

2022 STIP FUND ESTIMATE STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS (\$ millions)

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,669							\$1,669
Fuel Excise Taxes (Base)	\$1,935	\$2,004	\$2,046	\$2,081	\$2,121	\$2,179	\$10,432	\$12,367
Fuel Excise Taxes (Incremental)	1,924	1,998	2,042	2,090	2,141	2,184	10,455	12,380
Net Weight Fees	0	0	0	0	0	0	0	
Misc. Revenues	455	460	458	459	458	458	2,292	2,748
Transportation Loans	0	0	0	0	0	0	0	
Net Transfers - Others	(185)	(190)	(188)	(189)	(188)	(188)	(942)	(1,127)
Expenditures - Other Departmental	(613)	(632)	(633)	(628)	(634)	(634)	(3,161)	(3,774)
Total State Resources	\$5,185	\$3,640	\$3,726	\$3,813	\$3,898	\$3,999	\$19,077	\$24,262
Obligation Authority (OA)	\$3,736	\$3,836	\$3,939	\$4,045	\$4,154	\$4,266	\$20,240	\$23,976
August Redistribution	261	261	261	261	261	261	1,307	1,568
Other Federal Resources	(310)	(310)	(310)	(310)	(310)	(310)	(1,552)	(1,862)
Total Federal Resources	\$3,687	\$3,787	\$3,890	\$3,996	\$4,105	\$4,217	\$19,995	\$23,682
TOTAL STATE & FED RESOURCES	\$8,872	\$7,427	\$7,616	\$7,809	\$8,003	\$8,216	\$39,072	\$47,944
COMMITMENTS								
STATE OPERATIONS	(\$1,031)	(\$1,069)	(\$1,108)	(\$1,147)	(\$1,187)	(\$1,229)	(\$5,740)	(\$6,771)
MAINTENANCE	(\$1,499)	(\$1,540)	(\$1,581)	(\$1,624)	(\$1,668)	(\$1,713)	(\$8,126)	(\$9,625)
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	(\$170)	(\$166)	(\$162)	(\$160)	(\$155)	(\$151)	(\$794)	(\$965)
State & Federal LA	(1,697)	(1,656)	(1,631)	(1,674)	(1,719)	(1,761)	(8,442)	(10,139)
TOTAL LA	(\$1,868)	(\$1,822)	(\$1,792)	(\$1,835)	(\$1,874)	(\$1,912)	(\$9,236)	(\$11,104)
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	(\$887)	(\$731)	(\$558)	(\$453)	(\$291)	(\$154)	(\$2,187)	(\$3,074)
SHOPP Minor	(105)	(108)	(111)	(114)	(118)	(121)	(572)	(676)
Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
TOTAL SHOPP COS	(\$1,049)	(\$896)	(\$726)	(\$625)	(\$466)	(\$332)	(\$3,046)	(\$4,095)
SHOPP CAPITAL OUTLAY								
Major capital	(\$2,391)	(\$388)	(\$240)	(\$90)	(\$23)	\$0	(\$741)	(\$3,132)
Minor capital	(81)	(99)	(138)	(139)	(139)	(139)	(654)	(736)
R/W Project Delivery	(152)	(132)	(132)	(35)	(17)	(5)	(321)	(473)
Unprogrammed R/W	(19)	(22)	(12)	(7)	(2)	0	(43)	(62)
TOTAL SHOPP CAPITAL OUTLAY	(\$2,643)	(\$641)	(\$522)	(\$271)	(\$181)	(\$144)	(\$1,759)	(\$4,403)
TOTAL NON-STIP COMMITMENTS	(\$8,091)	(\$5,968)	(\$5,730)	(\$5,502)	(\$5,377)	(\$5,330)	(\$27,907)	(\$35,998)
STIP LA								
STIP Off-System	(\$61)	(\$41)	(\$18)	(\$9)	(\$6)	(\$3)	(\$77)	(\$138)
Oversight (Partnership)	(17)	(17)	(17)	(16)	(16)	(15)	(81)	(99)
TOTAL STIP LA	(\$79)	(\$58)	(\$35)	(\$26)	(\$22)	(\$19)	(\$158)	(\$237)
STIP COS	(\$113)	(\$101)	(\$103)	(\$99)	(\$88)	(\$81)	(\$472)	(\$585)
STIP CAPITAL OUTLAY								
STIP On-System	(\$449)	(\$299)	(\$233)	(\$147)	(\$40)	\$0	(\$719)	(\$1,168)
R/W Project Delivery	(30)	(23)	(57)	(13)	(6)	(35)	(134)	(164)
Unprogrammed R/W	(10)	(9)	(7)	0	0	0	(16)	(26)
TOTAL STIP CAPITAL OUTLAY	(\$489)	(\$331)	(\$297)	(\$160)	(\$46)	(\$35)	(\$869)	(\$1,358)
TOTAL STIP COMMITMENTS	(\$681)	(\$490)	(\$435)	(\$285)	(\$156)	(\$135)	(\$1,500)	(\$2,180)
TOTAL RESOURCES AVAILABLE	\$101	\$970	\$1,452	\$2,023	\$2,470	\$2,751	\$9,665	\$9,766
SHOPP TARGET CAPACITY	\$2,700	\$2,500	\$2,500	\$2,500	\$2,600	\$2,700	\$12,800	\$15,500
STIP TARGET CAPACITY	\$695	\$700	\$300	\$300	\$325	\$350	\$1,975	\$2,670

Notes:

Individual numbers may not add to total due to independent rounding.
Balance does not include pre-paid debt service that will be transferred to the Transportation Debt Service Fund.

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2022 STIP FUND ESTIMATE ROAD MAINTENANCE & REHABILITATION ACCOUNT (\$ millions)

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,842							\$1,842
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,280	1,339	1,392	1,442	1,500	1,554	7,226	8,506
SMIF Interest	45	45	45	45	45	45	225	270
TOTAL RESOURCES	\$3,567	\$1,784	\$1,837	\$1,887	\$1,945	\$1,999	\$9,451	\$13,017
COMMITMENTS								
Program Development	(\$10)	(\$10)	(\$10)	(\$10)	(\$11)	(\$11)	(\$52)	(\$61)
Statewide Planning	(14)	(15)	(15)	(16)	(16)	(16)	(78)	(92)
Maintenance	(291)	(299)	(307)	(315)	(323)	(332)	(1,576)	(1,866)
Capital Outlay Support	(425)	(65)	(55)	(48)	(41)	(37)	(245)	(670)
Capital Outlay	(1,203)	(1,079)	(716)	(348)	(131)	(66)	(2,339)	(3,542)
TOTAL COMMITMENTS	(\$1,942)	(\$1,467)	(\$1,103)	(\$736)	(\$523)	(\$462)	(\$4,290)	(\$6,232)
TOTAL RESOURCES AVAILABLE	\$1,624	\$317	\$734	\$1,150	\$1,422	\$1,537	\$5,161	\$6,785
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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**2022 STIP FUND ESTIMATE
PUBLIC TRANSPORTATION ACCOUNT
(\$ in thousands)**

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,605,846							\$1,605,846
Adjustment for STA Transfer Timing	(174,038)							(174,038)
TIRCP Set-Aside	(1,189,039)							(1,189,039)
Sales Tax on Diesel	\$928,219	\$909,973	\$883,253	\$915,827	\$935,472	\$955,117	\$4,599,642	\$5,527,861
SMIF Interest Earned	13,510	10,965	8,218	8,214	6,106	8,521	42,024	55,534
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	391,629	403,378	415,479	427,943	440,782	453,620	2,141,201	2,532,830
TOTAL RESOURCES	\$1,601,202	\$1,349,391	\$1,332,026	\$1,377,060	\$1,407,436	\$1,442,335	\$6,908,247	\$8,509,450
State Transit Assistance (STA)	(\$674,064)	(\$660,814)	(\$641,410)	(\$665,065)	(\$679,331)	(\$693,597)	(\$3,340,217)	(\$4,014,280)
State Rail Assistance (SRA) Set-Aside	(44,201)	(43,332)	(42,060)	(43,611)	(44,546)	(45,482)	(219,031)	(263,231)
SUBTOTAL AVAILABLE RESOURCES	\$882,938	\$645,245	\$648,556	\$668,384	\$683,558	\$703,256	\$3,349,000	\$4,231,938
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	(\$33,833)	(\$34,746)	(\$35,685)	(\$36,648)	(\$37,637)	(\$38,654)	(\$183,370)	(\$217,203)
Planning Staff and Support	(25,167)	(25,847)	(26,544)	(27,261)	(27,997)	(28,753)	(136,402)	(161,569)
California Transportation Commission	(3,940)	(4,042)	(3,564)	(3,660)	(3,759)	(3,860)	(18,884)	(22,824)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(8,431)	(8,659)	(8,892)	(9,133)	(9,379)	(9,632)	(45,695)	(54,126)
State Controller's Office	(19)	(20)	(20)	(21)	(21)	(22)	(103)	(122)
Secretary for Transportation Agency	(1,257)	(684)	(702)	(721)	(741)	(761)	(3,610)	(4,867)
Supplemental Pension Payments	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(9,815)	(11,778)
TOTAL STATE OPERATIONS	(\$75,590)	(\$76,940)	(\$78,350)	(\$80,386)	(\$82,477)	(\$84,625)	(\$402,779)	(\$478,369)
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	(12,828)	(12,828)	(12,828)	(12,828)	(12,828)	(12,828)	(64,141)	(76,969)
Fleet Modernization	(20,889)	(20,889)	(20,889)	(20,889)	(20,889)	(20,889)	(104,447)	(125,336)
TOTAL INTERCITY RAIL	(\$143,628)	(\$143,628)	(\$143,628)	(\$143,628)	(\$143,628)	(\$143,628)	(\$718,141)	(\$861,769)
LOCAL ASSISTANCE								
Transportation Improvement Fee to TIRCP	(\$274,140)	(\$282,364)	(\$290,835)	(\$299,560)	(\$308,547)	(\$317,534)	(\$1,498,841)	(\$1,772,981)
Transportation Improvement Fee to STA	(117,489)	(121,013)	(124,644)	(128,383)	(132,234)	(136,086)	(642,360)	(759,849)
Climate Change Adaptation Planning	(1,118)	(1,118)	(1,118)	(1,118)	(1,118)	(1,118)	(5,590)	(6,708)
Bay Area Ferry Operations/Waterborne	(3,409)	(3,443)	(3,477)	(3,477)	(3,477)	(3,477)	(17,351)	(20,760)
TOTAL LOCAL ASSISTANCE	(\$396,156)	(\$407,938)	(\$420,074)	(\$432,538)	(\$445,376)	(\$458,215)	(\$2,164,142)	(\$2,560,297)
CAPITAL PROJECTS								
STIP - Mass Transportation*	(\$13,511)	(\$78,358)	(\$53,251)	(\$44,906)	(\$7,149)	(\$931)	(\$184,595)	(\$198,106)
STIP - Rail*	(28,300)	(107,084)	(62,522)	(52,276)	(45,304)	(25,662)	(292,848)	(321,148)
TOTAL CAPITAL PROJECTS	(\$41,811)	(\$185,442)	(\$115,773)	(\$97,182)	(\$52,453)	(\$26,593)	(\$477,443)	(\$519,254)
CASH AVAILABLE FOR PROGRAMMING	\$225,753	(\$168,704)	(\$109,268)	(\$85,350)	(\$40,376)	(\$9,805)	(\$413,504)	(\$187,751)
PTA STIP TARGET CAPACITY	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000

Notes:
Individual numbers may not add to total due to independent rounding.
Cash flow adjusted for unliquidated encumbrances.

County and Interregional Share Estimates

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

The 2022 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 or federal funds.

The following tables display STIP county and interregional shares and targets for the 2022 STIP.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2022 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, 2021.

Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2021 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 2026-27. 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 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 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 2021 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2022 STIP Target Through 2026-27: This section calculates the total target. The total target is the formula distribution of new capacity available through 2026-27 adjusted for carryover balances and lapses.
 - Formula Distribution: This is the 2022 STIP share through 2026-27. It is the formula distribution of program capacity available through 2026-27. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.

- Add Back 2019-20 & 2020-21 Lapses: This identifies the amount for projects lapsed in 2019-20 and 2020-21. These amounts are credited back in the 2022 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2024-25.
- Net Share (Total Target): This is the 2022 STIP target through 2026-27. 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 2026-27) 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 1 million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2021 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2022 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 2019-20 & 2020-21 Lapses: This identifies the amount for projects lapsed in 2019-20 and 2020-21. These amounts are credited back in the 2022 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2024-25.
 - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 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 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 2024-25 through 2026-27 share period based upon the 2020 and 2022 Fund Estimates. These are the amounts against which the 5% is applied.
- 5% PPM Limitation: These are the PPM limitations for the 2024-25 through 2026-27 share period.

DRAFT 2022 STIP FUND ESTIMATE

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

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
Public Transportation Account (PTA)								
2022 FE PTA Target Capacity	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10
Total 2022 STIP FE PTA Capacity	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10
2020 STIP Program ¹	\$106	\$261	\$61	\$66	\$0	\$0	\$388	\$493
Extensions	\$12	\$63	\$0	\$0	\$0	\$0	\$63	\$74
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net PTA STIP Program	\$117	\$324	\$61	\$66	\$0	\$0	\$450	\$567
PTA Capacity for County Shares	(\$107)	(\$324)	(\$61)	(\$66)	\$0	\$0	(\$450)	(\$557)
Cumulative	(\$107)	(\$431)	(\$492)	(\$557)	(\$557)	(\$557)		
State Highway Account (SHA)								
2022 FE SHA Target Capacity	\$695	\$700	\$300	\$300	\$325	\$350	\$1,975	\$2,670
2022 FE TFA Available Capacity ²	\$6	\$52	\$0	\$0	\$0	\$0	\$52	\$58
Total 2022 STIP FE SHA Capacity	\$701	\$752	\$300	\$300	\$325	\$350	\$2,027	\$2,728
2020 STIP Program ¹	\$507	\$434	\$208	\$212	\$0	\$0	\$854	\$1,361
Extensions	\$257	\$37	\$0	\$0	\$0	\$0	\$37	\$293
Advances	(\$170)	(\$41)	\$0	\$0	\$0	\$0	(\$41)	(\$211)
Net SHA STIP Program	\$594	\$429	\$208	\$212	\$0	\$0	\$849	\$1,443
SHA Capacity for County Shares	\$107	\$323	\$92	\$88	\$325	\$350	\$1,178	\$1,285
Cumulative	\$107	\$430	\$522	\$610	\$935	\$1,285		
Total Capacity	\$0	(\$1)	\$31	\$23	\$325	\$350	\$727	\$728

Notes:

General note: Numbers may not add due to rounding.

¹ 2022 STIP as of June 30, 2021 (2021 Orange Book)

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

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

County	2022 STIP Programming	
	Total Target	Maximum
	Share through 2026-27	Estimated Share through 2027-28
Alameda	19,818	29,617
Alpine	0	213
Amador	6,341	7,006
Butte	10,444	12,402
Calaveras	2,117	2,912
Colusa	4,347	4,873
Contra Costa	59,487	66,211
Del Norte	0	0
El Dorado LTC	5,010	6,371
Fresno	20,743	28,157
Glenn	2,181	2,732
Humboldt	4,478	6,454
Imperial	8,487	11,991
Inyo	0	0
Kern	11,620	21,605
Kings	0	0
Lake	1,820	2,680
Lassen	3,001	4,260
Los Angeles	0	46,776
Madera	0	0
Marin	0	0
Mariposa	5,541	6,056
Mendocino	4,869	6,732
Merced	5,417	7,850
Modoc	707	1,380
Mono	4,664	6,697
Monterey	8,181	11,683
Napa	0	0
Nevada	2,947	3,989
Orange	20,450	38,771
Placer TPA	0	0
Plumas	1,549	2,299
Riverside	32,349	48,345
Sacramento	15,062	24,365
San Benito	0	0
San Bernardino	34,733	53,338
San Diego	52,549	73,582
San Francisco	11,623	16,604
San Joaquin	2,566	7,619
San Luis Obispo	7,502	11,212
San Mateo	14,179	19,255
Santa Barbara	6,211	10,379
Santa Clara	29,462	41,097
Santa Cruz	4,067	6,078
Shasta	4,337	6,482
Sierra	4,938	5,295
Siskiyou	2,392	3,872
Solano	0	0
Sonoma	7,807	11,553
Stanislaus	7,549	11,282
Sutter	10,886	11,745
Tahoe RPA	0	0
Tehama	2,967	4,063
Trinity	2,315	3,093
Tulare	930	5,548
Tuolumne	1,625	2,483
Ventura	80,274	86,448
Yolo	8,185	9,985
Yuba	12,252	12,912
Statewide Regional	570,979	826,352
Interregional	156,782	251,409
TOTAL	727,761	1,077,761

	New Capacity
Statewide SHA Capacity	1,285,146
Statewide PTA Capacity	(557,385)
Total STIP Capacity	727,761

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

County	Net Carryover		2022 STIP Share through 2026-27			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2019-20 & 2020-21	Net Share (Total Target)	Net Advance
Alameda	0	0	19,818	0	19,818	0
Alpine	0	(673)	593	0	0	(80)
Amador	4,997	0	1,344	0	6,341	0
Butte	6,484	0	3,960	0	10,444	0
Calaveras	510	0	1,607	0	2,117	0
Colusa	3,283	0	1,064	0	4,347	0
Contra Costa	31,090	0	13,597	14,800	59,487	0
Del Norte	0	(6,714)	989	0	0	(5,725)
El Dorado LTC	2,256	0	2,754	0	5,010	0
Fresno	5,750	0	14,993	0	20,743	0
Glenn	962	0	1,114	105	2,181	0
Humboldt	482	0	3,996	0	4,478	0
Imperial	1,401	0	7,086	0	8,487	0
Inyo	0	(15,443)	5,534	0	0	(9,909)
Kern	0	(8,573)	20,193	0	11,620	0
Kings	0	(9,093)	2,965	0	0	(6,128)
Lake	81	0	1,739	0	1,820	0
Lassen	454	0	2,547	0	3,001	0
Los Angeles	0	(132,895)	120,223	0	0	(12,672)
Madera	0	(6,559)	2,758	0	0	(3,801)
Marin	0	(22,406)	3,715	0	0	(18,691)
Mariposa	4,499	0	1,042	0	5,541	0
Mendocino	1,099	0	3,770	0	4,869	0
Merced	496	0	4,921	0	5,417	0
Modoc	0	(688)	1,360	35	707	0
Mono	118	0	4,111	435	4,664	0
Monterey	0	0	7,081	1,100	8,181	0
Napa	0	(19,683)	2,450	0	0	(17,233)
Nevada	840	0	2,107	0	2,947	0
Orange	0	(16,600)	37,050	0	20,450	0
Placer TPA	0	(21,476)	5,132	0	0	(16,344)
Plumas	34	0	1,515	0	1,549	0
Riverside	0	0	32,349	0	32,349	0
Sacramento	0	(3,752)	18,814	0	15,062	0
San Benito	0	(6,779)	1,305	0	0	(5,474)
San Bernardino	0	(2,890)	37,623	0	34,733	0
San Diego	10,014	0	42,535	0	52,549	0
San Francisco	1,548	0	10,075	0	11,623	0
San Joaquin	0	(7,652)	10,218	0	2,566	0
San Luis Obispo	0	0	7,502	0	7,502	0
San Mateo	3,612	0	10,267	300	14,179	0
Santa Barbara	0	(2,220)	8,431	0	6,211	0
Santa Clara	3,632	0	23,530	2,300	29,462	0
Santa Cruz	0	0	4,067	0	4,067	0
Shasta	0	0	4,337	0	4,337	0
Sierra	4,216	0	722	0	4,938	0
Siskiyou	0	(600)	2,992	0	2,392	0
Solano	0	(29,263)	6,164	0	0	(23,099)
Sonoma	231	0	7,576	0	7,807	0
Stanislaus	0	0	7,549	0	7,549	0
Sutter	9,149	0	1,737	0	10,886	0
Tahoe RPA	0	(1,592)	860	0	0	(732)
Tehama	751	0	2,216	0	2,967	0
Trinity	742	0	1,573	0	2,315	0
Tulare	0	(8,409)	9,339	0	930	0
Tuolumne	0	(110)	1,735	0	1,625	0
Ventura	67,789	0	12,485	0	80,274	0
Yolo	4,545	0	3,640	0	8,185	0
Yuba	10,919	0	1,333	0	12,252	0
Statewide Regional	181,984	(324,070)	574,102	19,075	570,979	(119,888)
Interregional	0	(39,222)	191,367	4,637	156,782	0
TOTAL	181,984	(363,292)	765,469	23,712	727,761	(119,888)

Statewide SHA Capacity	1,285,146
Statewide PTA Capacity	(557,385)
Total	727,761

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

County	Net Carryover		2022 STIP Estimated Share through 2027-28			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2019-20 & 2020-21	Net Share (Maximum)	Net Advance
Alameda	0	0	29,617	0	29,617	0
Alpine	0	(673)	886	0	213	0
Amador	4,997	0	2,009	0	7,006	0
Butte	6,484	0	5,918	0	12,402	0
Calaveras	510	0	2,402	0	2,912	0
Colusa	3,283	0	1,590	0	4,873	0
Contra Costa	31,090	0	20,321	14,800	66,211	0
Del Norte	0	(6,714)	1,477	0	0	(5,237)
El Dorado LTC	2,256	0	4,115	0	6,371	0
Fresno	5,750	0	22,407	0	28,157	0
Glenn	962	0	1,665	105	2,732	0
Humboldt	482	0	5,972	0	6,454	0
Imperial	1,401	0	10,590	0	11,991	0
Inyo	0	(15,443)	8,270	0	0	(7,173)
Kern	0	(8,573)	30,178	0	21,605	0
Kings	0	(9,093)	4,430	0	0	(4,663)
Lake	81	0	2,599	0	2,680	0
Lassen	454	0	3,806	0	4,260	0
Los Angeles	0	(132,895)	179,671	0	46,776	0
Madera	0	(6,559)	4,122	0	0	(2,437)
Marin	0	(22,406)	5,552	0	0	(16,854)
Mariposa	4,499	0	1,557	0	6,056	0
Mendocino	1,099	0	5,633	0	6,732	0
Merced	496	0	7,354	0	7,850	0
Modoc	0	(688)	2,033	35	1,380	0
Mono	118	0	6,144	435	6,697	0
Monterey	0	0	10,583	1,100	11,683	0
Napa	0	(19,683)	3,661	0	0	(16,022)
Nevada	840	0	3,149	0	3,989	0
Orange	0	(16,600)	55,371	0	38,771	0
Placer TPA	0	(21,476)	7,669	0	0	(13,807)
Plumas	34	0	2,265	0	2,299	0
Riverside	0	0	48,345	0	48,345	0
Sacramento	0	(3,752)	28,117	0	24,365	0
San Benito	0	(6,779)	1,950	0	0	(4,829)
San Bernardino	0	(2,890)	56,228	0	53,338	0
San Diego	10,014	0	63,568	0	73,582	0
San Francisco	1,548	0	15,056	0	16,604	0
San Joaquin	0	(7,652)	15,271	0	7,619	0
San Luis Obispo	0	0	11,212	0	11,212	0
San Mateo	3,612	0	15,343	300	19,255	0
Santa Barbara	0	(2,220)	12,599	0	10,379	0
Santa Clara	3,632	0	35,165	2,300	41,097	0
Santa Cruz	0	0	6,078	0	6,078	0
Shasta	0	0	6,482	0	6,482	0
Sierra	4,216	0	1,079	0	5,295	0
Siskiyou	0	(600)	4,472	0	3,872	0
Solano	0	(29,263)	9,213	0	0	(20,050)
Sonoma	231	0	11,322	0	11,553	0
Stanislaus	0	0	11,282	0	11,282	0
Sutter	9,149	0	2,596	0	11,745	0
Tahoe RPA	0	(1,592)	1,285	0	0	(307)
Tehama	751	0	3,312	0	4,063	0
Trinity	742	0	2,351	0	3,093	0
Tulare	0	(8,409)	13,957	0	5,548	0
Tuolumne	0	(110)	2,593	0	2,483	0
Ventura	67,789	0	18,659	0	86,448	0
Yolo	4,545	0	5,440	0	9,985	0
Yuba	10,919	0	1,993	0	12,912	0
Statewide Regional	181,984	(324,070)	857,984	19,075	826,352	(91,379)
Interregional	0	(39,222)	285,994	4,637	251,409	0
TOTAL	181,984	(363,292)	1,143,978	23,712	1,077,761	(91,379)
Statewide SHA Capacity					1,635,146	
Statewide PTA Capacity					(557,385)	
Total					1,077,761	

DRAFT 2022 STIP FUND ESTIMATE

Table 5 - Planning, Programming, and Monitoring (PPM) Limitations
(\$ in thousands)

County	2020 STIP FY 2024-25	2022 STIP 2024-25 through 2026-27	Total 2024-25 through 2026-27	5% PPM Limitation 2024-25 through 2026-27
Alameda	11,315	19,818	31,133	1,557
Alpine	337	593	930	47
Amador	765	1,344	2,109	105
Butte	2,264	3,960	6,224	311
Calaveras	915	1,607	2,522	126
Colusa	606	1,064	1,670	84
Contra Costa	7,747	13,597	21,344	1,067
Del Norte	565	989	1,554	78
El Dorado LTC	1,568	2,754	4,322	216
Fresno	8,540	14,993	23,533	1,177
Glenn	635	1,114	1,749	87
Humboldt	2,280	3,996	6,276	314
Imperial	4,036	7,086	11,122	556
Inyo	3,152	5,534	8,686	434
Kern	11,506	20,193	31,699	1,585
Kings	1,687	2,965	4,652	233
Lake	990	1,739	2,729	136
Lassen	1,449	2,547	3,996	200
Los Angeles	68,508	120,223	188,731	9,437
Madera	1,570	2,758	4,328	216
Marin	2,119	3,715	5,834	292
Mariposa	593	1,042	1,635	82
Mendocino	2,150	3,770	5,920	296
Merced	2,802	4,921	7,723	386
Modoc	774	1,360	2,134	107
Mono	2,342	4,111	6,453	323
Monterey	4,032	7,081	11,113	556
Napa	1,395	2,450	3,845	192
Nevada	1,199	2,107	3,306	165
Orange	21,115	37,050	58,165	2,908
Placer TPA	2,928	5,132	8,060	403
Plumas	865	1,515	2,380	119
Riverside	18,432	32,349	50,781	2,539
Sacramento	10,720	18,814	29,534	1,477
San Benito	743	1,305	2,048	102
San Bernardino	21,436	37,623	59,059	2,953
San Diego	24,241	42,535	66,776	3,339
San Francisco	5,747	10,075	15,822	791
San Joaquin	5,820	10,218	16,038	802
San Luis Obispo	4,274	7,502	11,776	589
San Mateo	5,848	10,267	16,115	806
Santa Barbara	4,804	8,431	13,235	662
Santa Clara	13,406	23,530	36,936	1,847
Santa Cruz	2,317	4,067	6,384	319
Shasta	2,476	4,337	6,813	341
Sierra	411	722	1,133	57
Siskiyou	1,702	2,992	4,694	235
Solano	3,511	6,164	9,675	484
Sonoma	4,314	7,576	11,890	595
Stanislaus	4,302	7,549	11,851	593
Sutter	989	1,737	2,726	136
Tahoe RPA	490	860	1,350	68
Tehama	1,261	2,216	3,477	174
Trinity	895	1,573	2,468	123
Tulare	5,331	9,339	14,670	734
Tuolumne	987	1,735	2,722	136
Ventura	7,114	12,485	19,599	980
Yolo	2,073	3,640	5,713	286
Yuba	759	1,333	2,092	105
Statewide	327,152	574,102	901,254	45,063

Note: Limitation amounts include amounts already programmed.

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**2022 FUND ESTIMATE
AERONAUTICS ACCOUNT
(\$ in thousands)**

	2021-22	2022-23	2023-24	2024-25	2025-26	4-Year Total	5-Year Total
RESOURCES							
Beginning Balance	\$9,467						
Adjustment for Prior Commitments ¹	(6,917)						
ADJUSTED BEGINNING BALANCE	\$2,550	\$0	\$0	\$0	\$0	\$0	\$0
Aviation Gas Excise Tax ²	\$2,848	\$2,942	\$2,915	\$2,843	\$2,754	\$11,454	\$14,302
Jet Fuel Excise Tax ²	3,161	3,127	3,093	3,093	3,093	12,406	15,567
Interest (SMIF)	84	104	123	131	128	487	571
Federal Trust Funds	457	469	482	495	508	1,955	2,412
Sale of Documents	0	0	0	0	0	0	0
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)	(150)
Transfers from Local Airport Loan Account ³	2,500	2,500	2,500	0	0	5,000	7,500
TOTAL RESOURCES	\$11,570	\$9,112	\$9,083	\$6,532	\$6,454	\$31,182	\$40,202
STATE OPERATIONS							
State Operations	(\$4,818)	(\$4,948)	(\$5,082)	(\$5,219)	(\$5,360)	(\$20,609)	(\$25,427)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)	(5)
TOTAL STATE OPERATIONS	(\$4,819)	(\$4,949)	(\$5,083)	(\$5,220)	(\$5,361)	(\$20,613)	(\$25,432)
LOCAL ASSISTANCE							
Grants to Local Agencies (Annual Credit Program)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$5,960)	(\$7,450)
Airport Improvement Program (AIP) Match	0	0	0	0	0	0	0
Acquisition & Development (A&D)	0	0	0	0	0	0	0
TOTAL LOCAL ASSISTANCE	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$5,960)	(\$7,450)
TOTAL RESOURCES AVAILABLE	\$5,261	\$2,673	\$2,511	(\$178)	(\$397)	\$4,609	\$9,870
TARGET CAPACITY	\$3,500	\$3,000	\$3,000	\$0	\$0	\$6,000	\$9,500

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