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DRAFT 2020 STIP FUND ESTIMATE STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS

(\$ millions)

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,600							\$1,600
Fuel Excise Taxes (Base)	\$2,064	\$2,168	\$2,202	\$2,245	\$2,283	\$2,324	\$11,221	\$13,285
Fuel Excise Taxes (Incremental)	1,918	2,005	2,034	2,076	2,109	2,133	10,358	12,276
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	417	427	425	426	423	425	2,127	2,544
Transportation Loans	463	484	0	0	0	0	484	948
Net Transfers - Others	(572)	(672)	(185)	(187)	(184)	(185)	(1,413)	(1,985)
Expenditures - Other Departmental	(629)	(629)	(631)	(635)	(637)	(630)	(3,162)	(3,791)
Total State Resources	\$5,262	\$3,783	\$3,845	\$3,926	\$3,994	\$4,067	\$19,615	\$24,877
Obligation Authority (OA)	\$3,588	\$3,672	\$3,757	\$3,845	\$3,934	\$4,026	\$19,234	\$22,822
August Redistribution	193	193	193	193	193	193	965	1,158
Other Federal Resources	(292)	(285)	(285)	(285)	(285)	(285)	(1,425)	(1,717)
Total Federal Resources	\$3,489	\$3,580	\$3,665	\$3,753	\$3,842	\$3,934	\$18,774	\$22,264
TOTAL STATE & FED RESOURCES	\$8,751	\$7,363	\$7,510	\$7,679	\$7,836	\$8,001	\$38,389	\$47,140
COMMITMENTS								
STATE OPERATIONS	(\$1,038)	(\$1,078)	(\$1,119)	(\$1,161)	(\$1,204)	(\$1,248)	(\$5,810)	(\$6,848)
MAINTENANCE	(\$1,377)	(\$1,417)	(\$1,458)	(\$1,501)	(\$1,544)	(\$1,589)	(\$7,510)	(\$8,887)
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	(\$168)	(\$169)	(\$162)	(\$158)	(\$150)	(\$144)	(\$785)	(\$953)
State & Federal LA	(1,459)	(1,584)	(1,664)	(1,542)	(1,574)	(1,608)	(7,971)	(9,429)
TOTAL LA	(\$1,627)	(\$1,753)	(\$1,826)	(\$1,700)	(\$1,724)	(\$1,752)	(\$8,755)	(\$10,382)
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	(\$845)	(\$753)	(\$570)	(\$457)	(\$271)	(\$140)	(\$2,191)	(\$3,036)
SHOPP Minor	(71)	(74)	(76)	(78)	(79)	(81)	(387)	(459)
Stormwater	(50)	(50)	(50)	(50)	(50)	(50)	(249)	(298)
TOTAL SHOPP COS	(\$966)	(\$876)	(\$696)	(\$584)	(\$400)	(\$270)	(\$2,827)	(\$3,793)
SHOPP CAPITAL OUTLAY								
Major capital	(\$1,554)	(\$292)	(\$140)	(\$42)	(\$9)	\$0	(\$483)	(\$2,037)
Minor capital	(86)	(77)	(64)	(63)	(63)	(63)	(329)	(415)
R/W Project Delivery	(108)	(91)	(96)	(70)	(29)	(20)	(306)	(414)
Unprogrammed R/W	(5)	(3)	(1)	(2)	0	0	(6)	(11)
GARVEE Debt Service	(11)	0	0	0	0	0	0	(11)
TOTAL SHOPP CAPITAL OUTLAY	(\$1,765)	(\$463)	(\$301)	(\$177)	(\$100)	(\$83)	(\$1,124)	(\$2,889)
TOTAL NON-STIP COMMITMENTS	(\$6,774)	(\$5,588)	(\$5,401)	(\$5,123)	(\$4,972)	(\$4,941)	(\$26,025)	(\$32,799)
STIP LA								
STIP Off-System	(\$23)	(\$16)	(\$7)	(\$4)	(\$2)	(\$1)	(\$30)	(\$53)
Oversight (Partnership)	(16)	(16)	(16)	(15)	(15)	(14)	(76)	(92)
TOTAL STIP LA	(\$39)	(\$32)	(\$23)	(\$19)	(\$16)	(\$15)	(\$106)	(\$145)
STIP COS	(\$98)	(\$93)	(\$71)	(\$68)	(\$73)	(\$51)	(\$356)	(\$454)
STIP CAPITAL OUTLAY								
STIP On-System	(\$364)	(\$303)	(\$277)	(\$163)	(\$40)	\$0	(\$782)	(\$1,147)
R/W Project Delivery	(60)	(56)	(51)	(61)	(47)	(4)	(219)	(279)
Unprogrammed R/W	(6)	(4)	(6)	(7)	(5)	(1)	(23)	(29)
TOTAL STIP CAPITAL OUTLAY	(\$430)	(\$363)	(\$334)	(\$231)	(\$92)	(\$5)	(\$1,024)	(\$1,455)
TOTAL STIP COMMITMENTS	(\$567)	(\$489)	(\$428)	(\$318)	(\$181)	(\$70)	(\$1,487)	(\$2,054)
TOTAL RESOURCES AVAILABLE	\$1,410	\$1,286	\$1,681	\$2,238	\$2,684	\$2,989	\$10,877	\$12,287
SHOPP TARGET CAPACITY	\$2,700	\$2,700	\$2,600	\$2,500	\$2,400	\$2,400	\$12,600	\$15,300
STIP TARGET CAPACITY	\$620	\$667	\$695	\$670	\$245	\$245	\$2,521	\$3,141

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

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

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,073							\$1,073
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,090	1,191	1,243	1,273	1,316	1,361	6,384	7,474
SMIF Interest	38	28	21	16	12	9	87	125
TOTAL RESOURCES	\$2,600	\$1,619	\$1,665	\$1,689	\$1,728	\$1,770	\$8,471	\$11,072
COMMITMENTS								
EXISTING COMMITMENTS								
Program Development	(\$9)	(\$9)	(\$10)	(\$10)	(\$10)	(\$10)	(\$49)	(\$58)
Statewide Planning	(19)	(19)	(20)	(20)	(21)	(21)	(101)	(119)
Maintenance	(400)	(273)	(259)	(259)	(259)	(259)	(1,309)	(1,709)
Capital Outlay Support	(160)	(135)	(118)	(102)	(90)	0	(446)	(606)
Capital Outlay	(1,131)	(141)	(159)	(76)	(27)	(27)	(430)	(1,561)
TOTAL EXISTING COMMITMENTS	(\$1,718)	(\$578)	(\$566)	(\$467)	(\$407)	(\$317)	(\$2,335)	(\$4,053)
TOTAL RESOURCES AVAILABLE	\$882	\$1,041	\$1,099	\$1,222	\$1,322	\$1,452	\$6,136	\$7,018
RMRA TARGET CAPACITY	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$8,000	\$9,600

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

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

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$968,830							\$968,830
Adjustment for STA Transfer Timing	(\$90,712)							(\$90,712)
Sales Tax on Diesel	\$965,808	\$964,441	\$987,355	\$1,016,610	\$1,042,393	\$1,069,756	\$5,080,555	\$6,046,363
SMIF Interest Earned	19,981	16,878	14,483	12,102	9,262	7,122	59,847	79,828
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Loan Repayment from General Fund	86,000	0	0	0	0	0	0	86,000
Loan Repayment from Local Mass Transit Providers	0	14,165	0	0	0	0	14,165	14,165
Transportation Improvement Fee	358,750	367,719	376,912	386,335	395,993	405,893	1,932,852	2,291,602
TOTAL RESOURCES	\$2,333,733	\$1,388,278	\$1,403,826	\$1,440,123	\$1,472,724	\$1,507,847	\$7,212,799	\$9,546,531
State Transit Assistance (STA)	(\$696,519)	(\$695,527)	(\$712,167)	(\$733,412)	(\$752,135)	(\$772,013)	(\$3,665,253)	(\$4,361,772)
Commuter & Intercity Rail Set-Aside	(44,972)	(44,907)	(45,998)	(47,391)	(48,619)	(49,923)	(236,837)	(281,809)
TIRCP Set-Aside	(660,000)						(660,000)	(660,000)
SUBTOTAL AVAILABLE RESOURCES	\$932,241	\$647,845	\$645,661	\$659,321	\$671,971	\$685,912	\$3,310,709	\$4,242,950
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	(\$22,978)	(\$23,644)	(\$24,330)	(\$25,036)	(\$25,762)	(\$26,509)	(\$125,280)	(\$148,258)
Planning Staff and Support	(24,204)	(24,906)	(25,628)	(26,371)	(27,136)	(27,923)	(131,965)	(156,169)
California Transportation Commission	(3,697)	(3,800)	(3,322)	(3,419)	(3,518)	(3,620)	(17,679)	(21,376)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(7,731)	(7,955)	(8,186)	(8,423)	(8,668)	(8,919)	(42,151)	(49,882)
State Controller's Office	(19)	(20)	(20)	(21)	(21)	(22)	(104)	(123)
Secretary for Transportation Agency	(3,006)	(6)	(6)	(6)	(6)	(6)	(30)	(3,036)
Supplemental Pension Payments	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(9,815)	(11,778)
TOTAL STATE OPERATIONS	(\$64,578)	(\$63,274)	(\$64,436)	(\$66,219)	(\$68,054)	(\$69,942)	(\$331,924)	(\$396,502)
INTERCITY RAIL								
Intercity Rail and Bus Operations	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$654,000)	(\$784,800)
Heavy Equipment Maintenance and Acquisition	(18,000)	(18,000)	(18,000)	(18,000)	(18,000)	(18,000)	(90,000)	(108,000)
TOTAL INTERCITY RAIL	(\$148,800)	(\$148,800)	(\$148,800)	(\$148,800)	(\$148,800)	(\$148,800)	(\$744,000)	(\$892,800)
LOCAL ASSISTANCE								
Transportation Improvement Fee to TIRCP	(\$251,125)	(\$257,403)	(\$263,838)	(\$270,435)	(\$277,195)	(\$284,125)	(\$1,352,996)	(\$1,604,121)
Transportation Improvement Fee to STA	(107,625)	(110,316)	(113,074)	(115,901)	(118,798)	(121,768)	(579,856)	(687,481)
Climate Change Adaptation Planning	(3,271)	(3,271)	(3,271)	(3,271)	(3,271)	(3,271)	(16,355)	(19,625)
Loan Repayment to TIRCP	(86,000)	0	0	0	0	0	0	(86,000)
Bay Area Ferry Operations/Waterborne	(3,342)	(3,375)	(3,409)	(3,443)	(3,477)	(3,512)	(17,216)	(20,558)
TOTAL LOCAL ASSISTANCE	(\$451,363)	(\$374,365)	(\$383,592)	(\$393,049)	(\$402,741)	(\$412,676)	(\$1,966,422)	(\$2,417,785)
CAPITAL PROJECTS								
STIP - Mass Transportation*	(\$37,192)	(\$76,252)	(\$83,955)	(\$68,417)	(\$27,142)	(\$1,303)	(\$257,069)	(\$294,261)
STIP - Rail*	(23,175)	(52,172)	(61,193)	(52,506)	(15,382)	(7,126)	(188,380)	(211,555)
TOTAL CAPITAL PROJECTS	(\$60,367)	(\$128,424)	(\$145,148)	(\$120,923)	(\$42,524)	(\$8,429)	(\$445,448)	(\$505,815)
CASH AVAILABLE FOR PROGRAMMING	\$207,134	(\$67,019)	(\$96,315)	(\$69,670)	\$9,853	\$46,065	(\$177,086)	\$30,048
PTA STIP TARGET CAPACITY	\$15,000	\$15,000	\$10,000	\$0	\$0	\$0	\$25,000	\$40,000

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

* Cash flow adjusted for unliquidated encumbrances.

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DRAFT 2020 FUND ESTIMATE AERONAUTICS ACCOUNT (\$ in thousands)

	2019-20	2020-21	2021-22	2022-23	2023-24	4-Year Total
RESOURCES						
Beginning Balance	\$6,489					
Adjustment for Prior Commitments ¹	(5,594)					
ADJUSTED BEGINNING BALANCE	\$894	\$0	\$0	\$0	\$0	\$0
Aviation Gas Excise Tax ²	\$2,693	\$2,662	\$2,630	\$2,594	\$2,556	\$10,442
Jet Fuel Excise Tax ²	3,170	3,133	3,095	3,052	3,008	12,288
Interest (SMIF)	122	100	102	99	92	394
Federal Trust Funds	451	464	478	491	506	1,939
Sale of Documents	0	0	0	0	0	1
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)
Transfers from Local Airport Loan Account ³	4,000	4,000	4,000	4,000	4,000	16,000
TOTAL RESOURCES	\$11,300	\$10,330	\$10,275	\$10,207	\$10,132	\$40,943
STATE OPERATIONS						
State Operations	(\$4,439)	(\$4,568)	(\$4,701)	(\$4,837)	(\$4,977)	(\$19,083)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)
TOTAL STATE OPERATIONS	(\$4,440)	(\$4,569)	(\$4,702)	(\$4,838)	(\$4,978)	(\$19,087)
LOCAL ASSISTANCE						
Grants to Local Agencies (Annual Credit Program)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$5,960)
Airport Improvement Program (AIP) Match	(2,500)	0	0	0	0	0
Acquisition & Development (A&D)	0	0	0	0	0	0
TOTAL LOCAL ASSISTANCE	(\$3,990)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$5,960)
TOTAL RESOURCES AVAILABLE	\$2,870	\$4,271	\$4,083	\$3,879	\$3,664	\$18,766
TARGET Capacity	\$0	\$4,600	\$4,600	\$4,600	\$4,600	\$18,400

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 from 2019-20 through 2023-24 per Aeronautics Account Assumption #2.

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

County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP). A detailed explanation of this methodology is included in the County Share portion of this document.

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

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

Table 1. Reconciliation to County and Interregional Shares

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

Table 2. Summary of Targets and Shares

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

- Base (Minimum): This is the formula distribution of new capacity available through the end of the share period 2023-24. This is the first priority for new programming, and it represents the minimum amount that will be programmed in each county. The calculation of this target is shown in Table 3.
- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2024-25. The calculation of this target is shown in Table 4.
- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 5.

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

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- Net Share (Base): This section calculates the base (minimum). The base (minimum) is the formula distribution of new capacity available through 2023-24 while accounting for existing unprogrammed share balances. Because the total unprogrammed share balance exceeds the total capacity available through 2023-24, in some instances the base target may be less than the unprogrammed share balance. The calculated base for each county is the formula distribution of new capacity, not to exceed 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 used in the calculation because the total unprogrammed share balance exceeds the total capacity available through 2023-24.

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

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2020 STIP Target Through 2024-25: This section calculates the total target. The total target is the formula distribution of new capacity available through 2024-25 adjusted for carryover balances and lapses.
 - Formula Distribution: This is the 2020 STIP share through 2024-25. It is the formula distribution of program capacity available through 2024-25. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
 - Net Share (Total Target): This is the 2020 STIP target through 2024-25. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
 - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2024-25) is insufficient to cover prior advances.

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

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2020 STIP Share Through 2027-28: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2027-28 adjusted for carryover balances and lapses.
 - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2027-28. It is the formula distribution of estimated program capacity available through the county share period ending in 2027-28. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
 - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
 - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2027-28) is insufficient to cover prior advances.

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

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

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

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

Public Transportation Account (PTA)	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
2020 FE PTA Target Capacity	\$15	\$15	\$10	\$0	\$0	\$0	\$25	\$40
Total 2020 STIP FE PTA Capacity	\$15	\$15	\$10	\$0	\$0	\$0	\$25	\$40
2018 STIP Program - Transit ¹	\$54	\$191	\$83	\$255	\$0	\$0	\$528	\$582
Extensions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delivered But Not Allocated	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net PTA STIP Program	\$54	\$191	\$83	\$255	\$0	\$0	\$528	\$582
PTA Capacity for County Shares	(\$39)	(\$176)	(\$73)	(\$255)	\$0	\$0	(\$503)	(\$542)
Cumulative	(\$39)	(\$215)	(\$287)	(\$542)	(\$542)	(\$542)		

State Highway Account (SHA)	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
2020 FE SHA Target Capacity	\$620	\$667	\$695	\$670	\$245	\$245	\$2,520	\$3,140
2020 FE TFA Available Capacity ²	\$20	\$28	\$0	\$0	\$0	\$0	\$28	\$48
Total 2020 STIP FE SHA Capacity	\$640	\$695	\$695	\$670	\$245	\$245	\$2,548	\$3,188
2018 STIP Program - Highway/Local Rds ¹	\$530	\$562	\$592	\$421	\$0	\$0	\$1,575	\$2,105
APDE	\$108	\$30	\$9	\$19	\$0	\$0	\$57	\$165
Extensions	\$8	\$4	\$0	\$0	\$0	\$0	\$4	\$12
Delivered But Not Allocated	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Advances	(\$122)	\$0	(\$5)	\$0	\$0	\$0	(\$5)	(\$127)
Net SHA STIP Program	\$525	\$596	\$596	\$440	\$0	\$0	\$1,631	\$2,156
SHA Capacity for County Shares	\$116	\$99	\$99	\$230	\$245	\$245	\$917	\$1,033
Cumulative	\$116	\$215	\$314	\$544	\$788	\$1,033		

Total Capacity	\$77	(\$77)	\$26	(\$25)	\$245	\$245	\$414	\$490
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Notes:

General note: Numbers may not add due to rounding.

1 2018 STIP as of June 30, 2019.

2 TFA capacity represents unallocated, closeout savings available for STIP projects.

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

2020 STIP Programming			
-	Base	Total Target	Maximum
County	Share through 2023-24	Target through 2024-25	Estimated Share through 2027-28
Alameda	18,188	27,883	50,347
Alpine	0	164	833
Amador	3,939	4,594	6,113
Butte	533	3,972	8,467
Calaveras	0	784	2,599
Colusa	2,401	2,920	4,122
Contra Costa	24,969	31,607	46,987
Del Norte	0	0	0
El Dorado LTC	85	1,429	4,541
Fresno	39,856	47,173	64,126
Glenn	2,238	2,781	4,040
Humboldt	0	0	2,656
Imperial	0	775	8,788
Inyo	0	0	0
Kern	0	0	14,684
Kings	0	0	0
Lake	0	377	2,342
Lassen	3,991	5,487	8,364
Los Angeles	0	0	48,764
Madera	0	0	0
Marin	0	0	0
Mariposa	3,629	4,144	5,320
Mendocino	578	2,420	6,686
Merced	19,270	28,690	34,252
Modoc	0	456	1,991
Mono	3,005	5,161	9,810
Monterey	636	17,514	25,520
Napa	378	1,623	4,393
Nevada	1,492	2,520	4,901
Orange	0	10,975	52,892
Placer TPA	0	0	0
Plumas	1,835	2,575	4,291
Riverside	0	10,220	46,811
Sacramento	19,676	33,160	54,440
San Benito	0	0	0
San Bernardino	0	13,694	56,247
San Diego	2,250	23,020	71,142
San Francisco	1,548	6,472	17,880
San Joaquin	0	4,830	16,384
San Luis Obispo	0	2,907	11,391
San Mateo	683	5,694	17,304
Santa Barbara	0	0	6,908
Santa Clara	3,632	15,119	41,733
Santa Cruz	2,589	5,524	10,122
Shasta	1,577	3,698	8,613
Sierra	2,823	3,880	4,695

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

Siskiyou	4,633	6,091	9,470
Solano	5,147	8,156	15,126
Sonoma	0	0	6,523
Stanislaus	0	2,816	11,356
Sutter	6,803	8,629	10,592
Tahoe RPA	0	0	0
Tehama	0	1,156	3,659
Trinity	82	849	2,625
Tulare	0	0	7,400
Tuolumne	0	294	2,254
Ventura	48,926	64,041	78,164
Yolo	13,313	15,089	19,203
Yuba	5,221	13,848	15,355
Statewide Regional	245,926	455,211	973,226
Interregional	0	35,215	250,700
TOTAL	245,926	490,426	1,223,926

-	New Capacity
Statewide SHA Capacity	1,032,638
Statewide PTA Capacity	(542,212)
Total STIP Capacity	490,426

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

County	Net Carryover		Formula Distribution	2020 STIP Share through 2023-24	
	Unprogrammed Balance	Balance Advanced		Net Share (Base)	Net Advance
Alameda	18,188	0	0	18,188	0
Alpine	0	(125)	0	0	(125)
Amador	3,939	0	0	3,939	0
Butte	533	0	0	533	0
Calaveras	0	0	0	0	0
Colusa	2,401	0	0	2,401	0
Contra Costa	24,969	0	0	24,969	0
Del Norte	0	(7,497)	0	0	(7,497)
El Dorado LTC	85	0	0	85	0
Fresno	39,856	0	0	39,856	0
Glenn	2,238	0	0	2,238	0
Humboldt	0	(3,824)	0	0	(3,824)
Imperial	0	(2,684)	0	0	(2,684)
Inyo	0	(20,180)	0	0	(20,180)
Kern	0	(18,015)	0	0	(18,015)
Kings	0	(11,482)	0	0	(11,482)
Lake	0	(471)	0	0	(471)
Lassen	3,991	0	0	3,991	0
Los Angeles	0	(145,934)	0	0	(145,934)
Madera	0	(8,730)	0	0	(8,730)
Marin	0	(25,337)	0	0	(25,337)
Mariposa	3,629	0	0	3,629	0
Mendocino	578	0	0	578	0
Merced	26,289	0	0	19,270	0
Modoc	0	(267)	0	0	(267)
Mono	3,005	0	0	3,005	0
Monterey	636	0	0	636	0
Napa	378	0	0	378	0
Nevada	1,492	0	0	1,492	0
Orange	0	(7,116)	0	0	(7,116)
Placer TPA	0	(25,528)	0	0	(25,528)
Plumas	1,835	0	0	1,835	0
Riverside	0	(5,572)	0	0	(5,572)
Sacramento	19,676	0	0	19,676	0
San Benito	0	(7,403)	0	0	(7,403)
San Bernardino	0	(4,672)	0	0	(4,672)
San Diego	2,250	0	0	2,250	0
San Francisco	1,548	0	0	1,548	0
San Joaquin	0	(157)	0	0	(157)
San Luis Obispo	0	(755)	0	0	(755)
San Mateo	683	0	0	683	0
Santa Barbara	0	(6,746)	0	0	(6,746)
Santa Clara	3,632	0	0	3,632	0
Santa Cruz	2,589	0	0	2,589	0
Shasta	1,577	0	0	1,577	0
Sierra	3,528	0	0	2,823	0
Siskiyou	4,633	0	0	4,633	0

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

Solano	5,147	0	0	5,147	0
Sonoma	0	(5,739)	0	0	(5,739)
Stanislaus	0	(870)	0	0	(870)
Sutter	7,781	0	0	6,803	0
Tahoe RPA	0	(2,305)	0	0	(2,305)
Tehama	0	0	0	0	0
Trinity	82	0	0	82	0
Tulare	0	(7,751)	0	0	(7,751)
Tuolumne	0	(744)	0	0	(744)
Ventura	57,946	0	0	48,926	0
Yolo	13,313	0	0	13,313	0
Yuba	12,481	0	0	5,221	0
Statewide Regional	270,908	(319,904)	0	245,926	(319,904)
Interregional	0	(59,218)	0	0	(59,218)
TOTAL	270,908	(379,122)	0	245,926	(379,122)

Statewide SHA Capacity	788,138
Statewide PTA Capacity	(542,212)
Total	245,926

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

County	Net Carryover		Formula Distribution	2020 STIP Share through 2023-24		
	Unprogrammed Balance	Balance Advanced		Add Back Lapses 2017-18 & 2018-19	Net Share (Total Target)	Net Advance
Alameda	18,188	0	9,695	0	27,883	0
Alpine	0	(125)	289	0	164	0
Amador	3,939	0	655	0	4,594	0
Butte	533	0	1,940	1,499	3,972	0
Calaveras	0	0	784	0	784	0
Colusa	2,401	0	519	0	2,920	0
Contra Costa	24,969	0	6,638	0	31,607	0
Del Norte	0	(7,497)	484	0	0	(7,013)
El Dorado LTC	85	0	1,344	0	1,429	0
Fresno	39,856	0	7,317	0	47,173	0
Glenn	2,238	0	543	0	2,781	0
Humboldt	0	(3,824)	1,954	0	0	(1,870)
Imperial	0	(2,684)	3,459	0	775	0
Inyo	0	(20,180)	2,701	0	0	(17,479)
Kern	0	(18,015)	9,858	0	0	(8,157)
Kings	0	(11,482)	1,446	0	0	(10,036)
Lake	0	(471)	848	0	377	0
Lassen	3,991	0	1,242	254	5,487	0
Los Angeles	0	(145,934)	58,697	0	0	(87,237)
Madera	0	(8,730)	1,346	0	0	(7,384)
Marin	0	(25,337)	1,815	0	0	(23,522)
Mariposa	3,629	0	508	7	4,144	0
Mendocino	578	0	1,842	0	2,420	0
Merced	26,289	0	2,401	0	28,690	0
Modoc	0	(267)	663	60	456	0
Mono	3,005	0	2,006	150	5,161	0
Monterey	636	0	3,455	13,423	17,514	0
Napa	378	0	1,195	50	1,623	0
Nevada	1,492	0	1,028	0	2,520	0
Orange	0	(7,116)	18,091	0	10,975	0
Placer TPA	0	(25,528)	2,509	0	0	(23,019)
Plumas	1,835	0	740	0	2,575	0
Riverside	0	(5,572)	15,792	0	10,220	0
Sacramento	19,676	0	9,184	4,300	33,160	0
San Benito	0	(7,403)	636	0	0	(6,767)
San Bernardino	0	(4,672)	18,366	0	13,694	0
San Diego	2,250	0	20,770	0	23,020	0
San Francisco	1,548	0	4,924	0	6,472	0
San Joaquin	0	(157)	4,987	0	4,830	0
San Luis Obispo	0	(755)	3,662	0	2,907	0
San Mateo	683	0	5,011	0	5,694	0
Santa Barbara	0	(6,746)	4,116	0	0	(2,630)
Santa Clara	3,632	0	11,487	0	15,119	0
Santa Cruz	2,589	0	1,985	950	5,524	0
Shasta	1,577	0	2,121	0	3,698	0

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

Sierra	3,528	0	352	0	3,880	0
Siskiyou	4,633	0	1,458	0	6,091	0
Solano	5,147	0	3,009	0	8,156	0
Sonoma	0	(5,739)	3,697	0	0	(2,042)
Stanislaus	0	(870)	3,686	0	2,816	0
Sutter	7,781	0	848	0	8,629	0
Tahoe RPA	0	(2,305)	419	0	0	(1,886)
Tehama	0	0	1,081	75	1,156	0
Trinity	82	0	767	0	849	0
Tulare	0	(7,751)	4,568	0	0	(3,183)
Tuolumne	0	(744)	846	192	294	0
Ventura	57,946	0	6,095	0	64,041	0
Yolo	13,313	0	1,776	0	15,089	0
Yuba	12,481	0	650	717	13,848	0
Statewide Regional	270,908	(319,904)	280,305	21,677	455,211	(202,225)
Interregional	0	(59,218)	93,433	1,000	35,215	0
TOTAL	270,908	(379,122)	373,738	22,677	490,426	(202,225)

Statewide SHA Capacity	1,032,638
Statewide PTA Capacity	(542,212)
Total	490,426

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

County	Net Carryover		2020 STIP Share through 2027-28			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2017-18 & 2018-19	Net Share (Maximum)	Net Advance
Alameda	18,188	0	32,159	0	50,347	0
Alpine	0	(125)	958	0	833	0
Amador	3,939	0	2,174	0	6,113	0
Butte	533	0	6,435	1,499	8,467	0
Calaveras	0	0	2,599	0	2,599	0
Colusa	2,401	0	1,721	0	4,122	0
Contra Costa	24,969	0	22,018	0	46,987	0
Del Norte	0	(7,497)	1,606	0	0	(5,891)
El Dorado LTC	85	0	4,456	0	4,541	0
Fresno	39,856	0	24,270	0	64,126	0
Glenn	2,238	0	1,802	0	4,040	0
Humboldt	0	(3,824)	6,480	0	2,656	0
Imperial	0	(2,684)	11,472	0	8,788	0
Inyo	0	(20,180)	8,958	0	0	(11,222)
Kern	0	(18,015)	32,699	0	14,684	0
Kings	0	(11,482)	4,797	0	0	(6,685)
Lake	0	(471)	2,813	0	2,342	0
Lassen	3,991	0	4,119	254	8,364	0
Los Angeles	0	(145,934)	194,698	0	48,764	0
Madera	0	(8,730)	4,463	0	0	(4,267)
Marin	0	(25,337)	6,021	0	0	(19,316)
Mariposa	3,629	0	1,684	7	5,320	0
Mendocino	578	0	6,108	0	6,686	0
Merced	26,289	0	7,963	0	34,252	0
Modoc	0	(267)	2,198	60	1,991	0
Mono	3,005	0	6,655	150	9,810	0
Monterey	636	0	11,461	13,423	25,520	0
Napa	378	0	3,965	50	4,393	0
Nevada	1,492	0	3,409	0	4,901	0
Orange	0	(7,116)	60,008	0	52,892	0
Placer TPA	0	(25,528)	8,321	0	0	(17,207)
Plumas	1,835	0	2,456	0	4,291	0
Riverside	0	(5,572)	52,383	0	46,811	0
Sacramento	19,676	0	30,464	4,300	54,440	0
San Benito	0	(7,403)	2,111	0	0	(5,292)
San Bernardino	0	(4,672)	60,919	0	56,247	0
San Diego	2,250	0	68,892	0	71,142	0
San Francisco	1,548	0	16,332	0	17,880	0
San Joaquin	0	(157)	16,541	0	16,384	0
San Luis Obispo	0	(755)	12,146	0	11,391	0
San Mateo	683	0	16,621	0	17,304	0
Santa Barbara	0	(6,746)	13,654	0	6,908	0
Santa Clara	3,632	0	38,101	0	41,733	0
Santa Cruz	2,589	0	6,583	950	10,122	0
Shasta	1,577	0	7,036	0	8,613	0

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

Sierra	3,528	0	1,167	0	4,695	0
Siskiyou	4,633	0	4,837	0	9,470	0
Solano	5,147	0	9,979	0	15,126	0
Sonoma	0	(5,739)	12,262	0	6,523	0
Stanislaus	0	(870)	12,226	0	11,356	0
Sutter	7,781	0	2,811	0	10,592	0
Tahoe RPA	0	(2,305)	1,391	0	0	(914)
Tehama	0	0	3,584	75	3,659	0
Trinity	82	0	2,543	0	2,625	0
Tulare	0	(7,751)	15,151	0	7,400	0
Tuolumne	0	(744)	2,806	192	2,254	0
Ventura	57,946	0	20,218	0	78,164	0
Yolo	13,313	0	5,890	0	19,203	0
Yuba	12,481	0	2,157	717	15,355	0
Statewide Regional	270,908	(319,904)	929,751	21,677	973,226	(70,794)
Interregional	0	(59,218)	309,918	0	250,700	0
TOTAL	270,908	(379,122)	1,239,669	21,677	1,223,926	(70,794)

Statewide SHA Capacity	1,766,138
Statewide PTA Capacity	(542,212)
Total	1,223,926

Table 6. Planning, Programming, and Monitoring (PPM) Limitation
(\$ in thousands)

County	Base				5% PPM Limitation		
	2016 STIP 20/21	2018 STIP 20/21 - 22/23	2020 STIP 20/21 - 23/24	Total 20/21 - 23/24	2020 STIP FY 24/25	FY 20/21 - FY 23/24	FY 24/25
Alameda	0	40,024	0	40,024	9,695	2,001	485
Alpine	0	1,189	0	1,189	289	59	14
Amador	0	2,701	0	2,701	655	135	33
Butte	0	7,998	0	7,998	1,940	400	97
Calaveras	0	3,229	0	3,229	784	161	39
Colusa	0	2,137	0	2,137	519	107	26
Contra Costa	0	27,372	0	27,372	6,638	1,369	332
Del Norte	0	1,995	0	1,995	484	100	24
El Dorado LTC	0	5,532	0	5,532	1,344	277	67
Fresno	0	30,164	0	30,164	7,317	1,508	366
Glenn	0	2,238	0	2,238	543	112	27
Humboldt	0	8,053	0	8,053	1,954	403	98
Imperial	0	14,315	0	14,315	3,459	716	173
Inyo	0	11,100	0	11,100	2,701	555	135
Kern	0	40,576	0	40,576	9,858	2,029	493
Kings	0	5,961	0	5,961	1,446	298	72
Lake	0	3,495	0	3,495	848	175	42
Lassen	0	5,115	0	5,115	1,242	256	62
Los Angeles	0	242,239	0	242,239	58,697	12,112	2,935
Madera	0	5,547	0	5,547	1,346	277	67
Marin	0	7,484	0	7,484	1,815	374	91
Mariposa	0	2,092	0	2,092	508	105	25
Mendocino	0	7,518	0	7,518	1,842	376	92
Merced	0	9,894	0	9,894	2,401	495	120
Modoc	0	2,730	0	2,730	663	137	33
Mono	0	8,246	0	8,246	2,006	412	100
Monterey	0	14,243	0	14,243	3,455	712	173
Napa	0	4,927	0	4,927	1,195	246	60
Nevada	0	4,236	0	4,236	1,028	212	51
Orange	0	74,581	0	74,581	18,091	3,729	905
Placer TPA	0	10,194	0	10,194	2,509	510	125
Plumas	0	3,050	0	3,050	740	153	37
Riverside	0	65,284	0	65,284	15,792	3,264	790
Sacramento	0	37,903	0	37,903	9,184	1,895	459
San Benito	0	2,623	0	2,623	636	131	32
San Bernardino	0	75,654	0	75,654	18,366	3,783	918
San Diego	0	85,625	0	85,625	20,770	4,281	1,039
San Francisco	0	20,304	0	20,304	4,924	1,015	246
San Joaquin	0	20,543	0	20,543	4,987	1,027	249
San Luis Obispo	0	15,068	0	15,068	3,662	753	183
San Mateo	0	20,661	0	20,661	5,011	1,033	251
Santa Barbara	0	16,950	0	16,950	4,116	848	206
Santa Clara	0	47,354	0	47,354	11,487	2,368	574
Santa Cruz	0	8,182	0	8,182	1,985	409	99
Shasta	0	8,760	0	8,760	2,121	438	106
Sierra	0	1,449	0	1,449	352	72	18

Table 6. Planning, Programming, and Monitoring (PPM) Limitation
(\$ in thousands)

Siskiyou	0	6,008	0	6,008	1,458	300	73
Solano	0	12,404	0	12,404	3,009	620	150
Sonoma	0	15,238	0	15,238	3,697	762	185
Stanislaus	0	15,197	0	15,197	3,686	760	184
Sutter	0	3,493	0	3,493	848	175	42
Tahoe RPA	0	2,032	0	2,032	419	102	21
Tehama	0	4,453	0	4,453	1,081	223	54
Trinity	0	3,158	0	3,158	767	158	38
Tulare	0	18,805	0	18,805	4,568	940	228
Tuolumne	0	3,486	0	3,486	846	174	42
Ventura	0	25,110	0	25,110	6,095	1,256	305
Yolo	0	7,320	0	7,320	1,776	366	89
Yuba	0	2,681	0	2,681	650	134	33
Statewide	0	1,155,920	0	1,155,920	280,305	57,796	14,015

Note: Limitation amounts include amounts already programmed.