

# Memorandum

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To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 4.20  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: ADOPTION OF THE 2018 STIP AND AERONAUTICS ACCOUNT FUND ESTIMATES  
RESOLUTION G-17-25

## ISSUE:

Should the California Transportation Commission (Commission) adopt the 2018 State Transportation Improvement Program (STIP) Fund Estimate and approve the 2018 Aeronautics Account Fund Estimate at the scheduled August Commission meeting?

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve Resolution G-17-25 to adopt the Proposed 2018 STIP Fund Estimate, and to approve the Proposed 2018 Aeronautics Account Fund Estimate.

## BACKGROUND:

Section 14524(a) of the Government Code (GC) requires the Department to present a STIP Fund Estimate to the Commission by July 15, and requires the Commission to adopt the STIP Fund Estimate by August 15 in each odd numbered year. The purpose of the Fund Estimate is to forecast all federal and state funds reasonably expected to be available for programming in the subsequent STIP. Each even-numbered year, the Commission is required to adopt a STIP based on the funding identified in the adopted Fund Estimate.

Section 14525(d) of the GC allows the Commission to postpone the issuance of the Fund Estimate for up to 90 days. In January, the Commission took action to delay consideration of adopting the 2018 STIP Fund Estimate until the scheduled August Commission meeting. The Proposed 2018 STIP Fund Estimate and the Aeronautics Account Fund Estimate have been updated based on Commission and Commission staff recommendations, and includes the state and federal funding available for programming over the respective fund estimate periods.

Although Aeronautics Account resources are independent of the accounts included within the STIP Fund Estimate, the biennial Aeronautics Account Fund Estimate has been presented for approval concurrently with the adoption of the 2018 STIP Fund Estimate.

The following is a schedule of milestone dates leading up to the adoption of the funding levels in the Proposed 2018 STIP FE for the 2018 STIP.

<u>Date</u>	<u>Milestone</u>
January 18, 2017	The Department provided an overview of the STIP FE.
March 15, 2017	The Department presented Draft Assumptions for the 2018 STIP FE.
May 17, 2017	The Commission approved the 2018 STIP FE Assumptions.
June 28, 2017	The Department delivered the Draft 2018 STIP FE to the Commission.
July 17, 2017	The Department provided supplemental background and details regarding the development of the 2018 STIP FE at the workshop.
August 16, 2017	The Commission is being requested to adopt the funding levels as identified in the Proposed 2018 STIP FE for the 2018 STIP.

Attachment

**RESOLUTION G-17-25 – TO ADOPT  
THE 2018 STIP FUND ESTIMATE**

**CALIFORNIA TRANSPORTATION COMMISSION**

- 1.1. WHEREAS, Sections 14524 and 14525 of the Government Code require the California Department of Transportation (Department) to present, and the California Transportation Commission (Commission) to adopt, a biennial fund estimate to include and estimate all state and federal funds reasonably expected to be available for the biennial State Transportation Improvement Program (STIP), including the amount that may be programmed in each county for regional improvement programs; and
- 1.2. WHEREAS, on January 18, 2017, the Department presented an overview of the fund estimate process and schedule; and
- 1.3. WHEREAS, on May 17, 2017, the Department presented, and the Commission approved the 2018 Fund Estimate assumptions; and
- 1.4. WHEREAS, on June 28, 2017, the Department presented to the Commission the Draft 2018 Fund Estimate; and
- 1.5. WHEREAS, on July 17, 2017, the Commission held a workshop on the Proposed 2018 Fund Estimate to consider public comment, and indicated that the adoption of the 2018 Fund Estimate would be scheduled for August 16, 2017; and
- 1.6. WHEREAS, on August 16, 2017, the Department presented to the Commission an updated, Proposed 2018 Fund Estimate; and
- 1.7. WHEREAS, the Proposed 2018 Fund Estimate identifies new program capacity of approximately \$2.2 billion in new highway STIP capacity for the five-year period covering 2018-19 through 2022-23; and
- 1.8. WHEREAS, the Proposed 2018 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2017.
- 2.1. NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2018 STIP Fund Estimate, as presented by the Department on August 16, 2017, with programming in the 2018 STIP to be based on the statutory funding identified; and
- 2.2. BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the 2018 Fund Estimate to each regional agency and county transportation commission.

## EXECUTIVE SUMMARY

On August 16, 2017, the California Transportation Commission (Commission) adopted the 2018 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 2018 STIP FE period covers state fiscal years 2018-19 through 2022-23, with 2017-18 included as the base year.

The 2018 STIP FE includes applicable resources provided by Senate Bill (SB 1). This includes resource contributions created from supplemental excise taxes, excise tax rate stabilization, indexing of excise taxes to inflation, and the creation of new programs and accounts as required by statute.

### STIP Capacity

STIP projects add new development to the state's transportation infrastructure. The 2018 STIP FE includes a total estimate of \$3.3 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, including construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. From the \$3.3 billion in total estimated program capacity over the 2018 STIP FE, new STIP capacity currently available for programming is about \$2.2 billion over the FE period. In comparison, the Amended 2016 STIP FE forecasted negative \$578 million in STIP capacity over the prior five-year FE period.

- Because the price-based excise tax remains in place until 2019-20, STIP capacity in the short-term will continue to depend primarily on retail prices and consumption of gasoline and diesel fuels. Both of these sources are difficult to forecast with any certainty due to the current economic climate.

### SHOPP Capacity

SHOPP projects are funded with federal and state resources, and consist of major rehabilitation work on the State Highway System (SHS). The 2018 STIP FE forecasts SHOPP capacity of \$22 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 \$22 billion in total estimated program capacity over the 2018 STIP FE, new SHOPP capacity currently available for programming is about \$16.9 billion over the FE period. In comparison, the 2016 STIP FE displayed a forecast of \$7.1 billion in new SHOPP capacity.

- SHOPP capacity over the 2018 five-year FE period has increased significantly from capacity in the 2016 five-year FE period, going from \$12 billion in the 2016 FE to \$22 billion respectively for an increase of about 83 percent. The increase is attributable to the enactment of SB 1.

- Resources provided by SB 1 have closed the gap in the funding shortfall and are expected to continue to assist in this area. SB 1 has added \$1.6 billion in annual capacity to the SHOPP through additional tax revenues and stopped the degradation of funding availability by indexing fuel taxes to inflation in future years.

# ESTIMATED CAPACITY BY PROGRAM

## Fund Estimate Five-Year Period

2018 STIP FE SHOPP Program Capacity (\$ in millions)								
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 STIP FE SHOPP Target Capacity	\$2,713	\$4,200	\$4,300	\$4,400	\$4,500	\$4,600	\$22,000	\$24,713
2016 SHOPP Program	2,540	2,540	2,540	0	0	0	5,080	7,620
New SHOPP Program Capacity	\$173	\$1,660	\$1,760	\$4,400	\$4,500	\$4,600	\$16,920	\$17,093
Cumulative Difference	\$173	\$1,833	\$3,593	\$7,993	\$12,493	\$17,093		

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

2018 STIP FE STIP Program Capacity (\$ in millions)								
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 STIP FE Target Capacity	\$300	\$580	\$655	\$675	\$685	\$685	\$3,279	\$3,579
2016 STIP Program	238	336	346	399	0	0	1,081	1,319
New STIP Program Capacity	\$62	\$244	\$309	\$276	\$685	\$685	\$2,198	\$2,260
Cumulative Difference	\$62	\$306	\$614	\$890	\$1,575	\$2,260		

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

2018 STIP FE RMRA Capacity - Included in Overall SHOPP Program Capacity (\$ in millions)								
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 STIP FE RMRA Target Capacity	\$313	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$8,000	\$8,313
2016 RMRA SHOPP Program	0	0	0	0	0	0	0	0
New RMRA SHOPP Capacity	\$313	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$8,000	\$8,313

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

2018 STIP FE PTA Capacity - Included in Overall STIP Program Capacity (\$ in millions)								
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 STIP FE PTA Target Capacity	\$20	\$15	\$15	\$15	\$15	\$15	\$75	\$95
2016 PTA STIP Program	50	40	40	40	0	0	120	170
New PTA STIP Capacity	(\$30)	(\$25)	(\$25)	(\$25)	\$15	\$15	(\$45)	(\$75)

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

# PROPOSED

## 2018 STIP FUND ESTIMATE STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS (\$ millions)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,812							\$1,812
Fuel Excise Taxes (Base)	\$2,124	\$2,111	\$2,092	\$2,184	\$2,215	\$2,273	\$10,875	\$12,999
Fuel Excise Taxes (Price-Based)	1,454	1,645	1,915	1,980	2,011	2,055	9,606	11,060
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	371	371	371	371	365	367	1,846	2,216
Transportation Loans	75	75	75	1,498	0	0	1,648	1,723
Net Transfers - Others	(162)	(165)	(167)	(1,668)	(165)	(165)	(2,329)	(2,491)
Expenditures - Other Departmental	(539)	(541)	(543)	(545)	(547)	(550)	(2,727)	(3,266)
<b>Total State Resources</b>	<b>\$5,134</b>	<b>\$3,496</b>	<b>\$3,744</b>	<b>\$3,820</b>	<b>\$3,879</b>	<b>\$3,979</b>	<b>\$18,919</b>	<b>\$24,053</b>
Obligation Authority (OA)	\$3,340	\$3,416	\$3,498	\$3,575	\$3,655	\$3,736	\$17,879	\$21,220
August Redistribution	162	162	162	162	162	162	810	972
Other Federal Resources	(313)	(284)	(284)	(284)	(284)	(284)	(1,418)	(1,731)
<b>Total Federal Resources</b>	<b>\$3,190</b>	<b>\$3,294</b>	<b>\$3,376</b>	<b>\$3,454</b>	<b>\$3,533</b>	<b>\$3,614</b>	<b>\$17,271</b>	<b>\$20,461</b>
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$8,324</b>	<b>\$6,790</b>	<b>\$7,120</b>	<b>\$7,273</b>	<b>\$7,412</b>	<b>\$7,594</b>	<b>\$36,190</b>	<b>\$44,513</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$845)</b>	<b>(\$872)</b>	<b>(\$898)</b>	<b>(\$925)</b>	<b>(\$953)</b>	<b>(\$981)</b>	<b>(\$4,630)</b>	<b>(\$5,475)</b>
<b>MAINTENANCE</b>	<b>(\$1,301)</b>	<b>(\$1,333)</b>	<b>(\$1,367)</b>	<b>(\$1,401)</b>	<b>(\$1,436)</b>	<b>(\$1,472)</b>	<b>(\$7,008)</b>	<b>(\$8,309)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$157)	(\$143)	(\$133)	(\$126)	(\$120)	(\$116)	(\$638)	(\$795)
State & Federal LA	(1,299)	(1,333)	(1,368)	(1,453)	(1,472)	(1,400)	(7,025)	(8,324)
<b>TOTAL LA</b>	<b>(\$1,456)</b>	<b>(\$1,476)</b>	<b>(\$1,501)</b>	<b>(\$1,579)</b>	<b>(\$1,591)</b>	<b>(\$1,516)</b>	<b>(\$7,663)</b>	<b>(\$9,119)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$815)	(\$620)	(\$430)	(\$299)	(\$169)	(\$77)	(\$1,595)	(\$2,410)
SHOPP Minor	(65)	(65)	(65)	(65)	(65)	(65)	(326)	(391)
Stormwater	(49)	(49)	(49)	(49)	(49)	(49)	(244)	(292)
<b>TOTAL SHOPP COS</b>	<b>(\$929)</b>	<b>(\$734)</b>	<b>(\$544)</b>	<b>(\$413)</b>	<b>(\$283)</b>	<b>(\$191)</b>	<b>(\$2,164)</b>	<b>(\$3,093)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$1,763)	(\$229)	(\$89)	(\$33)	(\$8)	\$0	(\$359)	(\$2,122)
Minor capital	(89)	(83)	(81)	(81)	(81)	(81)	(405)	(494)
R/W Project Delivery	(50)	(70)	(73)	(7)	(6)	(5)	(161)	(211)
Unprogrammed R/W	(48)	(12)	(8)	(8)	(8)	(8)	(44)	(92)
GARVEE Debt Service	(11)	(11)	(11)	0	0	0	(23)	(34)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(1,961)</b>	<b>(405)</b>	<b>(262)</b>	<b>(129)</b>	<b>(102)</b>	<b>(94)</b>	<b>(992)</b>	<b>(2,953)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$6,492)</b>	<b>(\$4,820)</b>	<b>(\$4,571)</b>	<b>(\$4,448)</b>	<b>(\$4,366)</b>	<b>(\$4,253)</b>	<b>(\$22,458)</b>	<b>(\$28,950)</b>
<b>STIP LA</b>								
STIP Off-System	(\$25)	(\$25)	(\$18)	(\$7)	(\$1)	(\$0)	(\$50)	(\$75)
Oversight (Partnership)	(17)	(15)	(14)	(13)	(13)	(12)	(67)	(84)
<b>TOTAL STIP LA</b>	<b>(\$41)</b>	<b>(\$40)</b>	<b>(\$32)</b>	<b>(\$20)</b>	<b>(\$14)</b>	<b>(\$13)</b>	<b>(\$118)</b>	<b>(\$159)</b>
<b>STIP COS</b>								
<b>STIP COS</b>	<b>(\$99)</b>	<b>(\$67)</b>	<b>(\$61)</b>	<b>(\$40)</b>	<b>(\$26)</b>	<b>(\$20)</b>	<b>(\$213)</b>	<b>(\$313)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$280)	(\$193)	(\$87)	(\$38)	(\$11)	\$0	(\$328)	(\$608)
R/W Project Delivery	(44)	(46)	(45)	(7)	(7)	(7)	(112)	(156)
Unprogrammed R/W	(8)	(8)	(4)	(1)	(1)	(1)	(15)	(23)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$332)</b>	<b>(\$247)</b>	<b>(\$136)</b>	<b>(\$46)</b>	<b>(\$19)</b>	<b>(\$8)</b>	<b>(\$455)</b>	<b>(\$787)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$472)</b>	<b>(\$354)</b>	<b>(\$228)</b>	<b>(\$105)</b>	<b>(\$59)</b>	<b>(\$40)</b>	<b>(\$786)</b>	<b>(\$1,259)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$1,360</b>	<b>\$1,616</b>	<b>\$2,321</b>	<b>\$2,720</b>	<b>\$2,988</b>	<b>\$3,300</b>	<b>\$12,946</b>	<b>\$14,305</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$2,400</b>	<b>\$2,600</b>	<b>\$2,700</b>	<b>\$2,800</b>	<b>\$2,900</b>	<b>\$3,000</b>	<b>\$14,000</b>	<b>\$16,400</b>
<b>STIP TARGET CAPACITY</b>	<b>\$280</b>	<b>\$565</b>	<b>\$640</b>	<b>\$660</b>	<b>\$670</b>	<b>\$670</b>	<b>\$3,204</b>	<b>\$3,484</b>

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

# PROPOSED

## 2018 STIP FUND ESTIMATE ROAD MAINTENANCE & REHABILITATION ACCOUNT (\$ millions)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	\$370	\$1,085	\$1,100	\$1,191	\$1,252	\$1,314	\$5,942	\$6,312
<b>TOTAL RESOURCES</b>	<b>\$770</b>	<b>\$1,485</b>	<b>\$1,500</b>	<b>\$1,591</b>	<b>\$1,652</b>	<b>\$1,714</b>	<b>\$7,942</b>	<b>\$8,712</b>
<b>COMMITMENTS</b>								
<b>EXISTING COMMITMENTS</b>								
Program Development	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)	(\$2)	(\$2)
Statewide Planning	(\$17)	(\$18)	(\$18)	(\$19)	(\$19)	(\$20)	(\$94)	(\$112)
Maintenance	(\$421)	(\$400)	(\$400)	(\$120)	(\$120)	(\$120)	(\$1,160)	(\$1,581)
Capital Outlay Support	(\$20)	(\$30)	(\$20)	\$0	\$0	\$0	(\$50)	(\$70)
Capital Outlay	(\$293)	\$0	\$0	\$0	\$0	\$0	\$0	(\$293)
<b>TOTAL EXISTING COMMITMENTS</b>	<b>(\$752)</b>	<b>(\$448)</b>	<b>(\$439)</b>	<b>(\$139)</b>	<b>(\$140)</b>	<b>(\$140)</b>	<b>(\$1,306)</b>	<b>(\$2,059)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$18</b>	<b>\$1,036</b>	<b>\$1,061</b>	<b>\$1,451</b>	<b>\$1,513</b>	<b>\$1,574</b>	<b>\$6,635</b>	<b>\$6,653</b>
<b>RMRA SHOPP TARGET CAPACITY</b>	<b>\$313</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$8,000</b>	<b>\$8,313</b>

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



# PROPOSED

## 2018 STIP FUND ESTIMATE PUBLIC TRANSPORTATION ACCOUNT

(\$ in thousands)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$396,035							\$396,035
Adjustment for STA Transfer Timing	(73,491)							(73,491)
Sales Tax on Diesel	685,572	769,563	830,964	904,194	943,301	943,301	4,391,323	5,076,895
SMIF Interest Earned	2,764	2,097	1,371	469	0	0	3,937	6,701
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Loan Repayment from General Fund	85,000	85,000	86,000	0	0	0	171,000	256,000
Loan Repayment from Local Mass Transit Providers	0	14,165	0	0	0	0	14,165	14,165
Transportation Improvement Fee	350,000	358,750	367,719	376,912	386,335	386,335	1,876,051	2,226,051
<b>TOTAL RESOURCES</b>	<b>\$1,470,956</b>	<b>\$1,254,650</b>	<b>\$1,311,130</b>	<b>\$1,306,651</b>	<b>\$1,354,712</b>	<b>\$1,354,712</b>	<b>\$6,581,855</b>	<b>\$8,052,811</b>
State Transit Assistance (STA)	(477,660)	(555,286)	(599,875)	(653,053)	(681,453)	(681,453)	(3,171,119)	(3,648,779)
Commuter & Intercity Rail Set-Aside	(28,395)	(35,896)	(38,819)	(42,307)	(44,169)	(44,169)	(205,359)	(233,754)
<b>SUBTOTAL AVAILABLE RESOURCES</b>	<b>\$964,902</b>	<b>\$663,469</b>	<b>\$672,436</b>	<b>\$611,291</b>	<b>\$629,091</b>	<b>\$629,091</b>	<b>\$3,205,377</b>	<b>\$4,170,278</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>								
Rail and Mass Transportation Support	(\$11,577)	(\$11,866)	(\$12,163)	(\$12,467)	(\$12,779)	(\$13,098)	(\$62,373)	(\$73,950)
Planning Staff and Support	(22,828)	(23,399)	(23,984)	(24,583)	(25,198)	(25,828)	(122,991)	(145,819)
California Transportation Commission	(1,878)	(1,925)	(1,973)	(2,022)	(2,073)	(2,125)	(10,118)	(11,996)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(7,171)	(7,350)	(7,534)	(7,722)	(7,915)	(8,113)	(38,635)	(45,806)
State Controller's Office	(19)	(19)	(20)	(20)	(21)	(21)	(102)	(121)
Secretary for Transportation Agency	(6)	(6)	(6)	(6)	(6)	(6)	(30)	(36)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$44,459)</b>	<b>(\$45,546)</b>	<b>(\$46,660)</b>	<b>(\$47,801)</b>	<b>(\$48,972)</b>	<b>(\$50,172)</b>	<b>(\$239,150)</b>	<b>(\$283,609)</b>
<b>INTERCITY RAIL</b>								
Intercity Rail and Bus Operations	(\$120,776)	(\$125,607)	(\$130,631)	(\$135,857)	(\$141,291)	(\$146,942)	(\$680,328)	(\$801,104)
San Joaquin Service Change: 8th Round Trip	0	0	0	(7,725)	(8,034)	(8,355)	(24,114)	(24,114)
Heavy Equipment Overhaul: Existing	(38,985)	(55,289)	(23,997)	(7,685)	(7,285)	(7,285)	(101,540)	(140,526)
Equipment Overhaul: New Railcars and Locomotives	0	0	0	0	(635)	(1,144)	(1,779)	(1,779)
<b>TOTAL INTERCITY RAIL</b>	<b>(\$159,761)</b>	<b>(\$180,896)</b>	<b>(\$154,628)</b>	<b>(\$151,267)</b>	<b>(\$157,245)</b>	<b>(\$163,727)</b>	<b>(\$807,762)</b>	<b>(\$967,523)</b>
<b>LOCAL ASSISTANCE</b>								
Transportation Improvement Fee to TIRCP	(245,000)	(251,125)	(257,403)	(263,838)	(270,435)	(270,435)	(1,313,236)	(1,558,236)
Transportation Improvement Fee to STA	(105,000)	(107,625)	(110,316)	(113,074)	(115,901)	(115,901)	(562,815)	(667,815)
Climate Change Adaptation Planning	(6,000)	(7,000)	(7,000)	0	0	0	(14,000)	(20,000)
Loan Repayment to TIRCP	(79,000)	(78,000)	(79,000)	0	0	0	(157,000)	(236,000)
Bay Area Ferry Operations/Waterborne	(\$3,276)	(\$3,309)	(\$3,342)	(\$3,375)	(\$3,409)	(\$3,443)	(\$16,878)	(\$20,154)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$438,276)</b>	<b>(\$447,059)</b>	<b>(\$457,061)</b>	<b>(\$380,287)</b>	<b>(\$389,744)</b>	<b>(\$389,778)</b>	<b>(\$2,063,929)</b>	<b>(\$2,502,205)</b>
<b>CAPITAL PROJECTS</b>								
STIP - Mass Transportation*	(\$31,076)	(\$49,529)	(\$40,178)	(\$20,570)	(\$8,896)	(\$1,029)	(\$120,202)	(\$151,278)
STIP - Rail*	(29,130)	(14,763)	(9,310)	(85,965)	(1,863)	(621)	(112,521)	(141,651)
<b>TOTAL CAPITAL PROJECTS</b>	<b>(\$60,206)</b>	<b>(\$64,293)</b>	<b>(\$49,487)</b>	<b>(\$106,535)</b>	<b>(\$10,759)</b>	<b>(\$1,649)</b>	<b>(\$232,723)</b>	<b>(\$292,929)</b>
<b>CASH AVAILABLE FOR PROGRAMMING</b>	<b>\$262,200</b>	<b>(\$74,324)</b>	<b>(\$35,400)</b>	<b>(\$74,599)</b>	<b>\$22,371</b>	<b>\$23,765</b>	<b>(\$138,187)</b>	<b>\$124,012</b>
<b>PTA STIP TARGET CAPACITY</b>	<b>\$20,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$75,000</b>	<b>\$95,000</b>

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

\* Cash flow adjusted for unliquidated encumbrances.

# PROPOSED

## 2018 FUND ESTIMATE AERONAUTICS ACCOUNT

(\$ in thousands)

	2017-18	2018-19	2019-20	2020-21	2021-22	4-Year Total
<b>RESOURCES</b>						
Beginning Balance	\$8,060					
Adjustment for Prior Commitments <sup>1</sup>	(7,322)					
<b>ADJUSTED BEGINNING BALANCE</b>	<b>\$738</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Aviation Gas Excise Tax <sup>2</sup>	\$3,055	\$3,093	\$3,132	\$3,171	\$3,211	\$12,607
Jet Fuel Excise Tax <sup>2</sup>	2,778	2,829	2,881	2,935	2,989	11,634
Interest (SMIF)	72	67	59	59	59	243
Federal Trust Funds	442	453	464	476	488	1,881
Sale of Documents	0	0	0	0	0	1
De-allocations <sup>4</sup>	565	0	0	0		0
Transfer to PTA Account	(30)	(30)	(30)	(30)	(30)	(120)
Transfers from Local Airport Loan Account <sup>3</sup>	4,000	4,000	4,000	4,000	4,000	16,000
<b>TOTAL RESOURCES</b>	<b>\$11,620</b>	<b>\$10,413</b>	<b>\$10,507</b>	<b>\$10,611</b>	<b>\$10,716</b>	<b>\$42,246</b>
<b>STATE OPERATIONS</b>						
State Operations	(\$3,878)	(\$3,975)	(\$4,074)	(\$4,176)	(\$4,280)	(\$16,505)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)
Financial Information System for California (8880)	(6)	(6)	(6)	(6)	(7)	(26)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$3,885)</b>	<b>(\$3,982)</b>	<b>(\$4,081)</b>	<b>(\$4,183)</b>	<b>(\$4,288)</b>	<b>(\$16,534)</b>
<b>LOCAL ASSISTANCE</b>						
Grants to Local Agencies (Annual Credit Program)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$5,960)
Airport Improvement Program (AIP) Match <sup>5</sup>	(2,000)	0	0	0	0	0
Acquisition & Development (A&D) <sup>5</sup>	(2,418)	0	0	0	0	0
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(5,908)</b>	<b>(1,490)</b>	<b>(1,490)</b>	<b>(1,490)</b>	<b>(1,490)</b>	<b>(5,960)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$1,827</b>	<b>\$4,941</b>	<b>\$4,935</b>	<b>\$4,937</b>	<b>\$4,938</b>	<b>\$21,579</b>
<b>TARGET Capacity</b>	<b>\$0</b>	<b>\$5,300</b>	<b>\$5,300</b>	<b>\$5,300</b>	<b>\$5,300</b>	<b>\$21,200</b>

Note: Numbers may not add due to rounding.

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

<sup>2</sup> Excise tax revenues are based on the 2017-18 projection from the 2017-18 Governor's Budget and escalated each year from 2018-19 through 2021-22 per Aeronautics Account Assumption #2.

<sup>3</sup> Fiscal year transfers from Local Airport Loan Account were approved by the Commission in December 2015.

<sup>4</sup> De-allocations prepared by Division of Aeronautics in June 2017.

<sup>5</sup> Revised Programming prepared by Division of Aeronautics in December 2017.

## 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 2018 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that many of the transit projects currently programmed in the STIP will either have to be delivered with State Highway Account (SHA) funds, federal funds, or be unprogrammed.

The following tables display STIP county and interregional shares and targets for the 2018 STIP.

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

This table lists the net changes to program capacity from the 2018 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, 2017.

### Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2017 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 2019-20. 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 2022-23. 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 2023-24. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 5.
- Advance Project Development Element (APDE): This target is determined by calculating the STIP formula share of the estimated capacity to be available for APDE. The calculation target is shown in Table 6.

### **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 2017 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 2019-20 while accounting for existing unprogrammed share balances. The calculated base for each county is the formula distribution of new capacity, not to exceed the unprogrammed share balance. Because the total unprogrammed share balance exceeds the total capacity available through 2019-20, in some instances the base target may be below the unprogrammed share balance.
- Net Advance: Numbers in this column represent advances against future capacity. The advances did not change in the calculation of the base target as only unprogrammed share balances were calculated.

### **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 2017 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2018 STIP Target Through 2022-23: This section calculates the total target. The total target is the formula distribution of new capacity available through 2022-23 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2018 STIP share through 2022-23. It is the formula distribution of program capacity available through 2022-23. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back Lapses 2015-16 & 2016-17: This identifies the amount of projects lapsed in 2015-16. These amounts are credited back in the 2018 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
  - Net Share (Total Target): This is the 2018 STIP target through 2022-23. 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 2022-23) is insufficient to cover prior advances.

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

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2017 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2018 STIP Share Through 2023-24: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2023-24 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 2023-24. It is the formula distribution of estimated program capacity available through the county share period ending in 2023-24. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back Lapses 2015-16 & 2016-17: This identifies the amount of projects lapsed in 2015-16 and 2015-16. These amounts are credited back in the 2018 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
  - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2023-24. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
  - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2022-23) is insufficient to cover prior advances.

**Table 6. Calculation of New Programming Targets and Shares – APDE**

This table calculates the available amount that can be programmed for STIP APDE, pursuant to Government Code Section 14529.01(c). These shares will be treated as an advance of regular future county or interregional share.

- Formula Distribution: This is the formula distribution of APDE capacity available for the STIP period.
- Net Share (APDE): The Net Share (APDE) is determined by calculating the STIP formula share of the estimated capacity identified for APDE.
- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares is insufficient to cover prior advances.

**Table 7. Planning, Programming, and Monitoring (PPM) Limitations**

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

- Total: This section identifies the shares for the 2020-21 through 2022-23 share period, based upon the 2016 and 2018 Fund Estimates. These are the amounts against which the 5 percent is applied.
- 5 Percent PPM Limitation: These are the PPM limitations for the 2020-21 through 2022-23 share period.

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

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2018 FE PTA Target Capacity	\$20	\$15	\$15	\$15	\$15	\$15	\$75	\$95
<b>Total 2018 STIP FE PTA Target Capacity</b>	<b>\$20</b>	<b>\$15</b>	<b>\$15</b>	<b>\$15</b>	<b>\$15</b>	<b>\$15</b>	<b>\$75</b>	<b>\$95</b>
2016 STIP Program <sup>1</sup>	\$76	\$48	\$57	\$96	\$0	\$0	\$201	\$277
Extensions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delivered But Not Allocated	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Advances	(\$23)	\$0	\$0	\$0	\$0	\$0	\$0	(\$23)
<b>Net PTA STIP Program</b>	<b>\$53</b>	<b>\$48</b>	<b>\$57</b>	<b>\$96</b>	<b>\$0</b>	<b>\$0</b>	<b>\$201</b>	<b>\$254</b>
<b>PTA Capacity for County Shares</b>	<b>(\$33)</b>	<b>(\$33)</b>	<b>(\$42)</b>	<b>(\$81)</b>	<b>\$15</b>	<b>\$15</b>	<b>(\$126)</b>	<b>(\$159)</b>
<b>Cumulative</b>	<b>(\$33)</b>	<b>(\$66)</b>	<b>(\$108)</b>	<b>(\$189)</b>	<b>(\$174)</b>	<b>(\$159)</b>		
<b>State Highway Account (SHA)</b>								
2018 FE SHA Target Capacity	\$280	\$565	\$640	\$660	\$670	\$670	\$3,205	\$3,485
<b>Total 2018 STIP FE SHA Capacity</b>	<b>\$280</b>	<b>\$565</b>	<b>\$640</b>	<b>\$660</b>	<b>\$670</b>	<b>\$670</b>	<b>\$3,205</b>	<b>\$3,485</b>
2016 STIP Program <sup>1</sup>	\$204	\$319	\$323	\$304	\$0	\$0	\$947	\$1,151
Extensions	\$3	\$3	\$0	\$0	\$0	\$0	\$3	\$6
Delivered But Not Allocated	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Advances	(\$21)	(\$35)	(\$34)	\$0	\$0	\$0	(\$69)	(\$90)
<b>Net SHA STIP Program</b>	<b>\$186</b>	<b>\$288</b>	<b>\$289</b>	<b>\$304</b>	<b>\$0</b>	<b>\$0</b>	<b>\$881</b>	<b>\$1,067</b>
<b>SHA Capacity for County Shares</b>	<b>\$94</b>	<b>\$277</b>	<b>\$351</b>	<b>\$356</b>	<b>\$670</b>	<b>\$670</b>	<b>\$2,324</b>	<b>\$2,418</b>
<b>Cumulative</b>	<b>\$94</b>	<b>\$371</b>	<b>\$722</b>	<b>\$1,078</b>	<b>\$1,748</b>	<b>\$2,418</b>		
<b>Total Capacity</b>	<b>\$61</b>	<b>\$244</b>	<b>\$309</b>	<b>\$275</b>	<b>\$685</b>	<b>\$685</b>	<b>\$2,198</b>	<b>\$2,259</b>

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2016 STIP as of June 30, 2017

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

County	2018 STIP Programming			
	Base Share Through 2019-20	Total Target through 2022-23	Maximum Estimated Share through 2023-24	APDE Shares Available
Alameda	8,789	48,813	67,069	8,950
Alpine	687	3,339	3,882	266
Amador	1,049	3,750	4,981	604
Butte	3,617	11,615	15,262	1,788
Calaveras	1,500	4,729	6,202	722
Colusa	0	2,401	3,376	478
Contra Costa	15,815	71,411	83,896	6,121
Del Norte	0	0	0	0
El Dorado LTC	0	362	2,885	1,237
Fresno	17,428	58,592	72,350	6,745
Glenn	1,293	5,453	6,474	501
Humboldt	0	7,024	10,698	1,801
Imperial	0	2,272	8,802	3,201
Inyo	1,319	12,419	17,481	2,482
Kern	20,747	61,323	79,831	9,074
Kings	0	0	0	0
Lake	199	3,694	5,288	782
Lassen	2,955	12,390	14,723	1,144
Los Angeles	74,946	317,185	427,675	54,170
Madera	0	0	0	0
Marin	0	0	0	0
Mariposa	1,209	4,867	5,821	468
Mendocino	0	3,066	6,495	1,681
Merced	5,717	32,098	36,611	2,213
Modoc	1,516	4,246	5,491	610
Mono	4,765	19,562	23,324	1,844
Monterey	8,230	31,072	37,569	3,185
Napa	2,847	11,441	13,689	1,102
Nevada	0	1,492	3,424	947
Orange	43,092	119,247	153,264	16,678
Placer TPA	0	0	0	0
Plumas	1,762	9,443	10,834	682
Riverside	37,720	105,158	134,936	14,599
Sacramento	21,900	68,820	86,108	8,476
San Benito	0	0	0	0
San Bernardino	43,712	137,928	172,435	16,918
San Diego	37,186	122,811	161,867	19,148
San Francisco	0	16,315	25,576	4,540
San Joaquin	11,869	39,101	48,470	4,594
San Luis Obispo	8,557	24,225	31,097	3,369
San Mateo	11,938	50,729	60,153	4,620
Santa Barbara	3,678	20,628	28,359	3,790
Santa Clara	20,982	68,336	89,935	10,589
Santa Cruz	4,727	17,461	21,193	1,830
Shasta	1,718	10,478	14,474	1,959
Sierra	837	2,700	3,361	324
Siskiyou	2,611	8,619	11,359	1,343
Solano	7,167	23,602	29,260	2,774
Sonoma	0	0	5,313	1,770
Stanislaus	874	17,224	24,155	3,398
Sutter	491	3,984	5,578	781
Tahoe RPA	0	0	0	0
Tehama	2,573	11,921	13,952	996
Trinity	1,572	4,730	6,170	706
Tulare	10,751	29,556	38,133	4,205
Tuolumne	1,781	5,347	6,937	780
Ventura	14,508	59,202	70,655	5,615
Yolo	4,230	16,022	19,361	1,637
Yuba	500	3,181	4,404	599
				0
Statewide Regional	471,364	1,731,384	2,240,638	248,836
				0
Interregional	142,679	527,986	703,732	86,164
				0
<b>TOTAL</b>	<b>614,043</b>	<b>2,259,370</b>	<b>2,944,370</b>	<b>335,000</b>

	New Capacity
Statewide SHA Capacity	2,418,118
Statewide PTA Capacity	(158,748)
<b>Total STIP Capacity</b>	<b>2,259,370</b>



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

County	Net Carryover		2018 STIP Share through 2019-20	
	Unprogrammed Balance	Balance Advanced	Net Share (Base)	Net Advance
Alameda	8,789	0	8,789	0
Alpine	2,150	0	687	0
Amador	1,049	0	1,049	0
Butte	3,617	0	3,617	0
Calaveras	1,500	0	1,500	0
Colusa	0	(2)	0	(2)
Contra Costa	44,039	0	15,815	0
Del Norte	0	(9,392)	0	(9,392)
El Dorado LTC	0	(5,170)	0	(5,170)
Fresno	28,428	0	17,428	0
Glenn	3,215	0	1,293	0
Humboldt	0	(1,029)	0	(1,029)
Imperial	0	(12,043)	0	(12,043)
Inyo	1,319	0	1,319	0
Kern	20,747	0	20,747	0
Kings	0	(17,145)	0	(17,145)
Lake	199	0	199	0
Lassen	7,275	0	2,955	0
Los Angeles	74,946	0	74,946	0
Madera	0	(13,688)	0	(13,688)
Marin	0	(32,447)	0	(32,447)
Mariposa	2,768	0	1,209	0
Mendocino	0	(4,452)	0	(4,452)
Merced	22,204	0	5,717	0
Modoc	1,516	0	1,516	0
Mono	11,316	0	4,765	0
Monterey	16,829	0	8,230	0
Napa	6,514	0	2,847	0
Nevada	0	(2,744)	0	(2,744)
Orange	44,666	0	43,092	0
Placer TPA	0	(35,212)	0	(35,212)
Plumas	6,393	0	1,762	0
Riverside	39,874	0	37,720	0
Sacramento	30,917	0	21,900	0
San Benito	0	(4,834)	0	(4,834)
San Bernardino	62,274	0	43,712	0
San Diego	37,186	0	37,186	0
San Francisco	0	(3,989)	0	(3,989)
San Joaquin	18,558	0	11,869	0
San Luis Obispo	8,557	0	8,557	0
San Mateo	30,068	0	11,938	0
Santa Barbara	3,678	0	3,678	0
Santa Clara	20,982	0	20,982	0
Santa Cruz	9,279	0	4,727	0
Shasta	1,718	0	1,718	0
Sierra	1,151	0	837	0
Siskiyou	2,611	0	2,611	0
Solano	11,198	0	7,167	0
Sonoma	0	(16,876)	0	(16,876)
Stanislaus	874	0	874	0
Sutter	491	0	491	0
Tahoe RPA	0	(4,337)	0	(4,337)
Tehama	7,468	0	2,573	0
Trinity	1,572	0	1,572	0
Tulare	10,751	0	10,751	0
Tuolumne	1,781	0	1,781	0
Ventura	34,092	0	14,508	0
Yolo	8,702	0	4,230	0
Yuba	500	0	500	0
Statewide Regional	653,761	(163,360)	471,364	(163,360)
Interregional	142,679	0	142,679	0
TOTAL	796,440	(163,360)	614,043	(163,360)

Statewide SHA Capacity	722,171
Statewide PTA Capacity	(108,128)
<b>Total</b>	<b>614,043</b>

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

County	Net Carryover		2018 STIP Share through 2022-23			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2015-16 & 2016-17	Net Share (Total Target)	Net Advance
Alameda	8,789	0	40,024	0	48,813	0
Alpine	2,150	0	1,189	0	3,339	0
Amador	1,049	0	2,701	0	3,750	0
Butte	3,617	0	7,998	0	11,615	0
Calaveras	1,500	0	3,229	0	4,729	0
Colusa	0	(2)	2,137	266	2,401	0
Contra Costa	44,039	0	27,372	0	71,411	0
Del Norte	0	(9,392)	1,995	0	0	(7,397)
El Dorado LTC	0	(5,170)	5,532	0	362	0
Fresno	28,428	0	30,164	0	58,592	0
Glenn	3,215	0	2,238	0	5,453	0
Humboldt	0	(1,029)	8,053	0	7,024	0
Imperial	0	(12,043)	14,315	0	2,272	0
Inyo	1,319	0	11,100	0	12,419	0
Kern	20,747	0	40,576	0	61,323	0
Kings	0	(17,145)	5,961	0	0	(11,184)
Lake	199	0	3,495	0	3,694	0
Lassen	7,275	0	5,115	0	12,390	0
Los Angeles	74,946	0	242,239	0	317,185	0
Madera	0	(13,688)	5,547	0	0	(8,141)
Marin	0	(32,447)	7,484	0	0	(24,963)
Mariposa	2,768	0	2,092	7	4,867	0
Mendocino	0	(4,452)	7,518	0	3,066	0
Merced	22,204	0	9,894	0	32,098	0
Modoc	1,516	0	2,730	0	4,246	0
Mono	11,316	0	8,246	0	19,562	0
Monterey	16,829	0	14,243	0	31,072	0
Napa	6,514	0	4,927	0	11,441	0
Nevada	0	(2,744)	4,236	0	1,492	0
Orange	44,666	0	74,581	0	119,247	0
Placer TPA	0	(35,212)	10,194	0	0	(25,018)
Plumas	6,393	0	3,050	0	9,443	0
Riverside	39,874	0	65,284	0	105,158	0
Sacramento	30,917	0	37,903	0	68,820	0
San Benito	0	(4,834)	2,623	0	0	(2,211)
San Bernardino	62,274	0	75,654	0	137,928	0
San Diego	37,186	0	85,625	0	122,811	0
San Francisco	0	(3,989)	20,304	0	16,315	0
San Joaquin	18,558	0	20,543	0	39,101	0
San Luis Obispo	8,557	0	15,068	600	24,225	0
San Mateo	30,068	0	20,661	0	50,729	0
Santa Barbara	3,678	0	16,950	0	20,628	0
Santa Clara	20,982	0	47,354	0	68,336	0
Santa Cruz	9,279	0	8,182	0	17,461	0
Shasta	1,718	0	8,760	0	10,478	0
Sierra	1,151	0	1,449	100	2,700	0
Siskiyou	2,611	0	6,008	0	8,619	0
Solano	11,198	0	12,404	0	23,602	0
Sonoma	0	(16,876)	15,238	0	0	(1,638)
Stanislaus	874	0	15,197	1,153	17,224	0
Sutter	491	0	3,493	0	3,984	0
Tahoe RPA	0	(4,337)	2,032	0	0	(2,305)
Tehama	7,468	0	4,453	0	11,921	0
Trinity	1,572	0	3,158	0	4,730	0
Tulare	10,751	0	18,805	0	29,556	0
Tuolumne	1,781	0	3,486	80	5,347	0
Ventura	34,092	0	25,110	0	59,202	0
Yolo	8,702	0	7,320	0	16,022	0
Yuba	500	0	2,681	0	3,181	0
Statewide Regional	653,761	(163,360)	1,155,920	2,206	1,731,384	(82,857)
Interregional	142,679	0	385,307	0	527,986	0
TOTAL	796,440	(163,360)	1,541,227	2,206	2,259,370	(82,857)

Statewide SHA Capacity	2,418,118
Statewide PTA Capacity	(158,748)
Total	2,259,370

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

County	Net Carryover		2018 STIP			
	Unprogrammed Balance	Balance Advanced	Share through 2023-24			Net Advance
			Formula Distribution	Add Back Lapses 2015-16 & 2016-17	Net Share (Maximum)	
Alameda	8,789	0	58,280	0	67,069	0
Alpine	2,150	0	1,732	0	3,882	0
Amador	1,049	0	3,932	0	4,981	0
Butte	3,617	0	11,645	0	15,262	0
Calaveras	1,500	0	4,702	0	6,202	0
Colusa	0	(2)	3,112	266	3,376	0
Contra Costa	44,039	0	39,857	0	83,896	0
Del Norte	0	(9,392)	2,906	0	0	(6,486)
El Dorado LTC	0	(5,170)	8,055	0	2,885	0
Fresno	28,428	0	43,922	0	72,350	0
Glenn	3,215	0	3,259	0	6,474	0
Humboldt	0	(1,029)	11,727	0	10,698	0
Imperial	0	(12,043)	20,845	0	8,802	0
Inyo	1,319	0	16,162	0	17,481	0
Kern	20,747	0	59,084	0	79,831	0
Kings	0	(17,145)	8,680	0	0	(8,465)
Lake	199	0	5,089	0	5,288	0
Lassen	7,275	0	7,448	0	14,723	0
Los Angeles	74,946	0	352,729	0	427,675	0
Madera	0	(13,688)	8,077	0	0	(5,611)
Marin	0	(32,447)	10,897	0	0	(21,550)
Mariposa	2,768	0	3,046	7	5,821	0
Mendocino	0	(4,452)	10,947	0	6,495	0
Merced	22,204	0	14,407	0	36,611	0
Modoc	1,516	0	3,975	0	5,491	0
Mono	11,316	0	12,008	0	23,324	0
Monterey	16,829	0	20,740	0	37,569	0
Napa	6,514	0	7,175	0	13,689	0
Nevada	0	(2,744)	6,168	0	3,424	0
Orange	44,666	0	108,598	0	153,264	0
Placer TPA	0	(35,212)	14,843	0	0	(20,369)
Plumas	6,393	0	4,441	0	10,834	0
Riverside	39,874	0	95,062	0	134,936	0
Sacramento	30,917	0	55,191	0	86,108	0
San Benito	0	(4,834)	3,820	0	0	(1,014)
San Bernardino	62,274	0	110,161	0	172,435	0
San Diego	37,186	0	124,681	0	161,867	0
San Francisco	0	(3,989)	29,565	0	25,576	0
San Joaquin	18,558	0	29,912	0	48,470	0
San Luis Obispo	8,557	0	21,940	600	31,097	0
San Mateo	30,068	0	30,085	0	60,153	0
Santa Barbara	3,678	0	24,681	0	28,359	0
Santa Clara	20,982	0	68,953	0	89,935	0
Santa Cruz	9,279	0	11,914	0	21,193	0
Shasta	1,718	0	12,756	0	14,474	0
Sierra	1,151	0	2,110	100	3,361	0
Siskiyou	2,611	0	8,748	0	11,359	0
Solano	11,198	0	18,062	0	29,260	0
Sonoma	0	(16,876)	22,189	0	5,313	0
Stanislaus	874	0	22,128	1,153	24,155	0
Sutter	491	0	5,087	0	5,578	0
Tahoe RPA	0	(4,337)	2,959	0	0	(1,378)
Tehama	7,468	0	6,484	0	13,952	0
Trinity	1,572	0	4,598	0	6,170	0
Tulare	10,751	0	27,382	0	38,133	0
Tuolumne	1,781	0	5,076	80	6,937	0
Ventura	34,092	0	36,563	0	70,655	0
Yolo	8,702	0	10,659	0	19,361	0
Yuba	500	0	3,904	0	4,404	0
Statewide Regional	653,761	(163,360)	1,683,158	2,206	2,240,638	(64,873)
Interregional	142,679	0	561,053	0	703,732	0
<b>TOTAL</b>	<b>796,440</b>	<b>(163,360)</b>	<b>2,244,211</b>	<b>2,206</b>	<b>2,944,370</b>	<b>(64,873)</b>

Statewide SHA Capacity	3,088,118
Statewide PTA Capacity	(143,748)
<b>Total</b>	<b>2,944,370</b>

**Table 6. Advance Project Development Element  
(\$ in thousands)**

County	2018 STIP		
	Advance Project Development Element Shares		
	Formula Distribution	Net Share APDE	Net Advance
Alameda	8,950	8,950	0
Alpine	266	266	0
Amador	604	604	0
Butte	1,788	1,788	0
Calaveras	722	722	0
Colusa	478	478	0
Contra Costa	6,121	6,121	0
Del Norte	446	0	(6,951)
El Dorado LTC	1,237	1,237	0
Fresno	6,745	6,745	0
Glenn	501	501	0
Humboldt	1,801	1,801	0
Imperial	3,201	3,201	0
Inyo	2,482	2,482	0
Kern	9,074	9,074	0
Kings	1,333	0	(9,851)
Lake	782	782	0
Lassen	1,144	1,144	0
Los Angeles	54,170	54,170	0
Madera	1,240	0	(6,901)
Marin	1,674	0	(23,289)
Mariposa	468	468	0
Mendocino	1,681	1,681	0
Merced	2,213	2,213	0
Modoc	610	610	0
Mono	1,844	1,844	0
Monterey	3,185	3,185	0
Napa	1,102	1,102	0
Nevada	947	947	0
Orange	16,678	16,678	0
Placer TPA	2,279	0	(22,739)
Plumas	682	682	0
Riverside	14,599	14,599	0
Sacramento	8,476	8,476	0
San Benito	587	0	(1,624)
San Bernardino	16,918	16,918	0
San Diego	19,148	19,148	0
San Francisco	4,540	4,540	0
San Joaquin	4,594	4,594	0
San Luis Obispo	3,369	3,369	0
San Mateo	4,620	4,620	0
Santa Barbara	3,790	3,790	0
Santa Clara	10,589	10,589	0
Santa Cruz	1,830	1,830	0
Shasta	1,959	1,959	0
Sierra	324	324	0
Siskiyou	1,343	1,343	0
Solano	2,774	2,774	0
Sonoma	3,408	1,770	0
Stanislaus	3,398	3,398	0
Sutter	781	781	0
Tahoe RPA	454	0	(1,851)
Tehama	996	996	0
Trinity	706	706	0
Tulare	4,205	4,205	0
Tuolumne	780	780	0
Ventura	5,615	5,615	0
Yolo	1,637	1,637	0
Yuba	599	599	0
Statewide Regional	258,487	248,836	(73,206)
Interregional	86,164	86,164	0
TOTAL	344,651	335,000	(73,206)

Statewide SHA Capacity	335,000
Statewide PTA Capacity	0
Total	335,000

**Table 7. Planning, Programming, and Monitoring (PPM) Limitations**  
(\$ in thousands)

County	Total		5% PPM Limitation	
	2016 STIP 2020-21	2018 STIP 2020-21 through 2022-23	Total 2020-21 through 2022-23	2020-21 through 2022-23
Alameda	0	40,024	40,024	2,001
Alpine	0	1,189	1,189	59
Amador	0	2,701	2,701	135
Butte	0	7,998	7,998	400
Calaveras	0	3,229	3,229	161
Colusa	0	2,137	2,137	107
Contra Costa	0	27,372	27,372	1,369
Del Norte	0	1,995	1,995	100
El Dorado LTC	0	5,532	5,532	277
Fresno	0	30,164	30,164	1,508
Glenn	0	2,238	2,238	112
Humboldt	0	8,053	8,053	403
Imperial	0	14,315	14,315	716
Inyo	0	11,100	11,100	555
Kern	0	40,576	40,576	2,029
Kings	0	5,961	5,961	298
Lake	0	3,495	3,495	175
Lassen	0	5,115	5,115	256
Los Angeles	0	242,239	242,239	12,112
Madera	0	5,547	5,547	277
Marin	0	7,484	7,484	374
Mariposa	0	2,092	2,092	105
Mendocino	0	7,518	7,518	376
Merced	0	9,894	9,894	495
Modoc	0	2,730	2,730	137
Mono	0	8,246	8,246	412
Monterey	0	14,243	14,243	712
Napa	0	4,927	4,927	246
Nevada	0	4,236	4,236	212
Orange	0	74,581	74,581	3,729
Placer TPA	0	10,194	10,194	510
Plumas	0	3,050	3,050	153
Riverside	0	65,284	65,284	3,264
Sacramento	0	37,903	37,903	1,895
San Benito	0	2,623	2,623	131
San Bernardino	0	75,654	75,654	3,783
San Diego	0	85,625	85,625	4,281
San Francisco	0	20,304	20,304	1,015
San Joaquin	0	20,543	20,543	1,027
San Luis Obispo	0	15,068	15,068	753
San Mateo	0	20,661	20,661	1,033
Santa Barbara	0	16,950	16,950	848
Santa Clara	0	47,354	47,354	2,368
Santa Cruz	0	8,182	8,182	409
Shasta	0	8,760	8,760	438
Sierra	0	1,449	1,449	72
Siskiyou	0	6,008	6,008	300
Solano	0	12,404	12,404	620
Sonoma	0	15,238	15,238	762
Stanislaus	0	15,197	15,197	760
Sutter	0	3,493	3,493	175
Tahoe RPA	0	2,032	2,032	102
Tehama	0	4,453	4,453	223
Trinity	0	3,158	3,158	158
Tulare	0	18,805	18,805	940
Tuolumne	0	3,486	3,486	174
Ventura	0	25,110	25,110	1,256
Yolo	0	7,320	7,320	366
Yuba	0	2,681	2,681	134
<b>Statewide</b>	<b>0</b>	<b>1,155,920</b>	<b>1,155,920</b>	<b>57,796</b>

Note: Limitation amounts include amounts already programmed.