

**RESOLUTION G-23-57 - TO ADOPT
THE 2024 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 25, 2023, the Department presented an overview of the fund estimate process and schedule; and
- 1.3 WHEREAS, on May 17, 2023, the Department presented, and the Commission approved the 2024 Fund Estimate assumptions; and
- 1.4 WHEREAS, on June 28, 2023, the Department presented to the Commission the Draft 2024 Fund Estimate; and
- 1.5 WHEREAS, on July 19, 2023, the Commission held a workshop on the Proposed 2024 Fund Estimate to consider public comment, and indicated that the adoption of the 2024 Fund Estimate would be scheduled for August 16, 2023; and
- 1.6 WHEREAS, on August 16, 2023, the Department presented to the Commission an updated, Proposed 2024 Fund Estimate; and
- 1.7 WHEREAS, the Proposed 2024 Fund Estimate identifies new program capacity for STIP for the five-year period covering 2024-25 through 2028-29; and
- 1.8 WHEREAS, the Proposed 2024 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2023.
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2024 STIP Fund Estimate, as presented by the Department on August 16, 2023, with programming in the 2024 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 2024 Fund Estimate to each regional agency and county transportation commission.

EXECUTIVE SUMMARY

On August 16, 2023, the California Transportation Commission adopted the 2024 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 2024 STIP FE period covers state fiscal years 2024-25 through 2028-29, with 2023-24 included as the base year.

The 2024 STIP FE incorporates Governor Newsom's Executive Order N-79-20 which requires that all new cars and passenger trucks sold are zero-emission vehicles (ZEV) by 2035. The Order also requires the same emissions status for medium and heavy-duty vehicles by 2045. ZEVs include battery-electric vehicles, hydrogen fuel cell vehicles and plug-in hybrid electric vehicles. This transition from smog-producing vehicles to ZEVs will dramatically reduce demand for gasoline and diesel fuels, which will negatively impact transportation revenues. Excise taxes on fuel consumption is the largest state revenue source for transportation.

STIP Capacity

STIP projects add new development to the state's transportation infrastructure. The 2024 STIP FE includes a total estimate of \$2.9 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 \$2.9 billion in total estimated program capacity over the 2024 STIP FE, new STIP capacity currently available for programming is approximately \$1.7 billion over the FE period.

- STIP capacity in the future will continue to depend primarily on the inflationary component of the incremental excise tax revenues outpacing the drop in gasoline consumption and diesel sales tax revenues remaining elevated.
- STIP capacity over the 2024 five-year FE period has increased by 37 percent compared to the 2022 five-year FE period, most notably due to higher diesel sales tax revenues in the Public Transportation Account that are available for the STIP.

2024 STIP FE STIP Program Capacity (\$ in millions)								
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
2024 STIP FE Target Capacity	\$595	\$630	\$585	\$560	\$550	\$540	\$2,865	\$3,459
2022 STIP Program	638	532	350	265	0	0	1,147	1,785
New STIP Program Capacity	(\$44)	\$98	\$235	\$295	\$550	\$540	\$1,718	\$1,674
Cumulative Difference	(\$44)	\$53	\$288	\$583	\$1,133	\$1,674		
Estimated Capital Allocation Capacity	\$475	\$500	\$455	\$435	\$425	\$415		

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

SHOPP Capacity

SHOPP projects are funded with federal and state resources and consist of major rehabilitation work on the State Highway System. The 2024 STIP FE forecasts SHOPP capacity of \$25.8 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 \$25.8 billion in total estimated program capacity over the 2024 STIP FE, new SHOPP capacity currently available for programming is about \$16.9 billion over the FE period.

2024 STIP FE SHOPP Program Capacity (\$ in millions)								
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
2024 STIP FE SHOPP Target Capacity	\$5,200	\$5,200	\$5,100	\$5,100	\$5,200	\$5,200	\$25,800	\$31,000
2022 SHOPP Program	4,440	4,440	4,440	0	0	0	8,880	13,320
New SHOPP Program Capacity	\$760	\$760	\$660	\$5,100	\$5,200	\$5,200	\$16,920	\$17,680
Cumulative Difference	\$760	\$1,520	\$2,180	\$7,280	\$12,480	\$17,680		
Estimated Capital Allocation Capacity	\$3,900	\$3,900	\$3,800	\$3,800	\$3,900	\$3,900		

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

- SHOPP capacity over the 2024 five-year FE period has increased by 18 percent compared to the 2022 five-year FE period, most notably due to the passage of the Infrastructure Investment and Jobs Act signed in November 2021.

ESTIMATED CAPACITY BY PROGRAM
Fund Estimate Five-Year Period

2024 STIP FE								
SHOPP Program Capacity								
(\$ in millions)								
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
2024 STIP FE SHOPP Target Capacity	\$5,200	\$5,200	\$5,100	\$5,100	\$5,200	\$5,200	\$25,800	\$31,000
2022 SHOPP Program	4,440	4,440	4,440	0	0	0	8,880	13,320
New SHOPP Program Capacity	\$760	\$760	\$660	\$5,100	\$5,200	\$5,200	\$16,920	\$17,680
Cumulative Difference	\$760	\$1,520	\$2,180	\$7,280	\$12,480	\$17,680		
Estimated Capital Allocation Capacity	\$3,900	\$3,900	\$3,800	\$3,800	\$3,900	\$3,900		

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

2024 STIP FE								
STIP Program Capacity								
(\$ in millions)								
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
2024 STIP FE Target Capacity	\$595	\$630	\$585	\$560	\$550	\$540	\$2,865	\$3,459
2022 STIP Program	638	532	350	265	0	0	1,147	1,785
New STIP Program Capacity	(\$44)	\$98	\$235	\$295	\$550	\$540	\$1,718	\$1,674
Cumulative Difference	(\$44)	\$53	\$288	\$583	\$1,133	\$1,674		
Estimated Capital Allocation Capacity	\$475	\$500	\$455	\$435	\$425	\$415		

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

2024 STIP FE								
RMRA Capacity - Included in Overall SHOPP Program Capacity								
(\$ in millions)								
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
2024 STIP FE RMRA Target Capacity	\$1,800	\$1,800	\$1,800	\$1,800	\$1,900	\$1,900	\$9,200	\$11,000
2022 RMRA SHOPP Program	1,800	1,800	1,800	0	0	0	3,600	5,400
New RMRA SHOPP Capacity	\$0	\$0	\$0	\$1,800	\$1,900	\$1,900	\$5,600	\$5,600
Cumulative Difference	\$0	\$0	\$0	\$1,800	\$3,700	\$5,600		
Estimated Capital Allocation Capacity	\$1,300	\$1,300	\$1,300	\$1,300	\$1,400	\$1,400		

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

2024 STIP FE								
PTA Capacity - Included in Overall STIP Program Capacity								
(\$ in millions)								
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
2024 STIP FE PTA Target Capacity	\$120	\$105	\$60	\$60	\$50	\$40	\$315	\$435
2022 PTA STIP Program	278	157	62	22	0	0	241	519
New PTA STIP Capacity	(\$158)	(\$52)	(\$2)	\$38	\$50	\$40	\$74	(\$85)

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

PROPOSED

2024 STIP FUND ESTIMATE STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS

(\$ millions)

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$1,121							\$1,121
Fuel Excise Taxes (Base)	\$2,165	\$2,229	\$2,265	\$2,289	\$2,311	\$2,350	\$11,444	\$13,609
Fuel Excise Taxes (Incremental)	2,087	2,132	2,159	2,192	2,218	2,241	10,942	13,028
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	422	417	397	386	380	381	1,960	2,382
Net Transfers - Others	(178)	(190)	(187)	(186)	(184)	(185)	(931)	(1,109)
Expenditures - Other Departmental	(1,368)	(738)	(686)	(680)	(688)	(689)	(3,481)	(4,849)
Total State Resources	\$4,248	\$3,851	\$3,949	\$4,001	\$4,036	\$4,098	\$19,934	\$24,182
Obligation Authority (OA)	\$5,216	\$5,308	\$5,403	\$5,498	\$5,596	\$5,695	\$27,500	\$32,716
August Redistribution	470	470	470	470	470	470	2,350	2,820
Other Federal Resources	(365)	(367)	(370)	(370)	(370)	(370)	(1,846)	(2,211)
Total Federal Resources	\$5,321	\$5,411	\$5,503	\$5,599	\$5,696	\$5,795	\$28,004	\$33,325
TOTAL STATE & FED RESOURCES	\$9,569	\$9,262	\$9,451	\$9,600	\$9,732	\$9,893	\$47,938	\$57,508
COMMITMENTS								
STATE OPERATIONS	(\$1,138)	(\$1,190)	(\$1,243)	(\$1,298)	(\$1,354)	(\$1,412)	(\$6,498)	(\$7,636)
MAINTENANCE	(\$1,759)	(\$1,824)	(\$1,891)	(\$1,961)	(\$2,033)	(\$2,108)	(\$9,816)	(\$11,575)
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	(\$201)	(\$193)	(\$188)	(\$184)	(\$178)	(\$177)	(\$920)	(\$1,121)
State & Federal LA	(2,076)	(2,110)	(2,147)	(2,183)	(2,220)	(2,253)	(10,913)	(12,989)
TOTAL LA	(\$2,277)	(\$2,303)	(\$2,334)	(\$2,368)	(\$2,398)	(\$2,431)	(\$11,834)	(\$14,110)
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	(\$971)	(\$744)	(\$554)	(\$408)	(\$214)	(\$115)	(\$2,035)	(\$3,006)
SHOPP Minor	(104)	(108)	(111)	(114)	(118)	(121)	(571)	(676)
Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
TOTAL SHOPP COS	(\$1,133)	(\$909)	(\$722)	(\$580)	(\$389)	(\$294)	(\$2,893)	(\$4,026)
SHOPP CAPITAL OUTLAY								
Major capital	(\$2,323)	(\$227)	(\$147)	(\$57)	(\$16)	\$0	(\$447)	(\$2,770)
Minor capital	(157)	(145)	(141)	(138)	(135)	(131)	(690)	(847)
R/W Project Delivery	(99)	(103)	(115)	(64)	(21)	(11)	(314)	(413)
Unprogrammed R/W	(13)	(13)	(3)	(10)	(1)	(1)	(28)	(41)
TOTAL SHOPP CAPITAL OUTLAY	(\$2,592)	(\$488)	(\$406)	(\$269)	(\$173)	(\$143)	(\$1,479)	(\$4,071)
TOTAL NON-STIP COMMITMENTS	(\$8,899)	(\$6,714)	(\$6,597)	(\$6,474)	(\$6,347)	(\$6,388)	(\$32,520)	(\$41,418)
STIP LA								
STIP Off-System	(\$44)	(\$58)	(\$55)	(\$33)	(\$14)	(\$2)	(\$163)	(\$208)
Oversight (Partnership)	(17)	(16)	(16)	(16)	(15)	(15)	(78)	(95)
TOTAL STIP LA	(\$61)	(\$74)	(\$71)	(\$49)	(\$30)	(\$17)	(\$241)	(\$303)
STIP COS	(\$119)	(\$119)	(\$119)	(\$110)	(\$94)	(\$89)	(\$531)	(\$650)
STIP CAPITAL OUTLAY								
STIP On-System	(\$456)	(\$341)	(\$227)	(\$97)	(\$17)	\$0	(\$683)	(\$1,138)
R/W Project Delivery	(33)	(42)	(9)	(16)	(51)	(1)	(119)	(152)
Unprogrammed R/W	(3)	(3)	(1)	(1)	(1)	(1)	(7)	(10)
TOTAL STIP CAPITAL OUTLAY	(\$492)	(\$386)	(\$237)	(\$114)	(\$69)	(\$2)	(\$809)	(\$1,300)
TOTAL STIP COMMITMENTS	(\$673)	(\$580)	(\$427)	(\$274)	(\$193)	(\$108)	(\$1,581)	(\$2,254)
TOTAL RESOURCES AVAILABLE	(\$2)	\$1,969	\$2,428	\$2,852	\$3,192	\$3,397	\$13,837	\$13,836
SHOPP TARGET CAPACITY	\$3,400	\$3,400	\$3,300	\$3,300	\$3,300	\$3,300	\$16,600	\$20,000
STIP TARGET CAPACITY	\$475	\$525	\$525	\$500	\$500	\$500	\$2,550	\$3,025

Notes:

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

Balance does not include pre-paid debt service transferred to the Transportation Debt Service Fund.

PROPOSED

2024 STIP FUND ESTIMATE STATE HIGHWAY ACCOUNT & FEDERAL TRUST FUND DETAILS (\$ in millions)

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
RESOURCES								
BEGINNING BALANCE	\$1,121							\$1,121
FUEL EXCISE TAXES								
State Base Excise Taxes on Fuel	\$2,165	\$2,229	\$2,265	\$2,289	\$2,311	\$2,350	\$11,444	\$13,609
Incremental Excise Taxes on Gasoline	1,485	1,517	1,549	1,586	1,624	1,654	7,931	9,415
Incremental Excise Taxes on Gasoline (STIP)	602	615	610	605	594	587	3,011	3,613
Total Fuel Excise Taxes	\$4,251	\$4,361	\$4,425	\$4,481	\$4,529	\$4,591	\$22,386	\$26,637
NET WEIGHT FEES								
Weight Fees	\$1,320	\$1,349	\$1,383	\$1,421	\$1,462	\$1,494	\$7,109	\$8,430
Less Weight Fee Debt Service	(1,320)	(1,349)	(1,383)	(1,421)	(1,462)	(1,494)	(7,109)	(8,430)
Net Weight Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MISCELLANEOUS REVENUES								
Transportation Improvement Fee for Congested Corridor	\$250	\$250	\$250	\$250	\$250	\$250	\$1,250	\$1,500
Freeway Service Patrol Supplement from RMRA	25	25	25	25	25	25	125	150
SMIF	53	37	18	10	5	5	75	127
Other Regulatory Lic. & Prmts	12	12	12	12	12	12	60	72
Rentals of State Property	49	53	52	52	51	51	258	307
Misc. Revenues	33	41	39	38	37	38	193	226
Total Miscellaneous Revenues	\$422	\$417	\$397	\$386	\$380	\$381	\$1,960	\$2,382
Loans and Loan Repayments								
SHA Weight Fees due from General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SHA Pre-Proposition 42 due from General Fund	0	0	0	0	0	0	0	0
Total Loans and Loan Repayments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NET TRANSFERS - OTHERS								
Public Transportation Account per Sec 194 of the S&HC	(\$25)	(\$25)	(\$25)	(\$25)	(\$25)	(\$25)	(\$125)	(\$150)
Transportation Debt Service Fund per Sec 183 of the S&HC	(82)	(94)	(91)	(89)	(88)	(89)	(451)	(533)
RSTP Exchange	(66)	(66)	(66)	(66)	(66)	(66)	(329)	(395)
MVA per Sec 16475 of the GC	2	2	2	2	2	2	9	11
Environmental Enhancement & Mitigation	(7)	(7)	(7)	(7)	(7)	(7)	(35)	(42)
Total Net Transfers - Others	(\$178)	(\$190)	(\$187)	(\$186)	(\$184)	(\$185)	(\$931)	(\$1,109)
OTHER DEPARTMENTAL EXPENDITURES								
Active Transportation Program Set-Aside	(\$334)	(\$34)	(\$34)	(\$34)	(\$34)	(\$34)	(\$171)	(\$505)
Solutions for General Fund Shortfall	(350)	0	0	0	0	0	0	(350)
Transportation Improvement Fee to Congested Corridor	(250)	(250)	(250)	(250)	(250)	(250)	(1,250)	(1,500)
RMRA Supplement to Freeway Service Patrol	(25)	(25)	(25)	(25)	(25)	(25)	(125)	(150)
DMV State Ops - Weight Fee Collection	(8)	(9)	(9)	(9)	(9)	(9)	(45)	(53)
CHP State Ops	(103)	(105)	(108)	(109)	(111)	(113)	(546)	(649)
California Transportation Commission	(4)	(4)	(4)	(4)	(4)	(4)	(21)	(25)
Public Utilities Commission	(9)	(8)	(9)	(9)	(9)	(9)	(44)	(53)
Air Resources Board	(0)	(0)	(0)	(0)	(0)	(0)	(1)	(2)
Statewide General Administration	(219)	(249)	(244)	(237)	(243)	(241)	(1,215)	(1,433)
Supplemental Pension Payments	(62)	(51)	0	0	0	0	(51)	(113)
Miscellaneous Departments	(4)	(2)	(2)	(3)	(2)	(2)	(12)	(15)
Total Expenditures (Other Departments)	(\$1,368)	(\$738)	(\$686)	(\$680)	(\$688)	(\$689)	(\$3,481)	(\$4,849)
TOTAL STATE RESOURCES	\$4,248	\$3,851	\$3,949	\$4,001	\$4,036	\$4,098	\$19,934	\$24,182
OBLIGATION AUTHORITY	\$5,216	\$5,308	\$5,403	\$5,498	\$5,596	\$5,695	\$27,500	\$32,716
AUGUST REDISTRIBUTION	\$470	\$470	\$470	\$470	\$470	\$470	\$2,350	\$2,820
OTHER FEDERAL RESOURCES								
Active Transportation Program	(\$139)	(\$141)	(\$144)	(\$144)	(\$144)	(\$144)	(\$715)	(\$854)
Coordinated Border Infrastructure	(16)	(16)	(16)	(16)	(16)	(16)	(80)	(96)
National Highway Freight Program	(112)	(112)	(112)	(112)	(112)	(112)	(558)	(670)
Section 164 Penalties	(41)	(41)	(41)	(41)	(41)	(41)	(205)	(246)
FTA Metro Planning	(58)	(58)	(58)	(58)	(58)	(58)	(288)	(345)
Total Other Federal Resources	(\$365)	(\$367)	(\$370)	(\$370)	(\$370)	(\$370)	(\$1,846)	(\$2,211)
TOTAL FEDERAL RESOURCES	\$5,321	\$5,411	\$5,503	\$5,599	\$5,696	\$5,795	\$28,004	\$33,325
TOTAL STATE & FEDERAL RESOURCES	\$9,569	\$9,262	\$9,451	\$9,600	\$9,732	\$9,893	\$47,938	\$57,508

Notes:

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

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
COMMITMENTS								
STATE OPERATIONS								
State Planning and Research	(\$52)	(\$54)	(\$56)	(\$58)	(\$60)	(\$63)	(\$292)	(\$344)
Traffic Operations	(256)	(265)	(275)	(285)	(296)	(307)	(1,428)	(1,684)
Local Assistance	(66)	(69)	(71)	(74)	(77)	(79)	(370)	(436)
Program Development	(50)	(51)	(53)	(55)	(57)	(59)	(277)	(327)
Legal	(154)	(159)	(165)	(171)	(178)	(184)	(858)	(1,011)
Mass Transportation	(2)	(2)	(3)	(3)	(3)	(3)	(13)	(16)
Rail	(1)	(1)	(2)	(2)	(2)	(2)	(8)	(9)
Transportation Planning	(91)	(95)	(98)	(102)	(105)	(109)	(509)	(600)
Administration	(412)	(427)	(443)	(459)	(476)	(493)	(2,298)	(2,710)
BCP Reservation	0	(10)	(20)	(30)	(40)	(50)	(150)	(150)
PIDS	(54)	(55)	(57)	(59)	(61)	(62)	(295)	(348)
Total State Operations	(\$1,138)	(\$1,190)	(\$1,243)	(\$1,298)	(\$1,354)	(\$1,412)	(\$6,498)	(\$7,636)
MAINTENANCE								
State Maintenance	(\$1,729)	(\$1,792)	(\$1,858)	(\$1,927)	(\$1,998)	(\$2,072)	(\$9,647)	(\$11,376)
Federal Maintenance and Bridge	(30)	(31)	(33)	(34)	(35)	(36)	(169)	(199)
Total Maintenance	(\$1,759)	(\$1,824)	(\$1,891)	(\$1,961)	(\$2,033)	(\$2,108)	(\$9,816)	(\$11,575)
LOCAL ASSISTANCE (LA)								
State LA	(\$317)	(\$310)	(\$307)	(\$306)	(\$302)	(\$299)	(\$1,524)	(\$1,840)
Federal LA	(2,026)	(2,059)	(2,093)	(2,127)	(2,162)	(2,198)	(10,639)	(12,665)
RSTP Exchange	66	66	66	66	66	66	329	395
Total LA State	(\$2,277)	(\$2,303)	(\$2,334)	(\$2,368)	(\$2,398)	(\$2,431)	(\$11,834)	(\$14,110)
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	(\$309)	(\$228)	(\$167)	(\$122)	(\$66)	(\$40)	(\$624)	(\$933)
SHOPP Minor	(104)	(108)	(111)	(114)	(118)	(121)	(571)	(676)
SHOPP Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
Federal	(662)	(515)	(386)	(286)	(148)	(75)	(1,412)	(2,073)
Total SHOPP COS	(\$1,133)	(\$909)	(\$722)	(\$580)	(\$389)	(\$294)	(\$2,893)	(\$4,026)
SHOPP CAPITAL OUTLAY								
State R/W Project Delivery	(\$72)	(\$88)	(\$79)	(\$38)	(\$17)	(\$11)	(\$233)	(\$305)
Unprogrammed R/W	(13)	(13)	(3)	(10)	(1)	(1)	(28)	(41)
Federal Right-of-Way (Project Delivery)	(27)	(15)	(36)	(26)	(4)	0	(81)	(108)
State minor capital	(145)	(133)	(129)	(126)	(123)	(120)	(632)	(777)
State major capital	(315)	(227)	(147)	(57)	(16)	0	(447)	(762)
Federal minor capital	(12)	(12)	(12)	(12)	(11)	(11)	(58)	(70)
Federal major capital	(2,008)	0	0	0	0	0	0	(2,008)
Total SHOPP Capital Outlay	(\$2,592)	(\$488)	(\$406)	(\$269)	(\$173)	(\$143)	(\$1,479)	(\$4,071)
TOTAL NON-STIP COMMITMENTS	(\$8,899)	(\$6,714)	(\$6,597)	(\$6,474)	(\$6,347)	(\$6,388)	(\$32,520)	(\$41,418)
STIP LA								
Oversight (Partnership)	(\$17)	(\$16)	(\$16)	(\$16)	(\$15)	(\$15)	(\$78)	(\$95)
STIP Off-System	(44)	(58)	(55)	(33)	(14)	(2)	(163)	(208)
Total STIP LA	(\$61)	(\$74)	(\$71)	(\$49)	(\$30)	(\$17)	(\$241)	(\$303)
STIP COS								
	(\$119)	(\$119)	(\$119)	(\$110)	(\$94)	(\$89)	(\$531)	(\$650)
STIP CAPITAL OUTLAY								
State R/W Project Delivery	(\$17)	(\$25)	(\$8)	(\$15)	(\$9)	(\$1)	(\$58)	(\$75)
Unprogrammed R/W	(3)	(3)	(1)	(1)	(1)	(1)	(7)	(10)
Federal R/W Project Delivery	(16)	(17)	(1)	(1)	(42)	0	(61)	(77)
STIP On-System	(456)	(341)	(227)	(97)	(17)	0	(683)	(1,138)
Total STIP Capital Outlay	(\$492)	(\$386)	(\$237)	(\$114)	(\$69)	(\$2)	(\$809)	(\$1,300)
Total STIP COMMITMENTS	(\$673)	(\$580)	(\$427)	(\$274)	(\$193)	(\$108)	(\$1,581)	(\$2,254)
TOTAL CASH AVAILABLE	(\$2)	\$1,969	\$2,428	\$2,852	\$3,192	\$3,397	\$13,837	\$13,836

Notes:

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

Balance does not include pre-paid debt service transferred to the Transportation Debt Service Fund.

PROPOSED

2024 STIP FUND ESTIMATE ROAD MAINTENANCE & REHABILITATION ACCOUNT (\$ millions)

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$2,485							\$2,485
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,603	1,726	1,807	1,927	2,043	2,152	9,655	11,258
SMIF Interest	133	133	100	78	60	60	431	564
TOTAL RESOURCES	\$4,621	\$2,259	\$2,307	\$2,405	\$2,503	\$2,612	\$12,086	\$16,708
COMMITMENTS								
Program Development	(\$12)	(\$12)	(\$12)	(\$13)	(\$13)	(\$14)	(\$64)	(\$76)
Statewide Planning	(16)	(16)	(17)	(17)	(18)	(19)	(87)	(102)
Maintenance	(346)	(359)	(372)	(386)	(400)	(415)	(1,931)	(2,277)
Capital Outlay Support	(444)	(46)	(39)	(34)	(29)	(26)	(173)	(617)
Capital Outlay	(681)	(755)	(655)	(298)	(107)	(91)	(1,907)	(2,589)
TOTAL COMMITMENTS	(\$1,499)	(\$1,188)	(\$1,095)	(\$748)	(\$568)	(\$564)	(\$4,162)	(\$5,661)
TOTAL RESOURCES AVAILABLE	\$3,122	\$1,071	\$1,212	\$1,657	\$1,935	\$2,049	\$7,924	\$11,046
RMRA TARGET CAPACITY	\$1,800	\$1,800	\$1,800	\$1,800	\$1,900	\$1,900	\$9,200	\$11,000

Note:

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

PROPOSED

2024 STIP FUND ESTIMATE PUBLIC TRANSPORTATION ACCOUNT (\$ in thousands)

	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$2,094,000							\$2,094,000
Adjustment for STA Transfer Timing	(271,700)							(271,700)
TIRCP Set-Aside	(1,253,900)							(1,253,900)
Sales Tax on Diesel	\$1,336,063	\$1,341,576	\$1,381,294	\$1,438,588	\$1,396,948	\$1,441,739	\$7,000,145	\$8,336,208
SMIF Interest Earned	72,088	67,429	50,499	39,693	29,952	29,952	217,524	289,612
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	418,730	431,292	444,231	457,558	471,285	485,011	2,289,377	2,708,107
TOTAL RESOURCES	\$2,420,357	\$1,865,374	\$1,901,100	\$1,960,915	\$1,923,260	\$1,981,777	\$9,632,426	\$12,052,783
State Transit Assistance (STA)	(\$1,095,855)	(\$1,103,628)	(\$1,136,352)	(\$1,181,956)	(\$1,155,836)	(\$1,192,480)	(\$5,770,252)	(\$6,866,107)
Reservation for Emergency Condition Response Projects	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(50,000)	(60,000)
SUBTOTAL AVAILABLE RESOURCES	\$1,314,501	\$751,746	\$754,748	\$768,958	\$757,425	\$779,297	\$3,812,175	\$5,126,676
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	(\$40,013)	(\$41,488)	(\$43,017)	(\$44,603)	(\$46,247)	(\$47,951)	(\$223,306)	(\$263,319)
Planning Staff and Support	(26,516)	(27,493)	(28,507)	(29,557)	(30,647)	(31,776)	(147,980)	(174,496)
California Transportation Commission	(4,774)	(4,950)	(5,132)	(5,322)	(5,518)	(5,721)	(26,643)	(31,417)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(9,651)	(10,007)	(10,376)	(10,758)	(11,154)	(11,566)	(53,860)	(63,511)
State Controller's Office	(19)	(20)	(20)	(21)	(22)	(23)	(106)	(125)
Secretary for Transportation Agency	(1,770)	(1,835)	(1,903)	(1,973)	(2,046)	(2,121)	(9,878)	(11,648)
Supplemental Pension Payments	(1,963)	(1,963)	0	0	0	0	(1,963)	(3,926)
TOTAL STATE OPERATIONS	(\$85,686)	(\$88,736)	(\$89,935)	(\$93,214)	(\$96,613)	(\$100,138)	(\$468,636)	(\$554,322)
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	(14,944)	(14,944)	(14,944)	(41,027)	(43,056)	(14,944)	(128,915)	(143,858)
Fleet Modernization	(53,853)	(63,752)	(59,465)	(59,465)	(59,465)	(46,667)	(288,815)	(342,668)
Zero Emission Transit Capital Program	(95,000)	(95,000)	0	0	0	0	(95,000)	(190,000)
TOTAL INTERCITY RAIL	(\$294,597)	(\$304,496)	(\$205,209)	(\$231,293)	(\$233,322)	(\$192,410)	(\$1,166,730)	(\$1,461,326)
LOCAL ASSISTANCE								
Transit and Intercity Rail Capital Program (TIRCP)	(\$293,111)	(\$301,904)	(\$310,962)	(\$320,291)	(\$329,900)	(\$339,508)	(\$1,602,564)	(\$1,895,675)
State Rail Assistance Program (SRA)	(63,622)	(63,885)	(65,776)	(68,504)	(66,521)	(68,654)	(333,340)	(396,962)
Bay Area Ferry Operations/Waterborne	(3,446)	(3,480)	(3,515)	(3,550)	(3,586)	(3,622)	(17,754)	(21,200)
TOTAL LOCAL ASSISTANCE	(\$360,179)	(\$369,269)	(\$380,253)	(\$392,345)	(\$400,007)	(\$411,784)	(\$1,953,658)	(\$2,313,837)
CAPITAL PROJECTS								
STIP - Mass Transportation*	(\$27,800)	(\$10,518)	(\$1,200)	(\$648)	(\$126)	(\$17)	(\$12,509)	(\$40,309)
STIP - Rail*	(61,279)	(100,881)	(37,552)	(15,773)	(10,368)	(5,050)	(169,624)	(230,903)
TOTAL CAPITAL PROJECTS	(\$89,079)	(\$111,399)	(\$38,752)	(\$16,421)	(\$10,493)	(\$5,067)	(\$182,133)	(\$271,212)
CASH AVAILABLE FOR PROGRAMMING	\$484,961	(\$122,154)	\$40,599	\$35,685	\$16,990	\$69,898	\$41,019	\$525,979
PTA STIP TARGET CAPACITY	\$120,000	\$105,000	\$60,000	\$60,000	\$50,000	\$40,000	\$315,000	\$435,000

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

* Cash flow adjusted for unliquidated encumbrances.

PROPOSED

2024 FUND ESTIMATE AERONAUTICS ACCOUNT (\$ in thousands)

	2023-24	2024-25	2025-26	2026-27	2027-28	4-Year Total	5-Year Total
RESOURCES							
Beginning Balance	\$15,344						
Adjustment for Prior Commitments ¹	(10,071)						
ADJUSTED BEGINNING BALANCE	\$5,273						\$5,273
Aviation Gas Excise Tax ²	\$2,116	\$2,053	\$1,941	\$1,819	\$1,676	\$7,489	\$9,605
Jet Fuel Excise Tax ²	4,150	4,150	4,150	4,150	4,150	16,600	20,750
Interest (SMIF)	598	541	379	292	217	1,429	2,027
Federal Trust Funds	463	480	498	516	535	2,029	2,492
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	0	0	0	0	0	2,500
TOTAL RESOURCES	\$15,070	\$7,194	\$6,938	\$6,747	\$6,549	\$27,427	\$42,498
STATE OPERATIONS							
State Operations	(\$5,024)	(\$5,209)	(\$5,401)	(\$5,601)	(\$5,807)	(\$22,018)	(\$27,042)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)	(5)
Financial Information System for California (8880)	0	0	0	0	0	0	0
TOTAL STATE OPERATIONS	(\$5,025)	(\$5,210)	(\$5,402)	(\$5,602)	(\$5,808)	(\$22,022)	(\$27,047)
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	\$8,556	\$494	\$46	(\$345)	(\$750)	(\$555)	\$8,000
TARGET CAPACITY	\$2,500	\$1,500	\$1,500	\$1,500	\$0	\$4,500	\$7,000

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

¹ Includes outstanding Plans of Financial Adjustment and encumbrances.

² Excise tax revenues are based on Department of Finance projections from 2023-24 through 2027-28.

³ 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 2024 STIP Fund Estimate (FE) identifies a positive program capacity for the Public Transportation Account (PTA). Therefore, all rail and transit projects currently programmed in the STIP and those nominated in the 2024 STIP must maintain State Highway Account (SHA) and Federal funding eligibility. PTA funding will be used first when funding rail and transit projects

The following tables display STIP county and interregional shares and targets for the 2024 STIP.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2024 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, 2023.

Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2023 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 2027-28. 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 2028-29. 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 2031-32. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under one million. The calculation of this target is shown in Table 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 2023 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 2027-28 while accounting for existing unprogrammed share balances.
- 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 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 2023 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2024 STIP Target Through 2028-29: This section calculates the total target. The total target is the formula distribution of new capacity available through 2028-29 adjusted for carryover balances and lapses.
 - Formula Distribution: This is the 2024 STIP share through 2028-29. It is the formula distribution of program capacity available through 2028-29. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back 2021-22 & 2022-23 Lapses: This identifies the amount for projects lapsed in 2021-22 and 2022-23. These amounts are credited back in the 2024 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2024-25.
 - Net Share (Total Target): This is the 2024 STIP target through 2028-29. 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 2028-29) 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 one million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2023 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2024 STIP Share Through 2031-32: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2031-32 adjusted for carryover balances and lapses.
 - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2031-32. It is the formula distribution of estimated program capacity available through the county share period ending in 2031-32. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back 2021-22 & 2022-23 Lapses: This identifies the amount for projects lapsed in 2021-22 and 2022-23. These amounts are credited back in the 2024 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 2031-32. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under one million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
 - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2031-32) is insufficient to cover prior advances.

Table 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 2024-25 through 2027-28 share period and for 2028-29, based upon the 2020, 2022 and 2024 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 2027-28 share period and for 2028-29.

2024 STIP FUND ESTIMATE

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

Public Transportation Account (PTA)	Public Transportation Account						5-Year	6-Year
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total
2024 FE PTA Target Capacity	\$120	\$105	\$60	\$60	\$50	\$40	\$315	\$435
Total 2024 STIP FE PTA Capacity	\$120	\$105	\$60	\$60	\$50	\$40	\$315	\$435
2022 STIP Program¹	\$229	\$99	\$62	\$22	\$0	\$0	\$183	\$412
Extensions	\$50	\$59	\$0	\$0	\$0	\$0	\$59	\$109
Advances	(\$1)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1)
Net PTA STIP Program	\$278	\$157	\$62	\$22	\$0	\$0	\$242	\$520
PTA Capacity for County Shares	(\$158)	(\$52)	(\$2)	\$38	\$50	\$40	\$73	(\$85)
Cumulative	(\$158)	(\$211)	(\$213)	(\$175)	(\$125)	(\$85)	-	-

State Highway Account (SHA)	State Highway Account						5-Year	6-Year
	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total
2024 FE SHA Target Capacity	\$475	\$525	\$525	\$500	\$500	\$500	\$2,550	\$3,025
Total 2024 STIP FE SHA Capacity	\$475	\$525	\$525	\$500	\$500	\$500	\$2,550	\$3,025
2022 STIP Program¹	\$215	\$363	\$292	\$243	\$0	\$0	\$898	\$1,113
Extensions	\$151	\$12	\$0	\$0	\$0	\$0	\$12	\$163
Advances	(\$5)	\$0	(\$4)	\$0	\$0	\$0	(\$4)	(\$9)
Net SHA STIP Program	\$360	\$375	\$288	\$243	\$0	\$0	\$906	\$1,266
SHA Capacity for County Shares	\$115	\$150	\$237	\$257	\$500	\$500	\$1,644	\$1,759
Cumulative	\$115	\$264	\$502	\$759	\$1,259	\$1,759	-	-

Total Capacity	(\$44)	\$97	\$235	\$295	\$550	\$540	\$1,718	\$1,674
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Notes:

Numbers may not add due to rounding.

¹Draft 2023 Orange Book as of July 17, 2023

2024 STIP FUND ESTIMATE
Table 2 - Summary of Targets and Shares
(\$ in thousands)

County	2024 STIP Programming		
	Base (Minimum)	Total Target	Maximum
	Share through 2027-28	Share through 2028-29	Estimated Share through 2031-32
Alameda	49,377	64,236	199,103
Alpine	847	1,273	5,141
Amador	3,667	4,632	13,392
Butte	5,754	8,433	32,740
Calaveras	0	1,117	11,356
Colusa	1,796	2,553	9,425
Contra Costa	32,993	43,154	135,375
Del Norte	0	0	2,710
El Dorado LTC	9,159	11,135	29,073
Fresno	32,534	43,433	142,349
Glenn	500	1,292	8,484
Humboldt	6,478	9,297	34,882
Imperial	19,483	24,630	71,350
Inyo	0	2,742	39,428
Kern	31,505	46,349	181,082
Kings	0	371	18,899
Lake	4,503	5,746	17,030
Lassen	6,267	8,062	24,355
Los Angeles	131,421	216,817	991,876
Madera	296	2,239	19,868
Marin	0	0	13,092
Mariposa	1,458	2,188	8,814
Mendocino	9,038	11,731	36,177
Merced	12,981	16,586	49,306
Modoc	2,810	3,775	12,536
Mono	6,076	9,097	36,516
Monterey	10,448	15,515	61,507
Napa	0	0	12,953
Nevada	3,877	5,431	19,539
Orange	44,562	71,965	320,675
Placer TPA	0	0	32,863
Plumas	2,550	3,630	13,434
Riverside	35,374	59,788	281,373
Sacramento	52,513	66,606	194,511
San Benito	0	0	0
San Bernardino	77,490	105,358	358,293
San Diego	42,715	74,241	360,379
San Francisco	30,212	37,590	104,551
San Joaquin	36,881	44,617	114,833
San Luis Obispo	12,217	17,613	66,589
San Mateo	31,644	39,000	105,761
Santa Barbara	14,006	20,122	75,634
Santa Clara	4,761	21,943	177,888
Santa Cruz	5,755	8,602	34,442
Shasta	4,227	7,323	35,421
Sierra	1,106	1,640	6,481
Siskiyou	4,630	6,802	26,515
Solano	0	0	32,218
Sonoma	12,281	17,499	64,862
Stanislaus	11,026	16,482	65,994
Sutter	1,969	3,205	14,421
Tahoe RPA	598	1,209	6,752
Tehama	13,603	15,180	29,495
Trinity	4,300	5,442	15,814
Tulare	14,199	21,032	83,057
Tuolumne	4,245	5,494	16,824
Ventura	98,960	107,857	188,608
Yolo	10,619	13,251	37,136
Yuba	5,614	6,609	15,644
Statewide Regional	961,325	1,361,934	5,118,826
Interregional	172,685	312,076	1,577,214
TOTAL	1,134,010	1,674,010	6,696,040

	New Capacity
Statewide SHA Capacity	1,758,767
Statewide PTA Capacity	(84,757)
Total STIP Capacity	1,674,010

2024 STIP FUND ESTIMATE

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

(\$ in thousands)

County	Net Carryover		2024 STIP		
	Unprogrammed Balance	Balance Advanced	Share through 2027-28		
			Formula Distribution	Net Share (Base)	Net Advance
Alameda	6,217	0	30,035	49,377	0
Alpine	0	14	861	847	0
Amador	1,678	0	1,951	3,667	0
Butte	341	0	5,413	5,754	0
Calaveras	0	2,292	2,280	0	(12)
Colusa	166	0	1,530	1,796	0
Contra Costa	12,455	0	20,538	32,993	0
Del Norte	0	5,670	1,400	0	(4,270)
El Dorado LTC	5,164	0	3,995	9,159	0
Fresno	10,506	0	22,028	32,534	0
Glenn	0	1,102	1,602	500	0
Humboldt	775	0	5,698	6,478	0
Imperial	9,078	0	10,405	19,483	0
Inyo	0	9,470	8,170	0	(1,300)
Kern	1,500	0	30,005	31,505	0
Kings	0	5,797	4,126	0	(1,671)
Lake	1,919	0	2,513	4,503	0
Lassen	2,564	0	3,628	6,267	0
Los Angeles	0	59,353	172,604	131,421	0
Madera	0	3,630	3,926	296	0
Marin	0	18,482	5,275	0	(13,207)
Mariposa	0	18	1,476	1,458	0
Mendocino	3,479	0	5,444	9,038	0
Merced	5,694	0	7,287	12,981	0
Modoc	859	0	1,951	2,810	0
Mono	0	30	6,106	6,076	0
Monterey	206	0	10,242	10,448	0
Napa	0	7,577	3,430	0	(4,147)
Nevada	735	0	3,142	3,877	0
Orange	0	10,825	55,387	44,562	0
Placer TPA	0	16,056	8,174	0	(7,882)
Plumas	367	0	2,183	2,550	0
Riverside	0	13,972	49,346	35,374	0
Sacramento	24,029	0	28,484	52,513	0
San Benito	0	14,123	2,012	0	(12,111)
San Bernardino	0	18,583	56,328	77,490	0
San Diego	0	21,008	63,723	42,715	0
San Francisco	1,548	0	14,912	30,212	0
San Joaquin	0	4,756	15,637	36,881	0
San Luis Obispo	0	1,490	10,907	12,217	0
San Mateo	16,776	0	14,868	31,644	0
Santa Barbara	1,643	0	12,363	14,006	0
Santa Clara	0	29,968	34,729	4,761	0
Santa Cruz	0	0	5,755	5,755	0
Shasta	0	2,524	6,257	4,227	0
Sierra	28	0	1,078	1,106	0
Siskiyou	240	0	4,390	4,630	0
Solano	0	22,751	9,184	0	(13,567)
Sonoma	1,733	0	10,548	12,281	0
Stanislaus	0	0	11,026	11,026	0
Sutter	0	529	2,498	1,969	0
Tahoe RPA	0	636	1,234	598	0
Tehama	10,279	0	3,188	13,603	0
Trinity	1,990	0	2,310	4,300	0
Tulare	386	0	13,813	14,199	0
Tuolumne	1,722	0	2,523	4,245	0
Ventura	80,977	0	17,983	98,960	0
Yolo	0	2,400	5,319	10,619	0
Yuba	3,602	0	2,012	5,614	0
	0	0	0	0	0
Statewide Regional	208,656	273,056	845,232	961,325	(58,166)
	0	0	0	0	0
Interregional	0	118,059	281,744	172,685	0
	0	0	0	0	0
TOTAL	208,656	391,115	1,126,976	1,134,010	(58,166)
Statewide SHA Capacity				1,258,767	
Statewide PTA Capacity				(124,757)	
Total				1,134,010	

2024 STIP FUND ESTIMATE

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

County	Net Carryover		2024 STIP Share through 2028-29			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2021-22 & 2022-23	Net Share (Total Target)	Net Advance
Alameda	6,217	0	44,894	13,125	64,236	0
Alpine	0	(14)	1,287	0	1,273	0
Amador	1,678	0	2,916	38	4,632	0
Butte	341	0	8,092	0	8,433	0
Calaveras	0	(2,292)	3,409	0	1,117	0
Colusa	166	0	2,287	100	2,553	0
Contra Costa	12,455	0	30,699	0	43,154	0
Del Norte	0	(5,670)	2,093	0	0	(3,577)
El Dorado LTC	5,164	0	5,971	0	11,135	0
Fresno	10,506	0	32,927	0	43,433	0
Glenn	0	(1,102)	2,394	0	1,292	0
Humboldt	775	0	8,517	5	9,297	0
Imperial	9,078	0	15,552	0	24,630	0
Inyo	0	(9,470)	12,212	0	2,742	0
Kern	1,500	0	44,849	0	46,349	0
Kings	0	(5,797)	6,168	0	371	0
Lake	1,919	0	3,756	71	5,746	0
Lassen	2,564	0	5,423	75	8,062	0
Los Angeles	0	(59,353)	258,000	18,170	216,817	0
Madera	0	(3,630)	5,869	0	2,239	0
Marin	0	(18,482)	7,885	0	0	(10,597)
Mariposa	0	(18)	2,206	0	2,188	0
Mendocino	3,479	0	8,137	115	11,731	0
Merced	5,694	0	10,892	0	16,586	0
Modoc	859	0	2,916	0	3,775	0
Mono	0	(30)	9,127	0	9,097	0
Monterey	206	0	15,309	0	15,515	0
Napa	0	(7,577)	5,127	0	0	(2,450)
Nevada	735	0	4,696	0	5,431	0
Orange	0	(10,825)	82,790	0	71,965	0
Placer TPA	0	(16,056)	12,217	0	0	(3,839)
Plumas	367	0	3,263	0	3,630	0
Riverside	0	(13,972)	73,760	0	59,788	0
Sacramento	24,029	0	42,577	0	66,606	0
San Benito	0	(14,123)	3,008	0	0	(11,115)
San Bernardino	0	(18,583)	84,196	39,745	105,358	0
San Diego	0	(21,008)	95,249	0	74,241	0
San Francisco	1,548	0	22,290	13,752	37,590	0
San Joaquin	0	(4,756)	23,373	26,000	44,617	0
San Luis Obispo	0	(1,490)	16,303	2,800	17,613	0
San Mateo	16,776	0	22,224	0	39,000	0
Santa Barbara	1,643	0	18,479	0	20,122	0
Santa Clara	0	(29,968)	51,911	0	21,943	0
Santa Cruz	0	0	8,602	0	8,602	0
Shasta	0	(2,524)	9,353	494	7,323	0
Sierra	28	0	1,612	0	1,640	0
Siskiyou	240	0	6,562	0	6,802	0
Solano	0	(22,751)	13,728	0	0	(9,023)
Sonoma	1,733	0	15,766	0	17,499	0
Stanislaus	0	0	16,482	0	16,482	0
Sutter	0	(529)	3,734	0	3,205	0
Tahoe RPA	0	(636)	1,845	0	1,209	0
Tehama	10,279	0	4,765	136	15,180	0
Trinity	1,990	0	3,452	0	5,442	0
Tulare	386	0	20,646	0	21,032	0
Tuolumne	1,722	0	3,772	0	5,494	0
Ventura	80,977	0	26,880	0	107,857	0
Yolo	0	(2,400)	7,951	7,700	13,251	0
Yuba	3,602	0	3,007	0	6,609	0
Statewide Regional	208,656	(273,056)	1,263,407	122,326	1,361,934	(40,601)
Interregional	0	(118,059)	421,135	9,000	312,076	0
TOTAL	208,656	(391,115)	1,684,542	131,326	1,674,010	(40,601)
Statewide SHA Capacity					1,758,767	
Statewide PTA Capacity					(84,757)	
Total					1,674,010	

2024 STIP FUND ESTIMATE
Table 5 - Calculation of Targets and Shares - Maximum
(\$ in thousands)

County	Net Carryover		2024 STIP Estimated Share through 2031-32			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2021-22 & 2022-23	Net Share (Maximum)	Net Advance
Alameda	6,217	0	179,761	13,125	199,103	0
Alpine	0	(14)	5,155	0	5,141	0
Amador	1,678	0	11,676	38	13,392	0
Butte	341	0	32,399	0	32,740	0
Calaveras	0	(2,292)	13,648	0	11,356	0
Colusa	166	0	9,159	100	9,425	0
Contra Costa	12,455	0	122,920	0	135,375	0
Del Norte	0	(5,670)	8,380	0	2,710	0
El Dorado LTC	5,164	0	23,909	0	29,073	0
Fresno	10,506	0	131,843	0	142,349	0
Glenn	0	(1,102)	9,586	0	8,484	0
Humboldt	775	0	34,102	5	34,882	0
Imperial	9,078	0	62,272	0	71,350	0
Inyo	0	(9,470)	48,898	0	39,428	0
Kern	1,500	0	179,582	0	181,082	0
Kings	0	(5,797)	24,696	0	18,899	0
Lake	1,919	0	15,040	71	17,030	0
Lassen	2,564	0	21,716	75	24,355	0
Los Angeles	0	(59,353)	1,033,059	18,170	991,876	0
Madera	0	(3,630)	23,498	0	19,868	0
Marin	0	(18,482)	31,574	0	13,092	0
Mariposa	0	(18)	8,832	0	8,814	0
Mendocino	3,479	0	32,583	115	36,177	0
Merced	5,694	0	43,612	0	49,306	0
Modoc	859	0	11,677	0	12,536	0
Mono	0	(30)	36,546	0	36,516	0
Monterey	206	0	61,301	0	61,507	0
Napa	0	(7,577)	20,530	0	12,953	0
Nevada	735	0	18,804	0	19,539	0
Orange	0	(10,825)	331,500	0	320,675	0
Placer TPA	0	(16,056)	48,919	0	32,863	0
Plumas	367	0	13,067	0	13,434	0
Riverside	0	(13,972)	295,345	0	281,373	0
Sacramento	24,029	0	170,482	0	194,511	0
San Benito	0	(14,123)	12,042	0	0	(2,081)
San Bernardino	0	(18,583)	337,131	39,745	358,293	0
San Diego	0	(21,008)	381,387	0	360,379	0
San Francisco	1,548	0	89,251	13,752	104,551	0
San Joaquin	0	(4,756)	93,589	26,000	114,833	0
San Luis Obispo	0	(1,490)	65,279	2,800	66,589	0
San Mateo	16,776	0	88,985	0	105,761	0
Santa Barbara	1,643	0	73,991	0	75,634	0
Santa Clara	0	(29,968)	207,856	0	177,888	0
Santa Cruz	0	0	34,442	0	34,442	0
Shasta	0	(2,524)	37,451	494	35,421	0
Sierra	28	0	6,453	0	6,481	0
Siskiyou	240	0	26,275	0	26,515	0
Solano	0	(22,751)	54,969	0	32,218	0
Sonoma	1,733	0	63,129	0	64,862	0
Stanislaus	0	0	65,994	0	65,994	0
Sutter	0	(529)	14,950	0	14,421	0
Tahoe RPA	0	(636)	7,388	0	6,752	0
Tehama	10,279	0	19,080	136	29,495	0
Trinity	1,990	0	13,824	0	15,814	0
Tulare	386	0	82,671	0	83,057	0
Tuolumne	1,722	0	15,102	0	16,824	0
Ventura	80,977	0	107,631	0	188,608	0
Yolo	0	(2,400)	31,836	7,700	37,136	0
Yuba	3,602	0	12,042	0	15,644	0
Statewide Regional	208,656	(273,056)	5,058,819	122,326	5,118,826	(2,081)
Interregional	0	(118,059)	1,686,273	9,000	1,577,214	0
TOTAL	208,656	(391,115)	6,745,092	131,326	6,696,040	(2,081)
Statewide SHA Capacity					7,035,068	
Statewide PTA Capacity					(339,028)	
Total					6,696,040	

2024 STIP FUND ESTIMATE
Table 6 - Planning, Programming, and Monitoring (PPM) Limitations
(\$ in thousands)

County	Base				Target	5% PPM Limitation	
	2020 STIP FY 2024-25	2022 STIP FY 2024-25 - 2026-27	2024 STIP FY 2024-25 - 2027-28	Total FY 2024-25 - 2027-28	2024 STIP FY 2028-29	FY 2024-25 - 2027-28 ¹	FY 2028-29
Alameda	11,315	22,035	30,035	63,385	14,859	3,169	743
Alpine	337	659	861	1,857	426	93	21
Amador	765	1,495	1,951	4,211	965	211	48
Butte	2,264	4,403	5,413	12,080	2,679	604	134
Calaveras	915	1,787	2,280	4,982	1,129	249	56
Colusa	606	1,183	1,530	3,319	757	166	38
Contra Costa	7,747	15,118	20,538	43,403	10,161	2,170	508
Del Norte	565	1,099	1,400	3,064	693	153	35
El Dorado LTC	1,568	3,062	3,995	8,625	1,976	431	99
Fresno	8,540	16,670	22,028	47,238	10,899	2,362	545
Glenn	635	1,239	1,602	3,476	792	174	40
Humboldt	2,280	4,443	5,698	12,421	2,819	621	141
Imperial	4,036	7,879	10,405	22,320	5,147	1,116	257
Inyo	3,152	6,153	8,170	17,475	4,042	874	202
Kern	11,506	22,452	30,005	63,963	14,844	3,198	742
Kings	1,687	3,296	4,126	9,109	2,042	455	102
Lake	990	1,934	2,513	5,437	1,243	272	62
Lassen	1,449	2,832	3,628	7,909	1,795	395	90
Los Angeles	68,508	133,672	172,604	374,784	85,396	18,739	4,270
Madera	1,570	3,067	3,926	8,563	1,943	428	97
Marin	2,119	4,131	5,275	11,525	2,610	576	131
Mariposa	593	1,158	1,476	3,227	730	161	37
Mendocino	2,150	4,191	5,444	11,785	2,693	589	135
Merced	2,802	5,472	7,287	15,561	3,605	778	180
Modoc	774	1,512	1,951	4,237	965	212	48
Mono	2,342	4,571	6,106	13,019	3,021	651	151
Monterey	4,032	7,873	10,242	22,147	5,067	1,107	253
Napa	1,395	2,724	3,430	7,549	1,697	377	85
Nevada	1,199	2,343	3,142	6,684	1,554	334	78
Orange	21,115	41,195	55,387	117,697	27,403	5,885	1,370
Placer TPA	2,928	5,706	8,174	16,808	4,043	840	202
Plumas	865	1,685	2,183	4,733	1,080	237	54
Riverside	18,432	35,968	49,346	103,746	24,414	5,187	1,221
Sacramento	10,720	20,919	28,484	60,123	14,093	3,006	705
San Benito	743	1,451	2,012	4,206	996	210	50
San Bernardino	21,436	41,832	56,328	119,596	27,868	5,980	1,393
San Diego	24,241	47,293	63,723	135,257	31,526	6,763	1,576
San Francisco	5,747	11,202	14,912	31,861	7,378	1,593	369
San Joaquin	5,820	11,361	15,637	32,818	7,736	1,641	387
San Luis Obispo	4,274	8,341	10,907	23,522	5,396	1,176	270
San Mateo	5,848	11,415	14,868	32,131	7,356	1,607	368
Santa Barbara	4,804	9,374	12,363	26,541	6,116	1,327	306
Santa Clara	13,406	26,162	34,729	74,297	17,182	3,715	859
Santa Cruz	2,317	4,522	5,755	12,594	2,847	630	142
Shasta	2,476	4,822	6,257	13,555	3,096	678	155
Sierra	411	803	1,078	2,292	534	115	27
Siskiyou	1,702	3,327	4,390	9,419	2,172	471	109
Solano	3,511	6,854	9,184	19,549	4,544	977	227
Sonoma	4,314	8,423	10,548	23,285	5,218	1,164	261
Stanislaus	4,302	8,394	11,026	23,722	5,456	1,186	273
Sutter	989	1,931	2,498	5,418	1,236	271	62
Tahoe RPA	490	956	1,234	2,680	611	134	31
Tehama	1,261	2,464	3,188	6,913	1,577	346	79
Trinity	895	1,749	2,310	4,954	1,142	248	57
Tulare	5,331	10,384	13,813	29,528	6,833	1,476	342
Tuolumne	987	1,929	2,523	5,439	1,249	272	62
Ventura	7,114	13,882	17,983	38,979	8,897	1,949	445
Yolo	2,073	4,047	5,319	11,439	2,632	572	132
Yuba	759	1,482	2,012	4,253	995	213	50
							0
Statewide	327,152	638,326	845,232	1,810,710	418,175	90,536	20,909

¹Includes PPM shares distributed in the Adopted 2022 STIP