP capacity currently available for programming is approximately \$1.1 billion over the FE period.

2026 STIP FE STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE Target Capacity	\$585	\$560	\$580	\$560	\$510	\$500	\$2,710	\$3,295
2024 STIP Program	718	528	580	517	0	0	1,625	2,343
New STIP Program Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
Cumulative Difference	(\$133)	(\$101)	(\$102)	(\$58)	\$452	\$952		
Estimated Capital Allocation Capacity	\$470	\$450	\$460	\$450	\$410	\$400		

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

- STIP capacity over the 2026 five-year FE period is five percent lower compared to the 2024 five-year FE period. STIP capacity in the future will depend primarily on the inflationary component of the incremental excise tax revenues outpacing the reduction in gasoline consumption, and the diesel sales tax revenues remaining stable.

SHOPP Capacity

SHOPP projects are funded with federal and state resources and consist of major rehabilitation work on the State Highway System. The 2026 STIP FE forecasts SHOPP capacity of \$21.7 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 \$21.7 billion in total estimated program capacity over the 2026 STIP FE, new SHOPP capacity currently available for programming is approximately \$11.1 billion over the FE period.

2026 STIP FE SHOPP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE SHOPP Target Capacity	\$5,100	\$4,300	\$4,300	\$4,300	\$4,400	\$4,400	\$21,700	\$26,800
2024 SHOPP Program	5,240	5,240	5,340	0	0	0	10,580	15,820
New SHOPP Program Capacity	(\$140)	(\$940)	(\$1,040)	\$4,300	\$4,400	\$4,400	\$11,120	\$10,980
Cumulative Difference	(\$140)	(\$1,080)	(\$2,120)	\$2,180	\$6,580	\$10,980		
Estimated Capital Allocation Capacity	\$3,800	\$3,200	\$3,200	\$3,200	\$3,300	\$3,300		

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

- SHOPP capacity over the 2026 five-year FE period is 16 percent lower compared to the 2024 five-year FE period, due to additional commitments associated with unprogrammed costs, including increased frequency of emergency projects and increased costs for projects.

PROPOSED

ESTIMATED CAPACITY BY PROGRAM

Fund Estimate Five-Year Period

2026 STIP FE STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE Target Capacity	\$585	\$560	\$580	\$560	\$510	\$500	\$2,710	\$3,295
2024 STIP Program	718	528	580	517	0	0	1,625	2,343
New STIP Program Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
Cumulative Difference	(\$133)	(\$101)	(\$102)	(\$58)	\$452	\$952		
Estimated Capital Allocation Capacity	\$470	\$450	\$460	\$450	\$410	\$400		

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

2026 STIP FE SHOPP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE SHOPP Target Capacity	\$5,100	\$4,300	\$4,300	\$4,300	\$4,400	\$4,400	\$21,700	\$26,800
2024 SHOPP Program	5,240	5,240	5,340	0	0	0	10,580	15,820
New SHOPP Program Capacity	(\$140)	(\$940)	(\$1,040)	\$4,300	\$4,400	\$4,400	\$11,120	\$10,980
Cumulative Difference	(\$140)	(\$1,080)	(\$2,120)	\$2,180	\$6,580	\$10,980		
Estimated Capital Allocation Capacity	\$3,800	\$3,200	\$3,200	\$3,200	\$3,300	\$3,300		

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

PROPOSED

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
RESOURCES								
Beginning Balance	\$1,053							\$1,053
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	408	400	390	380	370	370	1,908	2,316
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	\$4,844	\$3,857	\$3,860	\$3,877	\$3,897	\$3,933	\$19,425	\$24,269
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
TOTAL STATE & FED RESOURCES	\$10,119	\$9,223	\$9,319	\$9,430	\$9,549	\$9,684	\$47,205	\$57,324
COMMITMENTS								
STATE OPERATIONS	(\$1,681)	(\$1,729)	(\$1,777)	(\$1,827)	(\$1,878)	(\$1,930)	(\$9,141)	(\$10,823)
MAINTENANCE	(\$1,471)	(\$1,518)	(\$1,566)	(\$1,617)	(\$1,669)	(\$1,722)	(\$8,092)	(\$9,562)
LOCAL ASSISTANCE (LA)								
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)
TOTAL LA	(\$2,336)	(\$2,385)	(\$2,428)	(\$2,472)	(\$2,503)	(\$2,538)	(\$12,327)	(\$14,663)
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
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)
TOTAL SHOPP COS	(\$1,334)	(\$1,080)	(\$844)	(\$704)	(\$541)	(\$402)	(\$3,570)	(\$4,904)
SHOPP CAPITAL OUTLAY								
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)
TOTAL SHOPP CAPITAL OUTLAY	(\$3,143)	(\$558)	(\$365)	(\$240)	(\$206)	(\$164)	(\$1,534)	(\$4,677)
TOTAL NON-STIP COMMITMENTS	(\$9,965)	(\$7,270)	(\$6,981)	(\$6,860)	(\$6,797)	(\$6,756)	(\$34,664)	(\$44,629)
STIP LA								
STIP Off-System	(\$146)	(\$104)	(\$67)	(\$38)	(\$23)	(\$12)	(\$244)	(\$389)
Oversight (Partnership)	(31)	(31)	(30)	(31)	(30)	(30)	(152)	(183)
TOTAL STIP LA	(\$177)	(\$134)	(\$97)	(\$68)	(\$53)	(\$42)	(\$395)	(\$572)
STIP COS	(\$162)	(\$210)	(\$190)	(\$148)	(\$107)	(\$91)	(\$745)	(\$907)
STIP CAPITAL OUTLAY								
STIP On-System	(\$401)	(\$408)	(\$322)	(\$198)	(\$66)	\$0	(\$994)	(\$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)
TOTAL STIP CAPITAL OUTLAY	(\$420)	(\$417)	(\$327)	(\$201)	(\$69)	(\$3)	(\$1,017)	(\$1,437)
TOTAL STIP COMMITMENTS	(\$758)	(\$761)	(\$614)	(\$417)	(\$229)	(\$136)	(\$2,158)	(\$2,916)
TOTAL RESOURCES AVAILABLE	(\$605)	\$1,192	\$1,724	\$2,153	\$2,523	\$2,792	\$10,384	\$9,779
SHOPP TARGET CAPACITY	\$3,300	\$2,700	\$2,700	\$2,700	\$2,700	\$2,700	\$13,500	\$16,800
STIP TARGET CAPACITY	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935

Notes:

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

PROPOSED

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
RESOURCES								
Beginning Balance	\$3,558							\$3,558
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	125	102	90	74	58	45	369	493
TOTAL RESOURCES	\$5,882	\$2,391	\$2,475	\$2,561	\$2,671	\$2,785	\$12,884	\$18,766
COMMITMENTS								
Program Development	(\$12)	(\$12)	(\$13)	(\$13)	(\$14)	(\$14)	(\$66)	(\$79)
Statewide Planning	(16)	(16)	(17)	(18)	(18)	(19)	(88)	(104)
Maintenance	(506)	(522)	(539)	(556)	(574)	(592)	(2,783)	(3,289)
Capital Outlay Support	(453)	(87)	(74)	(64)	(55)	(49)	(330)	(782)
Capital Outlay	(731)	(1,155)	(1,170)	(557)	(199)	(188)	(3,269)	(4,000)
TOTAL COMMITMENTS	(\$1,718)	(\$1,793)	(\$1,812)	(\$1,208)	(\$860)	(\$862)	(\$6,535)	(\$8,253)
TOTAL RESOURCES AVAILABLE	\$4,164	\$599	\$663	\$1,353	\$1,811	\$1,923	\$6,348	\$10,512
RMRA TARGET CAPACITY	\$1,800	\$1,600	\$1,600	\$1,600	\$1,700	\$1,700	\$8,200	\$10,000

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

PROPOSED

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
RESOURCES								
Beginning Balance	\$1,987,675							\$1,987,675
Adjustment for STA Transfer Timing	(223,948)							(223,948)
TIRCP & SRA Set-Aside	(1,636,917)							(1,636,917)
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	64,965	56,918	49,479	40,429	30,475	22,971	200,272	265,238
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
TOTAL RESOURCES	\$1,793,277	\$1,690,310	\$1,745,790	\$1,791,939	\$1,820,781	\$1,852,075	\$8,900,895	\$10,694,172
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)
SUBTOTAL AVAILABLE RESOURCES	\$834,472	\$714,226	\$730,071	\$742,372	\$749,465	\$759,009	\$3,695,143	\$4,529,615
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	(\$26,200)	(\$27,040)	(\$27,907)	(\$28,802)	(\$29,726)	(\$30,679)	(\$144,153)	(\$170,353)
Planning Staff and Support	(26,561)	(27,413)	(28,292)	(29,199)	(30,136)	(31,102)	(146,142)	(172,703)
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)
TOTAL STATE OPERATIONS	(\$71,746)	(\$74,015)	(\$76,357)	(\$78,775)	(\$81,270)	(\$83,844)	(\$394,261)	(\$466,007)
INTERCITY RAIL								
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)	(900)	(54,924)	(53,094)	0	0	(108,918)	(110,718)
TOTAL INTERCITY RAIL	(\$234,947)	(\$235,124)	(\$217,397)	(\$216,398)	(\$164,219)	(\$165,226)	(\$998,364)	(\$1,233,311)
LOCAL ASSISTANCE								
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)
TOTAL LOCAL ASSISTANCE	(\$378,541)	(\$389,094)	(\$401,395)	(\$413,607)	(\$425,325)	(\$437,042)	(\$2,066,463)	(\$2,445,004)
CAPITAL PROJECTS								
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)
TOTAL CAPITAL PROJECTS	(\$6,979)	(\$12,417)	(\$15,702)	(\$4,464)	(\$1,808)	(\$1,885)	(\$36,275)	(\$43,255)
CASH AVAILABLE FOR PROGRAMMING	\$142,259	\$3,576	\$19,220	\$29,128	\$76,844	\$71,011	\$199,780	\$342,038
PTA STIP TARGET CAPACITY	\$60,000	\$60,000	\$80,000	\$60,000	\$50,000	\$50,000	\$300,000	\$360,000

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.

2026 STIP FUND ESTIMATE

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

	Public Transportation Account						5-Year	6-Year
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
Public Transportation Account (PTA)								
2026 FE PTA Target Capacity	\$60	\$60	\$80	\$60	\$50	\$50	\$300	\$360
Total 2026 STIP FE PTA Capacity	\$60	\$60	\$80	\$60	\$50	\$50	\$300	\$360
2024 STIP Program ¹	\$47	\$43	\$89	\$412	\$0	\$0	\$544	\$590
Extensions	\$61	\$29	\$0	\$0	\$0	\$0	\$29	\$90
Advances	(\$10)	\$0	\$0	\$0	\$0	\$0	\$0	(\$10)
Net PTA STIP Program	\$97	\$72	\$89	\$412	\$0	\$0	\$573	\$670
PTA Capacity for County Shares	(\$37)	(\$12)	(\$9)	(\$352)	\$50	\$50	(\$273)	(\$310)
Cumulative	(\$37)	(\$49)	(\$58)	(\$410)	(\$360)	(\$310)		

	State Highway Account						5-Year	6-Year
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
State Highway Account (SHA)								
2026 FE SHA Target Capacity	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935
Total 2026 STIP FE SHA Capacity	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935
2024 STIP Program ¹	\$527	\$427	\$491	\$105	\$0	\$0	\$1,023	\$1,550
Extensions	\$134	\$54	\$0	\$0	\$0	\$0	\$54	\$188
Advances	(\$40)	(\$25)	\$0	\$0	\$0	\$0	(\$25)	(\$65)
Net SHA STIP Program	\$621	\$456	\$491	\$105	\$0	\$0	\$1,052	\$1,673
SHA Capacity for County Shares	(\$96)	\$44	\$9	\$395	\$460	\$450	\$1,358	\$1,262
Cumulative	(\$96)	(\$52)	(\$44)	\$352	\$812	\$1,262		

Total Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
-----------------------	----------------	-------------	------------	-------------	--------------	--------------	----------------	--------------

Notes:

General note: Numbers may not add due to rounding.

¹ 2024 STIP as of June 30, 2025 (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	11,252	25,844
Alpine	0	0
Amador	2,423	3,372
Butte	3,099	5,730
Calaveras	1,514	2,623
Colusa	3,569	4,313
Contra Costa	13,618	23,596
Del Norte	0	0
El Dorado LTC	0	0
Fresno	14,611	25,316
Glenn	1,153	1,932
Humboldt	2,523	5,293
Imperial	30,772	35,842
Inyo	6,082	10,067
Kern	26,371	40,980
Kings	0	614
Lake	7,226	8,447
Lassen	4,351	6,116
Los Angeles	134,483	218,369
Madera	4,535	6,444
Marin	0	0
Mariposa	3,168	3,885
Mendocino	0	485
Merced	4,834	8,376
Modoc	3,404	4,353
Mono	4,882	7,860
Monterey	19,367	24,345
Napa	0	0
Nevada	2,946	4,473
Orange	24,718	51,467
Placer TPA	824	4,687
Plumas	0	826
Riverside	32,749	56,746
Sacramento	50,396	64,236
San Benito	0	0
San Bernardino	37,351	64,719
San Diego	0	0
San Francisco	9,887	17,132
San Joaquin	10,370	17,969
San Luis Obispo	8,573	13,885
San Mateo	46,627	53,851
Santa Barbara	8,981	14,998
Santa Clara	52,730	69,604
Santa Cruz	3,817	6,613
Shasta	9,201	12,243
Sierra	2,574	3,099
Siskiyou	2,944	5,080
Solano	0	0
Sonoma	7,030	12,156
Stanislaus	8,876	14,234
Sutter	3,857	5,071
Tahoe RPA	1,943	2,601
Tehama	7,817	9,367
Trinity	6,972	8,095
Tulare	0	6,652
Tuolumne	4,401	5,628
Ventura	113,783	122,529
Yolo	2,656	5,242
Yuba	16,518	17,496
Statewide Regional	781,778	1,144,902
Interregional	169,872	306,748
TOTAL	951,650	1,451,650

	New Capacity
Statewide SHA Capacity	1,261,908
Statewide PTA Capacity	(310,258)
Total STIP Capacity	951,650

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)	19,916	0	11,252	0
Alpine	0	(1,511)	572	0	0	(939)
Amador	1,052	0	1,295	76	2,423	0
Butte	0	(492)	3,591	0	3,099	0
Calaveras	0	0	1,514	0	1,514	0
Colusa	2,553	0	1,016	0	3,569	0
Contra Costa	0	0	13,618	0	13,618	0
Del Norte	0	(3,682)	929	0	0	(2,753)
El Dorado LTC	0	(20,591)	2,651	0	0	(17,940)
Fresno	0	0	14,611	0	14,611	0
Glenn	90	0	1,063	0	1,153	0
Humboldt	0	(1,258)	3,781	0	2,523	0
Imperial	23,853	0	6,919	0	30,772	0
Inyo	643	0	5,439	0	6,082	0
Kern	6,434	0	19,937	0	26,371	0
Kings	0	(4,129)	2,737	0	0	(1,392)
Lake	5,558	0	1,668	0	7,226	0
Lassen	1,942	0	2,409	0	4,351	0
Los Angeles	0	0	114,483	20,000	134,483	0
Madera	1,931	0	2,604	0	4,535	0
Marin	0	(11,562)	3,499	0	0	(8,063)
Mariposa	2,188	0	980	0	3,168	0
Mendocino	0	(5,776)	3,613	0	0	(2,163)
Merced	0	0	4,834	0	4,834	0
Modoc	2,109	0	1,295	0	3,404	0
Mono	817	0	4,065	0	4,882	0
Monterey	0	(2,136)	6,794	14,709	19,367	0
Napa	0	(6,682)	2,276	0	0	(4,406)
Nevada	863	0	2,083	0	2,946	0
Orange	0	(11,786)	36,504	0	24,718	0
Placer TPA	0	(4,449)	5,273	0	824	0
Plumas	0	(1,686)	1,449	0	0	(237)
Riverside	0	0	32,749	0	32,749	0
Sacramento	31,371	0	18,888	137	50,396	0
San Benito	0	(11,338)	1,319	0	0	(10,019)
San Bernardino	0	0	37,351	0	37,351	0
San Diego	0	(179,915)	42,222	5,700	0	(131,993)
San Francisco	0	0	9,887	0	9,887	0
San Joaquin	0	0	10,370	0	10,370	0
San Luis Obispo	1,324	0	7,249	0	8,573	0
San Mateo	31,290	0	9,860	5,477	46,627	0
Santa Barbara	770	0	8,211	0	8,981	0
Santa Clara	0	0	23,028	29,702	52,730	0
Santa Cruz	0	0	3,817	0	3,817	0
Shasta	5,049	0	4,152	0	9,201	0
Sierra	1,858	0	716	0	2,574	0
Siskiyou	30	0	2,914	0	2,944	0
Solano	0	(10,654)	6,091	0	0	(4,563)
Sonoma	34	0	6,996	0	7,030	0
Stanislaus	1,563	0	7,313	0	8,876	0
Sutter	2,200	0	1,657	0	3,857	0
Tahoe RPA	1,044	0	899	0	1,943	0
Tehama	5,701	0	2,116	0	7,817	0
Trinity	2,740	0	1,532	2,700	6,972	0
Tulare	0	(9,247)	9,176	0	0	(71)
Tuolumne	2,726	0	1,675	0	4,401	0
Ventura	101,847	0	11,936	0	113,783	0
Yolo	0	(3,528)	3,528	2,656	2,656	0
Yuba	15,183	0	1,335	0	16,518	0
Statewide Regional	254,763	(299,086)	560,405	81,157	781,778	(184,539)
Interregional	0	(78,966)	186,801	62,037	169,872	0
TOTAL	254,763	(378,052)	747,206	143,194	951,650	(184,539)
Statewide SHA Capacity					1,261,908	
Statewide PTA Capacity					(310,258)	
Total					951,650	

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)	34,508	0	25,844	0
Alpine	0	(1,511)	991	0	0	(520)
Amador	1,052	0	2,244	76	3,372	0
Butte	0	(492)	6,222	0	5,730	0
Calaveras	0	0	2,623	0	2,623	0
Colusa	2,553	0	1,760	0	4,313	0
Contra Costa	0	0	23,596	0	23,596	0
Del Norte	0	(3,682)	1,610	0	0	(2,072)
El Dorado LTC	0	(20,591)	4,594	0	0	(15,997)
Fresno	0	0	25,316	0	25,316	0
Glenn	90	0	1,842	0	1,932	0
Humboldt	0	(1,258)	6,551	0	5,293	0
Imperial	23,853	0	11,989	0	35,842	0
Inyo	643	0	9,424	0	10,067	0
Kern	6,434	0	34,546	0	40,980	0
Kings	0	(4,129)	4,743	0	614	0
Lake	5,558	0	2,889	0	8,447	0
Lassen	1,942	0	4,174	0	6,116	0
Los Angeles	0	0	198,369	20,000	218,369	0
Madera	1,931	0	4,513	0	6,444	0
Marin	0	(11,562)	6,062	0	0	(5,500)
Mariposa	2,188	0	1,697	0	3,885	0
Mendocino	0	(5,776)	6,261	0	485	0
Merced	0	0	8,376	0	8,376	0
Modoc	2,109	0	2,244	0	4,353	0
Mono	817	0	7,043	0	7,860	0
Monterey	0	(2,136)	11,772	14,709	24,345	0
Napa	0	(6,682)	3,944	0	0	(2,738)
Nevada	863	0	3,610	0	4,473	0
Orange	0	(11,786)	63,253	0	51,467	0
Placer TPA	0	(4,449)	9,136	0	4,687	0
Plumas	0	(1,686)	2,512	0	826	0
Riverside	0	0	56,746	0	56,746	0
Sacramento	31,371	0	32,728	137	64,236	0
San Benito	0	(11,338)	2,285	0	0	(9,053)
San Bernardino	0	0	64,719	0	64,719	0
San Diego	0	(179,915)	73,160	5,700	0	(101,055)
San Francisco	0	0	17,132	0	17,132	0
San Joaquin	0	0	17,969	0	17,969	0
San Luis Obispo	1,324	0	12,561	0	13,885	0
San Mateo	31,290	0	17,084	5,477	53,851	0
Santa Barbara	770	0	14,228	0	14,998	0
Santa Clara	0	0	39,902	29,702	69,604	0
Santa Cruz	0	0	6,613	0	6,613	0
Shasta	5,049	0	7,194	0	12,243	0
Sierra	1,858	0	1,241	0	3,099	0
Siskiyou	30	0	5,050	0	5,080	0
Solano	0	(10,654)	10,554	0	0	(100)
Sonoma	34	0	12,122	0	12,156	0
Stanislaus	1,563	0	12,671	0	14,234	0
Sutter	2,200	0	2,871	0	5,071	0
Tahoe RPA	1,044	0	1,557	0	2,601	0
Tehama	5,701	0	3,666	0	9,367	0
Trinity	2,740	0	2,655	2,700	8,095	0
Tulare	0	(9,247)	15,899	0	6,652	0
Tuolumne	2,726	0	2,902	0	5,628	0
Ventura	101,847	0	20,682	0	122,529	0
Yolo	0	(3,528)	6,114	2,656	5,242	0
Yuba	15,183	0	2,313	0	17,496	0
Statewide Regional	254,763	(299,086)	971,032	81,157	1,144,902	(137,035)
Interregional	0	(78,966)	323,677	62,037	306,748	0
TOTAL	254,763	(378,052)	1,294,709	143,194	1,451,650	(137,035)
Statewide SHA Capacity					1,711,908	
Statewide PTA Capacity					(260,258)	
Total					1,451,650	

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	19,916	34,775	1,739
Alpine	426	572	998	50
Amador	965	1,295	2,260	113
Butte	2,679	3,591	6,270	314
Calaveras	1,129	1,514	2,643	132
Colusa	757	1,016	1,773	89
Contra Costa	10,161	13,618	23,779	1,189
Del Norte	693	929	1,622	81
El Dorado LTC	1,976	2,651	4,627	231
Fresno	10,899	14,611	25,510	1,276
Glenn	792	1,063	1,855	93
Humboldt	2,819	3,781	6,600	330
Imperial	5,147	6,919	12,066	603
Inyo	4,042	5,439	9,481	474
Kern	14,844	19,937	34,781	1,739
Kings	2,042	2,737	4,779	239
Lake	1,243	1,668	2,911	146
Lassen	1,795	2,409	4,204	210
Los Angeles	85,396	114,483	199,879	9,994
Madera	1,943	2,604	4,547	227
Marin	2,610	3,499	6,109	305
Mariposa	730	980	1,710	86
Mendocino	2,693	3,613	6,306	315
Merced	3,605	4,834	8,439	422
Modoc	965	1,295	2,260	113
Mono	3,021	4,065	7,086	354
Monterey	5,067	6,794	11,861	593
Napa	1,697	2,276	3,973	199
Nevada	1,554	2,083	3,637	182
Orange	27,403	36,504	63,907	3,195
Placer TPA	4,043	5,273	9,316	466
Plumas	1,080	1,449	2,529	126
Riverside	24,414	32,749	57,163	2,858
Sacramento	14,093	18,888	32,981	1,649
San Benito	996	1,319	2,315	116
San Bernardino	27,868	37,351	65,219	3,261
San Diego	31,526	42,222	73,748	3,687
San Francisco	7,378	9,887	17,265	863
San Joaquin	7,736	10,370	18,106	905
San Luis Obispo	5,396	7,249	12,645	632
San Mateo	7,356	9,860	17,216	861
Santa Barbara	6,116	8,211	14,327	716
Santa Clara	17,182	23,028	40,210	2,011
Santa Cruz	2,847	3,817	6,664	333
Shasta	3,096	4,152	7,248	362
Sierra	534	716	1,250	63
Siskiyou	2,172	2,914	5,086	254
Solano	4,544	6,091	10,635	532
Sonoma	5,218	6,996	12,214	611
Stanislaus	5,456	7,313	12,769	638
Sutter	1,236	1,657	2,893	145
Tahoe RPA	611	899	1,510	76
Tehama	1,577	2,116	3,693	185
Trinity	1,142	1,532	2,674	134
Tulare	6,833	9,176	16,009	800
Tuolumne	1,249	1,675	2,924	146
Ventura	8,897	11,936	20,833	1,042
Yolo	2,632	3,528	6,160	308
Yuba	995	1,335	2,330	117
Statewide	418,175	560,405	978,580	48,929

Note: Limitation amounts include amounts already programmed.

PROPOSED

2026 FUND ESTIMATE
AERONAUTICS ACCOUNT
(\$ in thousands)

	2025-26	2026-27	2027-28	2028-29	2029-30	4-Year Total	5-Year Total
RESOURCES							
Beginning Balance	\$18,028						
Adjustment for Prior Commitments ¹	(10,382)						
ADJUSTED BEGINNING BALANCE ¹	\$7,646						\$7,646
Aviation Gas Excise Tax ²	\$1,880	\$1,729	\$1,567	\$1,395	\$1,229	\$5,920	\$7,800
Jet Fuel Excise Tax ²	4,150	4,150	4,150	4,150	4,150	16,600	20,750
Interest (SMIF)	685	555	420	299	193	1,468	2,153
Federal Trust Funds	468	483	498	514	531	2,027	2,495
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)	(150)
TOTAL RESOURCES	\$14,799	\$6,887	\$6,606	\$6,328	\$6,073	\$25,895	\$40,694
STATE OPERATIONS							
State Operations	(\$4,416)	(\$4,554)	(\$4,697)	(\$4,845)	(\$4,997)	(\$19,094)	(\$23,510)
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)
TOTAL STATE OPERATIONS	(\$4,673)	(\$4,820)	(\$4,971)	(\$5,127)	(\$5,289)	(\$20,207)	(\$24,880)
LOCAL ASSISTANCE							
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
TOTAL LOCAL ASSISTANCE	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$6,000)	(\$7,500)
TOTAL RESOURCES AVAILABLE	\$8,627	\$568	\$135	(\$299)	(\$715)	(\$312)	\$8,315
TARGET CAPACITY	\$1,500	\$2,500	\$2,500	\$1,500	\$0	\$6,500	\$8,000

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

¹ Includes outstanding Plans of Financial Adjustment and encumbrances.

² Excise tax revenues are based on Department of Finance projections.