

2024

**STATE TRANSPORTATION
IMPROVEMENT PROGRAM
FUND ESTIMATE**

Adopted by California Transportation Commission
August 16, 2023



PREPARED BY CALIFORNIA DEPARTMENT OF TRANSPORTATION
CALIFORNIA STATE TRANSPORTATION AGENCY



2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

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The 2024 State Transportation Improvement Program Fund Estimate Book was prepared by the California Department of Transportation, Division of Budgets, Revenue Forecasting and Financial Analysis Branch, and is available online at <https://dot.ca.gov/programs/budgets>

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
<i>Challenges</i>	<i>3</i>
INTRODUCTION.....	5
<i>The 2024 STIP Fund Estimate.....</i>	<i>5</i>
<i>Methodology.....</i>	<i>6</i>
<i>Revenues</i>	<i>7</i>
STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE	8
COUNTY AND INTERREGIONAL SHARE ESTIMATES	12
APPENDICES	23
<i>Appendix A – State Highway Account & Federal Trust Fund</i>	<i>25</i>
<i>Appendix B – Road Maintenance & Rehabilitation Account</i>	<i>33</i>
<i>Appendix C – Public Transportation Account.....</i>	<i>35</i>
<i>Appendix D – Proposition 1A & 1B Bonds</i>	<i>37</i>
<i>Appendix E – 2024 STIP Fund Estimate Assumptions by Fund.....</i>	<i>51</i>
<i>Appendix F – Statutes Regarding the STIP Fund Estimate.....</i>	<i>59</i>
<i>Appendix G – Resolution to Adopt the 2024 STIP Fund Estimate</i>	<i>65</i>

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ABX	Assembly Bill of an Extraordinary Session
AC	Advanced Construction
APDE	Advance Project Development Element
ATP	Active Transportation Program
CMIA	Corridor Mobility Improvement Account
Commission/CTC	California Transportation Commission
Controller	State Controller's Office
COS	Capital Outlay Support
CCPI	California Consumer Price Index
Department/Caltrans	California Department of Transportation
DOF	Department of Finance
EPA	Environmental Protection Agency
FE	Fund Estimate
FTF	Federal Trust Fund
GC	Government Code
GF	General Fund
GO	General Obligation
HRCSA	Highway-Railroad Crossing Safety Account
HSRPA	Highway, Safety, Rehabilitation and Preservation Account
IJA	Infrastructure Investment and Jobs Act
LA	Local Assistance
LBSRA	Local Bridge Seismic Retrofit Account
OA	Obligation Authority
PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement & Service Enhancement Account
PUC	Public Utilities Code
RMRA	Road Maintenance and Rehabilitation Account
R/W	Right-of-Way
S&HC	Streets & Highways Code
SAFE	Safer Affordable Fuel Efficient
SB	Senate Bill
SHA	State Highway Account



ACRONYMS AND ABBREVIATIONS (CONTINUED)

SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SLPP	State-Local Partnership Program
SR 99	State Route 99 Account
SRA	State Rail Assistance
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STO	State Treasurer's Office
TCEA	Trade Corridors Enhancement Account
TCIF	Trade Corridors Improvement Fund
TFA	Transportation Facilities Account
TIF	Transportation Investment Fund
TIRCP	Transit & Intercity Rail Capital Program

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 collected from the consumption of vehicle fuel is the largest state revenue source for transportation.

STIP Capacity

STIP projects add new development to the state’s transportation infrastructure. The 2024 STIP FE includes a total estimate of \$2.9 billion in program target capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, including construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. From the \$2.9 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.

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.

- STIP capacity in the future will continue to depend primarily on the inflationary component of the incremental excise tax revenues outpacing the reduction in gasoline consumption, and the diesel sales tax revenues remaining 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 revenue in the Public Transportation Account that is available for the STIP.

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.

Challenges

Various risks exist that may impact the forecasted program capacity for the STIP and the SHOPP, including:

- **Federal Highway Act Expiration:** The Infrastructure Investment and Jobs Act (IIJA) is set to expire at the end of Federal Fiscal Year (FFY) 2026. However, in the absence of a new Federal Highway Act, Congress can choose to extend funding for an additional period, generally at the prior year's appropriation level, to provide short-term transportation funding. Because adjustments in federal funding brought about by a new Act are difficult to predict and may dramatically alter the resources available for allocation on projects, future FE cycles may incorporate adjustments in accordance with new federal authority.
- **Governor's Zero-Emission Executive Order N-79-20:** In September 2020, Governor Newsom signed an Executive Order which requires the sale of all new passenger vehicles to be zero-emission by 2035. The Order also includes further actions to eliminate emissions from the transportation sector. The transportation sector is responsible for more than half of all of California's carbon pollution, 80 percent of smog-forming pollution and 95 percent of toxic diesel emissions. The shift in emissions will have a sizable influence on gasoline consumption and excise tax revenues in future years.
- **Advanced Clean Cars II Regulations:** In August 2022, the California Air Resources Board approved the Advanced Clean Cars II (ACC II) augmentation, which set regulations for California's path to quickly reduce light-duty, pickup truck and SUV emissions beginning with the 2026 models through 2035. The Zero-Emission Vehicle Regulation, which was designed to achieve the state's long-term emission reduction goals, was amended to increase requirements of ZEV sales and associated actions to support the wide-scale adoption. The Low-Emission Vehicle Regulation was also amended to include increasingly stringent standards for smog producing vehicles. Because the majority of transportation resources are generated from excise taxes on fuel, this long-term trend has the potential to impact STIP and SHOPP program capacity in later years.
- **Safer Affordable Fuel-Efficient (SAFE) Standards:** In 2020, the National Highway Traffic Safety Administration and the Environmental Protection Agency (EPA) issued a joint final rule, establishing new standards to regulate model year 2021 through 2026 passenger cars and light trucks. The intent of the standard is to continue to improve vehicle fuel economy and reduce greenhouse gas emissions. Under the standards, each light vehicle model produced for sale in the United States will have a fuel economy target. Consequently, vehicles will be able to drive greater distances while consuming less fuel over time. Excise tax on fuels constitute the majority of transportation resources, making fuel efficiency a variable with increased potential to impact STIP and SHOPP program capacity in later years.

- **Corporate Average Fuel Economy (CAFÉ) Standards:** In July 2023, the NHTSA proposed new CAFE standards for passenger cars and light trucks built in model years 2027 through 2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030 through 2035. The proposal would require an industry fleet-wide average of approximately 58 miles per gallon for passenger cars and light trucks in model year 2032. For heavy-duty pickup trucks and vans, the proposal would increase fuel efficiency by 10 percent year over year. Because the majority of transportation resources are generated from excise taxes on fuel, this long-term trend has the potential to impact STIP and SHOPP program capacity in later years.
- **Alternative Fuel Vehicles:** The state’s innovative vehicle standards have progressed to the point where alternative fuel vehicles have emerged in the market. Investments in alternative fuels and vehicle technologies include, but are not limited to: electric drive, hydrogen, natural gas, propane, and biofuels. The current fuel tax structure is based on vehicles using petroleum-based fuels. Senate Bill 1 includes an annual vehicle registration fee applicable only to zero-emission vehicles which adjusts for inflation annually. However, as alternative fuel vehicles add complexity to the existing tax structure by diversifying fuel types and gaining greater market share over gasoline and diesel, the state will need to continue to explore a tax structure that accounts for all fuel types in order to maintain appropriate transportation revenue levels.

INTRODUCTION

Section 14524 of the Government Code (GC) requires the California Department of Transportation (Department) to develop a biennial State Transportation Improvement Program (STIP) Fund Estimate (FE). The FE includes a forecast, in annual increments, of all federal and state funds expected to be available for programming in the next STIP, and a plan to manage these funds over the subsequent five years. The 2024 STIP FE covers the period from fiscal year 2024-23 through 2028-29, with 2023-24 included as the base year.

Sections 14524 and 14525 of the GC requires the Department to present a FE to the California Transportation Commission (Commission) by July 15th, and the Commission to adopt a FE by August 15th of each odd-numbered year. Section 14525(d) authorizes the Commission to postpone adoption of the FE for up to 90 days. Section 14529(d) of the GC requires the Commission to adopt a STIP based on the funding levels identified in the adopted FE by April 1st of each even-numbered year. On August 16, 2023, the Commission adopted the funding levels indicated in the 2024 STIP FE. Listed below are the dates and milestones used for the development of the 2024 STIP FE.

<u>Date</u>	<u>Milestone</u>
March 22, 2023	The Department presented Draft Assumptions for the 2024 STIP FE.
May 17, 2023	The Commission approved the 2024 STIP FE Assumptions.
June 21, 2023	The Department delivered the Draft 2024 STIP FE to the Commission.
July 19, 2023	The Department provided supplemental background and details regarding the development of the 2024 STIP FE at a workshop.
August 16, 2023	The Commission adopted funding levels identified in the Proposed 2024 STIP FE.

The 2024 STIP Fund Estimate

The STIP and the State Highway Operation and Protection Program (SHOPP) comprise the major portion of the state's transportation infrastructure programs. The primary source of funding for the STIP is a portion of the incremental excise tax on gasoline (21.3 cents per gallon for 2023-24). The primary sources of funding for the SHOPP are state and federal excise taxes on motor vehicle fuels. Article XIX of the California Constitution protects both state excise tax on fuel and resources in the Public Transportation Account (PTA), that fund transit STIP, from diversions for non-transportation purposes.

Methodology

The Commission, in consultation with the Department, Regional Transportation Planning Agencies, and county transportation commissions, determined the methodology and assumptions used to develop the 2024 STIP FE. The Commission approved the methodologies and assumptions at its meeting on May 17, 2023. Listed below are significant methodologies included in the 2024 STIP FE. A summary of the approved assumptions is included in Appendix E.

- A cash flow model is used in the development of the FE tables. This model displays a forecast of new, target STIP and SHOPP program capacity based on the cash flow required to manage existing commitments and the allocation of capital projects. The Department developed program expenditure and cash flow estimates by working with each respective Division within the Department.
- Section 14524(c) of the GC requires the FE to display revenues that are based on existing state and federal statutes. The 2024 STIP FE was developed within the constraints of existing state and federal statutes. Revenue estimates for future periods utilize historical trends and the economic outlook as a basis.
- Section 14525.1 of the GC requires the FE to use an inflation rate that has been established by the Department of Finance (DOF). The FE assumes a price escalation rate of 3.69 percent for select state operations expenditures, not including capital outlay support (COS), which is recalculated each year. Therefore, the FE reflects a 3.69 percent annual escalation for state operations covering 2024-25 through 2028-29.
- Per Section 52 of the 2024 STIP Guidelines, the Department recommends that local agencies use an escalation rate of 3.69 percent per year for operational expenditures, as indicated in the above bullet. The Department recommends that local agencies escalate capital costs by 4.89 percent per year, beginning in 2024-25.
- Senate Bill (SB) 45 (Chapter 622, Statutes of 1997) allows the Commission to leave current levels of programmed project development costs (i.e. pre-construction expenditures) unaltered if expenditures are within 20 percent of the amount programmed for this component. These allowances **are not** included in the 2024 STIP FE.
- The FE contains a calculation whereby available cash balances are used to determine STIP and SHOPP program capacity. Program capacity represents the total construction, right-of-way (R/W) and support costs necessary to fund new projects each year. The conversion to capacity optimizes funding based on historical component expenditures for each program, while taking into consideration the prudent cash balance and annual fluctuations of program levels.

- The FE tables calculate commitments as project phases that are programmed to begin prior to June 30, 2024. The 2024 STIP FE methodology assumes that all preliminary engineering components programmed to begin in 2023-24 will have the accompanying construction engineering programmed in future years as well.

The FE tables **do not** display commitments of any other phases included in target STIP and SHOPP program capacity for 2024-25 through 2028-29. These costs should be considered during the programming process to ensure resources are not over-committed.

Revenues

Section 14524(c) of the GC requires the FE to base revenue assumptions on existing state and federal statutes; however, existing law cannot guarantee that the Department will realize and/or retain certain revenues over the FE period. If a new Federal Highway Act is not delivered on a timely basis, there is no assurance of federal funding levels in future years. If funding levels in the new federal act are not scaled in accordance to the growth of the prior act, the SHA may not be able to cover the difference and still maintain asset classes at levels prescribed in the Transportation Asset Management Plan.

STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

The STIP FE is a five-year planning document that is adopted every two years and displays commitments of transportation funds for improving operations for rail, mass transportation, local roads, and the State Highway System (SHS). To develop the STIP, the Department is required to prepare a STIP FE to forecast the total federal and state resources available for transportation over the next STIP period. STIP capacity is derived from the FE tables of the State Highway Account (SHA), Federal Trust Fund (FTF), and Public Transportation Account (PTA). SHOPP capacity is derived from the FE tables of the SHA, FTF, and RMRA over the same five-year period.

- **State Highway Account and Federal Trust Fund** – The SHA, FTF, and RMRA are the sole funding sources for the SHOPP. The SHA and FTF also fund STIP highway projects. SB 1 provides for the deposit of various taxes and fees into the RMRA.
 - **SHOPP funding** – The majority of SHA revenues dedicated to the SHOPP are derived from state excise taxes on gasoline and diesel fuel. State excise taxes that contribute directly to the SHOPP are 22 cents per gallon for gasoline and 19.6 cents per gallon for diesel in 2023-24, and are adjusted annually for inflation using the CCPI, as required by SB 1. Approximately 64 percent of revenues generated from state excise taxes on gasoline and diesel are for the SHOPP.

Vehicle weight fees are directed to the Transportation Debt Service Fund (TDSF) pursuant to Assembly Bill (AB) 105. In turn, an off the top amount of incremental excise tax is provided to the SHA to backfill for amounts directed to the TDSF. After the SHA receives the backfill portion, the GF receives miscellaneous transfers derived from the excise tax. The SHOPP receives 12 percent of the remaining excise tax after the SHA backfill and the General Fund (GF) transfer described previously (see Appendix A for further details).

FTF revenues are primarily derived from the state's apportionment of federal excise taxes of 18.4 cents per gallon on gasoline, and 24.4 cents per gallon on diesel fuel. SHA and FTF resources are committed for maintaining and preserving the existing highway system, ensuring efficient operation on the SHS, improving highway safety, and improving the interregional road system.

-
- **STIP funding** – STIP funding is also benefited by SB 1, similarly to SHOPP funding. The incremental excise tax for 2023-24 is 21.2 cents per gallon, which will continue to be adjusted annually for inflation. After accounting for the weight fee backfill and miscellaneous transfers to the GF, SHA revenues dedicated to the STIP are primarily generated from a 44 percent apportionment of the excise tax on gasoline.
 - **Road Maintenance and Rehabilitation Account** – The RMRA was established through the enactment of SB 1. Revenue sources to the RMRA consist of taxes and fees including 14.7 cents per gallon gasoline tax in 2023-24, the \$108 annual registration fee for zero-emission vehicles in 2023-24, 50 percent of the 24.5 cents per gallon diesel tax, gas and diesel storage fees, and a portion of annual transportation improvement fees that are based upon vehicle market value. After specified program investments, 50 percent of the remaining balance in the fund is continuously appropriated to the Department for SHOPP and maintenance purposes.
 - **Public Transportation Account** – The Department uses the PTA to fund transportation planning, mass transportation, the Intercity Rail program, and transit STIP projects. PTA resources are primarily generated from the sales taxes on diesel fuel.



2024 STIP FE Program Capacity (Target Capacity)

STIP Program Capacity: The table below displays the total and annual program capacities available for the 2024 STIP. Target Capacity represents the total value of projects, including construction, R/W, and support, that can be funded each year. The 2022 STIP Program line represents the annual amount of projects programmed each year in the 2022 STIP. “New STIP Program Capacity” is the difference between the 2024 STIP FE Target Capacity and the 2022 STIP, which also identifies any excess or shortage of capacity to fund the current program. Detailed information on resources and expenditures are available in the appendices, by fund.

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.

STIP Highlights

- The 2024 STIP FE estimates STIP capacity of \$2.9 billion over the five-year FE period. This covers the estimated 2024 STIP program and adds \$1.7 million in new STIP capacity.
- SB 1 sets the excise tax rate on gasoline at 21.2 cents per gallon as of 2023-24 with annual adjustments for inflation. STIP resources are now more dependent upon gasoline and diesel consumption and economic growth rather than on the incremental excise tax rate that fluctuated significantly in the past before SB 1 established a set rate that is now adjusted for inflation. The set rate of 21.2 cents per gallon is expected to stabilize STIP resources but not necessarily STIP capacity as STIP capacity is impacted by several more variables.
- Continued expansion of alternative energy fuels and Governor Newsom’s Executive Order N-79-20 poses impacts to funding sources. Current resources are primarily derived from consumption of petroleum-based fuels. Tax increases provided by past legislation may offer short-term solutions to funding shortfalls in the near-term, but a more sustainable form of transportation funding, such as a mileage-based user fee, should continue to be considered.

SHOPP Program Capacity: The table below displays the total and annual SHOPP capacities over the FE period. Target Capacity represents the total value of SHOPP projects, including construction, R/W, and support, that can be funded each year after funding existing and ongoing commitments. The 2022 SHOPP Program line represents the SHOPP projects currently programmed each year in the 2022 program. “New SHOPP Program Capacity” is the difference between the 2024 STIP FE Target Capacity and the 2022 SHOPP and identifies any excess or shortage of program capacity to fund the current program.

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 Highlights

- The 2024 STIP FE includes a SHOPP capacity of \$25.8 billion over the five-year FE period. This covers the existing SHOPP and adds over \$16.9 billion in new SHOPP capacity.
- RMRA resources have been included in the 2024 STIP FE SHOPP Target Capacity in the table above. The RMRA contains multiple funding sources including: Gasoline excise taxes (14.7 cents per gallon), diesel excise taxes (50 percent of 24.5 cents per gallon diesel tax), an annual registration fee for zero-emission vehicles (\$108 in 2023), and a portion of annual transportation improvement fees that are based upon the vehicle market value.
 - The RMRA is first required to allocate resources to the following: Local Partnership Program (\$200 million annually), ATP (\$100 million annually), bridges and culverts (\$400 million annually), Freeway Service Patrol (\$25 million annually), local planning grants (\$25 million annually), as well as other programs. The remaining balance after specified allocations is to be shared 50/50 between local agencies and the department for maintenance and SHOPP purposes.



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 FE identifies a positive program capacity for the PTA. Therefore, all rail and transit projects currently programmed in the STIP and those nominated in the 2024 STIP must maintain 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 percent of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 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 percent is applied.
- 5 percent PPM Limitation: These are the PPM limitations for the 2024-25 through 2027-28 share period and for 2028-29.



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

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



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

County	Net Carryover		2024 STIP Share through 2027-28		
	Unprogrammed	Balance	Formula	Net Share	Net
	Balance	Advanced	Distribution	(Base)	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	

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)	



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)	

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
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

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APPENDICES

APPENDIX A – STATE HIGHWAY ACCOUNT & FEDERAL TRUST FUND	25
<i>SHA Fund Estimate</i>	<i>28</i>
<i>SHA Fund Estimate Detail</i>	<i>30</i>
APPENDIX B – ROAD MAINTENANCE & REHABILITATION ACCOUNT	33
APPENDIX C – PUBLIC TRANSPORTATION ACCOUNT	35
APPENDIX D – PROPOSITION 1A & 1B BONDS	37
APPENDIX E – 2024 STIP FUND ESTIMATE ASSUMPTIONS BY FUND	51
<i>SHA Assumptions.....</i>	<i>51</i>
<i>RMRA Assumptions</i>	<i>54</i>
<i>PTA Assumptions</i>	<i>55</i>
<i>Bond Assumptions.....</i>	<i>57</i>
APPENDIX F – STATUTES REGARDING THE STIP FUND ESTIMATE	59
<i>Government Code.....</i>	<i>59</i>
<i>Streets and Highways Code.....</i>	<i>63</i>
APPENDIX G – RESOLUTION TO ADOPT THE STIP 2024 FUND ESTIMATE	65

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APPENDIX A – STATE HIGHWAY ACCOUNT & FEDERAL TRUST FUND

The SHA is the primary funding source for California’s highway transportation programs. Historically, the main sources of revenue for the SHA have been state excise taxes on motor vehicle fuels and truck weight fees. However, AB 105 (Statutes of 2011) directs weight fee revenues from the SHA to the GF for debt service and loan purposes in 2010-11 and thereafter.

In order to replace this loss of funding, AB 105 also required the State Controller’s Office (Controller) to allocate a portion of the incremental excise tax on gasoline to backfill the weight fees. After accounting for the weight fee backfill and miscellaneous transfers to the GF, 12 percent of the remaining incremental excise tax revenues were transferred to the SHA for the SHOPP and 44 percent were transferred to the SHA for STIP.

SB 1 replaced price-base excise tax with an incremental excise tax of 21.2 cents per gallon as of 2023-24, including the annual adjustment for inflation. Per statute, new taxes and fees going forward will be adjusted for inflation, which represents an important shift from prior legislation that did not have a provision for inflationary adjustments.

Federal funds are used to reimburse the SHA for expenditures on federally-eligible projects. SHA and federal resources constitute the primary funding sources for the maintenance program and the SHOPP, which is a program that rehabilitates, improves safety, and preserves lane miles on the SHS.

Federal funds are a major source of funding for the SHOPP. The state receives appropriations set by the Federal Highway Act in the form of Obligation Authority (OA). This is based, in part, on a percentage of California’s total contribution (federal excise tax on gasoline and diesel of 18.4 cents and 24.4 cents per gallon, respectively) into the FTF.



Resources Available for Programming

The tables below list the total and annual program capacity available for STIP and the SHOPP. Target Capacity represents the total level of projects the SHA can fund, including construction, R/W, and support, while attempting to maintain a prudent operating cash balance. The target program levels are reduced by existing SHA program commitments to determine the amount of SHA capacity available for new SHOPP and highway STIP.

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.

The SHA and FTF table on page 28 displays \$16.6 billion in SHOPP capacity and the RMRA table on page 34 displays \$9.2 billion in RMRA capacity for a combined \$25.8 billion in SHOPP capacity over the five-year FE period. There is approximately \$17 billion in new SHOPP capacity.

The SHA and FTF table on page 28 displays approximately \$2.6 billion in STIP capacity and the PTA table on page 36 displays approximately \$315 million in PTA capacity over the five-year FE period. There is an estimated \$1.7 billion in new STIP program capacity.

SHA Highlights

- The SHA cash balance as of July 1, 2023, was approximately \$1.1 billion. Project advancements from the prior FE cycle has increased commitments and continued early investment of funding in the 2024 STIP FE is expected to reduce the cash balance.
- SHA resources remaining, after existing commitments have been deducted, will be used to fund the SHOPP and STIP in the 2024 STIP FE. In addition, the SHOPP will be constrained in the FE, with an estimated average annual Target Capacity of \$5.2 billion per year across all identified funding sources.
- Rates established by SB 1 for incremental excise taxes on gasoline are expected to provide a more predictable level of resources for the STIP. The rate is adjusted annually for inflation. Previously, the Board of Equalization would adjust the tax rate annually in response to fuel price changes in the market.
- Per assumption SHA 8, federal resources are based on the estimated amount of FFY 2022 OA received and escalated annually at the approximate rate of inflationary funding adjustment from the Infrastructure Investment and Jobs Act.



**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.

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**The following two pages contain expanded detail of the
State Highway Account and Federal Trust Fund table on
page 28.**



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.



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 Stomwater	(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.

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APPENDIX B – ROAD MAINTENANCE & REHABILITATION ACCOUNT

SB 1 provides that, after specified allocations are made from available resources, 50 percent of the remaining balance deposited into the RMRA will be allocated to the Department for maintenance and SHOPP purposes. Revenues in the RMRA are derived from a portion of annual transportation improvement fees that are based upon vehicle market value, the 14.7 cents per gallon excise gas tax rate (2023-24) and the \$108 annual registration fee for zero-emission vehicles (2023), which are both adjusted annually for inflation. In addition, RMRA receives 50 percent of the 24.5 cents per gallon diesel excise tax rate (2023-24), as well as gasoline and diesel storage fees.

Resources Available for Programming

The table below lists the total and annual SHOPP capacities available for the 2024 STIP FE. The RMRA provides an added \$5.6 billion of new programming capacity for the period covering 2024-25 through 2028-29. RMRA resources have already been included in the SHOPP capacity on page 11. However, the RMRA has been presented independently in further detail below, and on page 34.

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.

RMRA Highlights

- Per SB 1, 50 percent of the remaining balance in the RMRA, after specified allocations, is identified for maintenance and the SHOPP. The other half is apportioned to cities and counties. The table above reflects the projected state portion over the FE period.
- SB 1 requires the Controller to annually deposit \$25 million into the SHA for appropriation by the Legislature to supplement the Freeway Service Patrol Program. This provides no new net resources to the SHA per the requirements in statute to dedicate the funding specifically for the Freeway Service Patrol Program.



**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.

APPENDIX C - PUBLIC TRANSPORTATION ACCOUNT

PTA resources are primarily derived from the sales taxes on diesel fuel. The PTA funds the Department’s transportation and airport planning activities, mass transportation, Intercity Rail programs, and STIP transit projects.

Resources Available for Programming

The PTA table below lists the total and annual transit STIP capacities available for the 2024 STIP. The PTA provides an added \$74 million of new programming capacity for the period covering 2024-25 through 2028-29. Further details of PTA resources and expenditures are presented in the PTA FE table on page 36.

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.

PTA Highlights

- SB 1 requires the Controller to annually deposit \$350 million plus annual adjustments for inflation, into the PTA. The revenue will be derived from transportation improvement fees created by SB 1. Statute requires 70 percent to be allocated to the Transit and Intercity Rail Capital Program (TIRCP) and the remaining 30 percent to be continuously appropriated for allocation to the STA program. This provides no new net resources to the STIP per the requirements in statute to dedicate this revenue source to the TIRCP and STA.
- SB 1 provided a four percent increase in diesel sales tax. Of the four percent, three and a half percent is dedicated to STA and the remaining half percent is held on a short-term basis in the PTA for later allocations to State Rail Assistance (SRA).
- Expenditures for Intercity Rail operations are based on estimates from the Division of Rail and Mass Transportation, and include Amtrak shared operating and capital costs.
- There are no AB 3090 cash reimbursements for PTA.



**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)	(14,944)	(14,944)	(14,944)	(74,720)	(91,668)
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.

APPENDIX D – PROPOSITION 1A & 1B BONDS

Proposition 1A – Safe, Reliable, High-Speed, Passenger Train Bond Act for the 21st Century

[Section 2704.095 of the Streets and Highways Code]

Proposition 1A, approved by voters in November 2008 (not related to Proposition 1A of 2006) and codified as the Safe, Reliable, High-Speed, Passenger Train Bond Act for the 21st Century [Chapter 267, Statutes of 2008, (AB 3034)], authorized the issuance of \$9.95 billion in general obligation (GO) bonds to fund the construction of a high-speed train system that connects the state’s major rail terminals and links the state's major population centers. Of the \$9.95 billion in proceeds, \$9 billion will fund the planning and engineering for the high-speed train system, and capital costs to be funded according to the High-Speed Rail Authority’s certified environmental impact reports.

The remaining \$950 million, less bond administration costs, will be allocated by the Commission to eligible recipients for capital improvements to intercity and commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train.

REMAINING CAPACITY
(\$ in thousands)

DESCRIPTION	INTERCITY RAIL TOTAL
Resources:	
Bond Authorization	\$950,000
Less: Administrative Costs ¹	(1,867)
Commitments²:	(948,317)
Total Commitments:	(950,184)
REMAINING CAPACITY:	(\$184)

ALLOCATIONS
(\$ in thousands)

Description	2009-10 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-2022	2022-23	Total
Capital Outlay	\$152,388	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,388
Local Assistance	\$744,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$744,800
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Allocations^{3,4}	\$897,188	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$897,188

ADMINISTRATIVE EXPENDITURES
(\$ in thousands)

Description	2009-10 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-2022	2022-23	Total
Caltrans	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62
CTC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Admin Expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures⁴	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62

Notes:

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

Remaining capacity represents estimated savings from 2% administrative set-aside.

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts appropriated through June 30, 2023.

³ Total amounts allocated by CTC through June 30, 2023.

⁴ Actual expenditures charged against resources in footnote #1 above.



Proposition 1B – Highway Safety, Traffic, Reduction, Air Quality, and Port Security Bond Act of 2006

Proposition 1B, approved by voters in November 2006, authorized the issuance of approximately \$19.9 billion in state general obligation bonds under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 [Chapter 181, Statutes of 2007 (SB 88)]. Of this amount, the Department administers \$15.6 billion, of which \$12 billion is allocated by the Commission and \$3.6 billion by the Controller. The objectives of Proposition 1B are to improve transportation, air quality, and port security through the creation of new transportation accounts and programs, and by providing new funding for existing programs.

Pages 39-49 display the status through June 30, 2023, of the following Proposition 1B accounts:

- Corridor Mobility Improvement Account
- Trade Corridors Improvement Fund
- Transportation Facilities Account
- Public Transit Modernization, Improvement & Service Enhancement Account
 - Intercity Rail Improvements
 - Local Transit
- State-Local Partnership Program Account
- Local Bridge Seismic Retrofit Account
- Highway-Railroad Crossing Safety Account
- Highway Safety, Rehabilitation, and Preservation Account
 - State Highway Operation and Protection Program
 - Traffic Light Synchronization Program
- State Route 99 Corridor Account

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

[Section 8879.23(a)(1), 8879.23(a)(6)(b), and 8879.50 of the Government Code]

The Corridor Mobility Improvement Account (CMIA) was established to fund performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors. Projects were identified by the Department and regional or local transportation agencies and allocated by the Commission. The program had a December 31, 2012 deadline for allocating all project funds.

REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	CMIA TOTAL
Resources:	
Bond Authorization	\$4,500,000
Less: Administrative Costs ¹	(23,000)
Commitments²:	
	(4,476,975)
Total Commitments:	(4,499,975)
REMAINING CAPACITY:	\$25

ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay ^{3,4}	\$3,990,150	\$14,260	\$14,595	\$0	\$0	\$0	\$0	\$0	\$4,019,005
Local Assistance	\$14,592	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,592
Capital Outlay Support	\$443,378	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,378
Total Allocations⁵	\$4,448,120	\$14,260	\$14,595	\$0	\$0	\$0	\$0	\$0	\$4,476,975

ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$11,195	\$1,025	\$589	\$997	\$958	\$938	\$527	\$307	\$16,537
CTC	\$1,162	\$6	\$3	\$5	\$0	\$0	\$0	\$0	\$1,176
Other Admin Expenses	\$2,402	\$39	\$88	\$0	\$0	\$0	\$0	\$0	\$2,528
Total Expenditures⁶	\$14,759	\$1,070	\$680	\$1,002	\$958	\$938	\$527	\$307	\$20,241

Notes:

Individual numbers may not add to total due

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ Includes AB3x-20 American Recovery and Reinvestment Act loan of \$214,459,000 from the SHA to fund CMIA projects in 2009-10.

⁴ Allocated amounts represent administrative and project savings in accordance with the Proposition 1B savings policy established by the CTC in January 2014.

⁵ Total amounts allocated by CTC through June 30, 2023.

⁶ Actual expenditures charged against resources in footnote #1 above.



TRADE CORRIDORS IMPROVEMENT FUND

[Section 8879.23(c)(1)(A), 8879.50, and 8879.52 of the Government Code]

The Trade Corridors Improvement Fund (TCIF) was established to fund infrastructure improvements along federally-designated “Trade Corridors of National Significance” in the state, and along other corridors within the state that have a high volume of freight movement, as allocated by the Commission.

REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	TCIF TOTAL
Resources:	
Bond Authorization	\$2,000,000
Less: Administrative Costs ¹	(15,000)
Commitments²:	(1,955,392)
Total Commitments:	(1,970,392)
REMAINING CAPACITY⁷:	\$29,608

ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay ³	\$917,325	\$35,680	\$35,262	\$1,310	\$3,011	\$9,223	\$0	\$18,851	\$1,020,662
Local Assistance	\$866,447	\$3,639	\$0	\$7,494	\$2,865	\$0	\$0	\$0	\$880,445
Capital Outlay Support ⁴	\$47,436	\$0	-\$976	\$7,825	\$0	\$0	\$0	\$0	\$54,285
Total Allocations⁵	\$1,831,208	\$39,319	\$34,286	\$16,629	\$5,876	\$9,223	\$0	\$18,851	\$1,955,392

ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$6,291	\$822	\$667	\$820	\$2,152	\$521	\$284	\$205	\$11,762
CTC	\$1,035	\$35	\$15	\$31	\$0	\$0	\$0	\$0	\$1,116
Other Admin Expenses	\$1,080	\$70	\$73	\$0	\$0	\$0	\$0	\$0	\$1,222
Total Expenditures⁶	\$8,406	\$927	\$755	\$851	\$2,152	\$521	\$284	\$205	\$14,100

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ Includes AB3x-20 American Recovery and Reinvestment Act loan of \$66,804,000 from the SHA to fund TCIF projects in 2009-10.

⁴ Negative amount in 2017-18 represents a de-allocation of projects allocated in previous years.

⁵ Total amounts allocated by CTC through June 30, 2023.

⁶ Actual expenditures charged against resources in footnote #1 above.

⁷ Remaining capacity directed to TCEP and SLRIP.

TRANSPORTATION FACILITIES ACCOUNT

[Section 8879.23(e), 8879.50, and 8879.54 of the Government Code]

The Transportation Facilities Account (TFA) was established to augment funding for the STIP. Funds are made available to the Department, based on Legislative appropriation and allocation by the Commission, in the same manner as funds allocated for STIP projects under existing law.

REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	TFA TOTAL
Resources:	
Bond Authorization	\$2,000,000
Less: Administrative Costs ¹	(17,000)
Commitments²:	(1,979,346)
Total Commitments:	(1,996,346)
REMAINING CAPACITY:	\$3,654

ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay	\$1,465,586	\$0	\$3,942	\$19,217	\$594	\$0	\$0	\$57,419	\$1,546,758
Local Assistance	\$195,203	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,203
Capital Outlay Support ³	\$290,773	\$0	\$0	\$0	\$0	\$0	\$0	-\$53,388	\$237,385
Total Allocations⁴	\$1,951,562	\$0	\$3,942	\$19,217	\$594	\$0	\$0	\$4,031	\$1,979,346

ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$10,375	\$418	\$401	\$443	\$403	\$303	\$325	\$10	\$12,678
CTC	\$543	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$543
Other Admin Expenses ³	\$912	\$12	\$20	\$0	\$0	\$0	\$0	\$0	\$944
Total Expenditures⁵	\$11,831	\$430	\$420	\$443	\$403	\$303	\$325	\$10	\$14,166

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ There was no COS allocated in 2022-23. The negative number represents savings recorded at close-out of projects allocated in previous years.

⁴ Total amounts allocated by CTC through June 30, 2023.

⁵ Actual expenditures charged against resources in footnote #1 above.



**PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT
AND SERVICE ENHANCEMENT ACCOUNT
INTERCITY RAIL PORTION (IRI)**

[Sections 8879.23(f)(2), 8879.23(f)(3), 8879.50, and 8879.55 of the Government Code]

The Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) was established to fund intercity rail improvements, including the procurement of additional intercity railcars and locomotives, as allocated by the Commission.

**REMAINING CAPACITY
(\$ in thousands)**

DESCRIPTION	IRI TOTAL
Resources:	
Bond Authorization	\$400,000
Less: Administrative Costs ¹	(7,000)
Commitments²:	(362,683)
Total Commitments:	(369,683)
REMAINING CAPACITY:	\$30,317

**ALLOCATIONS
(\$ in thousands)**

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay	\$331,879	\$4,026	\$4,617	\$17,126	\$0	\$0	\$0	\$5,035	\$362,683
Local Assistance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Allocations³	\$331,879	\$4,026	\$4,617	\$17,126	\$0	\$0	\$0	\$5,035	\$362,683

**ADMINISTRATIVE EXPENDITURES
(\$ in thousands)**

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$2,696	\$286	\$231	\$271	\$213	\$146	\$692	\$446	\$4,981
CTC	\$143	\$12	\$5	\$9	\$0	\$0	\$0	\$0	\$169
Other Admin Expenses	\$163	\$29	\$61	\$0	\$0	\$0	\$0	\$0	\$253
Total Expenditures⁴	\$3,002	\$328	\$297	\$280	\$213	\$146	\$692	\$446	\$5,402

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ Total amounts allocated by CTC through June 30, 2023.

⁴ Actual expenditures charged against resources in footnote #1 above.

**PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT
AND SERVICE ENHANCEMENT ACCOUNT
LOCAL TRANSIT PORTION (TRANSIT)**

[Sections 8879.23(f)(1), 8879.23(f)(3), 8879.50, and 8879.55 of the Government Code]

The PTMISEA was established for intercity rail projects, commuter or urban rail operators, bus operators, waterborne transit operators and other transit operators for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus or rapid transit improvements, rolling stock procurement, rehabilitation, or replacement. Administered by the Department, the Transit portion of \$3.6 billion is to be allocated by formula to eligible agencies by the State Controller’s Office - \$1.8 billion pursuant to Public Utilities Code (PUC) section 99313 and \$1.8 billion pursuant to PUC section 99314.

**REMAINING CAPACITY
(\$ in thousands)**

DESCRIPTION	TRANSIT TOTAL
Resources:	
Bond Authorization	\$3,600,000
Less: Administrative Costs ¹	(11,702)
Commitments²:	(3,588,298)
Total Commitments:	3,600,000
REMAINING CAPACITY:	\$0

**ALLOCATIONS
(\$ in thousands)**

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Assistance ³	\$3,514,312	\$35,385	\$30,436	\$8,165	\$0	\$0	\$0	\$0	\$3,588,298
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Allocations⁴	\$3,514,312	\$35,385	\$30,436	\$8,165	\$0	\$0	\$0	\$0	\$3,588,298

**ADMINISTRATIVE EXPENDITURES
(\$ in thousands)**

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$5,664	\$744	\$664	\$878	\$868	\$680	\$577	\$390	\$10,464
CTC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Admin Expenses	\$1,617	\$0	\$29	\$0	\$0	\$0	\$0	\$0	\$1,646
Total Expenditures⁵	\$7,281	\$744	\$693	\$878	\$868	\$680	\$577	\$390	\$12,110

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amount available for local transit projects as of June 30, 2023, including original bond authorization and subsequent use of \$337,623 in Surplus Money Investment Fund (SMIF) investment earnings authorized by STO.

³ PTMISEA-Local Transit funds are allocated by the SCO, not the CTC, to eligible agencies pursuant to PUC Sections 99313 and 99314.

⁴ Total amounts allocated to local transit projects through June 30, 2023.

⁵ Actual expenditures charged against resources in footnote #1 above.



STATE-LOCAL PARTNERSHIP PROGRAM
 [Section 8879.23(g) 8879.50, and Sections 8879.66 through 8879.76
 of the Government Code]

The State-Local Partnership Program (SLPP) provides dollar-for-dollar matching funds for eligible transportation projects nominated by applicant transportation agencies and allocated by the Commission.

REMAINING CAPACITY
 (\$ in thousands)

DESCRIPTION	SLPP TOTAL
Resources:	
Bond Authorization	\$1,000,000
Less: Administrative Costs ¹	(19,008)
Commitments²:	(980,992)
Total Commitments:	(1,000,000)
REMAINING CAPACITY:	\$0

ALLOCATIONS
 (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay	\$279,358	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$279,358
Local Assistance	\$691,184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$691,184
Capital Outlay Support	\$10,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,450
Total Allocations³	\$980,992	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$980,992

ADMINISTRATIVE EXPENDITURES
 (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$5,027	\$1,041	\$581	\$1,074	\$1,139	\$988	\$550	\$136	\$10,536
CTC	\$296	\$6	\$3	\$5	\$0	\$0	\$0	\$0	\$310
Other Admin Expenses	\$497	\$16	\$15	\$0	\$0	\$0	\$0	\$0	\$528
Total Expenditures⁴	\$5,820	\$1,063	\$599	\$1,079	\$1,139	\$988	\$550	\$136	\$11,374

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ Total amounts allocated by CTC through June 30, 2023.

⁴ Actual expenditures charged against resources in footnote #1 above.

LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT

[Sections 8879.23(i), 8879.50, and 8879.62 of the Government Code]

The Local Bridge Seismic Retrofit Account (LSBRA) was established to provide the funds needed to match federal Highway Bridge Replacement and Rehabilitation funds available to the state for seismic work on local bridges, ramps, and overpasses, as identified by the Department.

REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	LBSRA TOTAL
Resources:	
Bond Authorization	\$125,000
Less: Administrative Costs ¹	(3,750)
Commitments²:	(121,250)
Total Commitments:	(125,000)
REMAINING CAPACITY:	\$0

ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Assistance	\$67,719	\$9,793	\$2,187	\$0	\$9,890	\$876	\$10,659	\$13,906	\$115,031
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Allocations³	\$67,719	\$9,793	\$2,187	\$0	\$9,890	\$876	\$10,659	\$13,906	\$115,031

ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans ⁴	\$5,025	\$264	\$252	\$209	\$307	\$178	\$128	\$63	\$6,427
CTC	\$27	\$6	\$3	\$5	\$0	\$0	\$0	\$0	\$40
Other Admin Expenses	\$42	\$7	\$5	\$0	\$0	\$0	\$0	\$0	\$54
Total Expenditures⁵	\$5,094	\$277	\$260	\$214	\$307	\$178	\$128	\$63	\$6,521

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ Total amounts allocated by CTC through June 30, 2023.

⁴ These costs include project engineering work that will be counted as part of the 98% of program funds available for projects as it is project-related work, rather than administrative. Administrative costs will not exceed the amount of bond funds available for program administration.

⁵ Actual expenditures charged against resources in footnote #1 above.



HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT

[Sections 8879.23(j)(1), 8879.23(j)(2), 8879.50, and 8879.63 of the Government Code]

The Highway-Railroad Crossing Safety Account (HRCSA) was established to fund the completion of high-priority grade separation and railroad crossing safety improvements pursuant to Chapter 10 (Sections 2450 through 2461) of Division Three of the Streets and Highways Code (S&HC), except that a dollar-for-dollar matching of non-state funds shall be provided for each project.

REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	HRCSA TOTAL
Resources:	
Bond Authorization	\$250,000
Less: Administrative Costs ¹	(5,000)
Commitments²:	(245,080)
Total Commitments:	(250,080)
REMAINING CAPACITY:	(\$80)

ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Assistance	\$239,497	\$2,706	\$0	\$0	\$0	\$2,877	\$0	\$0	\$245,080
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Allocations³	\$239,497	\$2,706	\$0	\$0	\$0	\$2,877	\$0	\$0	\$245,080

ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$3,327	\$373	\$230	\$363	\$321	\$261	\$108	\$67	\$5,050
CTC	\$131	\$22	\$10	\$13	\$0	\$0	\$0	\$0	\$176
Other Admin Expenses	\$110	\$5	\$7	\$0	\$0	\$0	\$0	\$0	\$122
Total Expenditures⁴	\$3,568	\$400	\$247	\$376	\$321	\$261	\$108	\$67	\$5,348

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ Total amounts allocated by CTC through June 30, 2023.

⁴ Actual expenditures charged against resources in footnote #1 above.

HIGHWAY SAFETY, REHABILITATION, AND PRESERVATION ACCOUNT

[Sections 8879.23 (k)(1), 8879.50, and 8879.64 of the Government Code]

The Highway Safety, Rehabilitation, and Preservation Account (HSRPA) was established to fund the SHOPP as described in Section 14526.5 of the GC.

REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	HSRPA TOTAL
Resources:	
Bond Authorization	\$500,000
Less: Administrative Costs ¹	(10,000)
Commitments²:	(454,360)
Total Commitments:	(464,360)
REMAINING CAPACITY:	\$35,640

ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay	\$322,659	\$0	\$49,747	\$5,174	\$0	\$0	\$0	\$0	\$377,579
Local Assistance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay Support ³	\$100,454	\$0	\$0	-\$23,674	\$0	\$0	\$0	\$0	\$76,780
Total Allocations⁴	\$423,113	\$0	\$49,747	-\$18,500	\$0	\$0	\$0	\$0	\$454,360

ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$5,013	\$322	\$140	\$133	\$131	\$98	\$132	\$2	\$5,971
CTC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Admin Expenses	\$218	\$1	\$32	\$0	\$0	\$0	\$0	\$0	\$251
Total Expenditures⁵	\$5,231	\$323	\$173	\$133	\$131	\$98	\$132	\$2	\$6,222

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ There was no COS allocated in 2018-19. The negative number represents savings recorded at close-out of projects allocated in previous years.

⁴ Total amounts allocated by CTC through June 30, 2023.

⁵ Actual expenditures charged against resources in footnote #1 above.



**HIGHWAY SAFETY, REHABILITATION, AND PRESERVATION ACCOUNT
TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PORTION**
[Sections 8879.23 (k)(2), 8879.50, and 8879.64 of the Government Code]

The HSRPA was established to fund the SHOPP, as described in Section 14526.5 of the GC, for the Traffic Light Synchronization Program and be used on other technology-based projects; and to improve safety, operations, and the effective capacity of local streets and roads.

REMAINING CAPACITY
(\$ in thousands)

DESCRIPTION	TLSP TOTAL
Resources:	
Bond Authorization	\$250,000
Less: Administrative Costs ¹	(5,000)
Commitments²:	(244,990)
Total Commitments:	(249,990)
REMAINING CAPACITY:	\$10

ALLOCATIONS
(\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay	\$10,271	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,271
Local Assistance	\$206,488	\$4,751	\$0	\$0	\$0	\$21,959	\$0	\$0	\$233,198
Capital Outlay Support ³	\$1,530	\$0	\$0	-\$9	\$0	\$0	\$0	\$0	\$1,521
Total Allocations⁴	\$218,290	\$4,751	\$0	-\$9	\$0	\$21,959	\$0	\$0	\$244,990

ADMINISTRATIVE EXPENDITURES
(\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$2,884	\$278	\$292	\$501	\$570	\$461	\$125	\$105	\$5,216
CTC	\$187	\$18	\$8	\$15	\$0	\$0	\$0	\$0	\$228
Other Admin Expenses	\$111	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$119
Total Expenditures⁵	\$3,182	\$300	\$304	\$516	\$570	\$461	\$125	\$105	\$5,563

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ Negative amount in 2018-19 represents a de-allocation of projects allocated in previous years.

⁴ Total amounts allocated by CTC through June 30, 2023.

⁵ Actual expenditures charged against resources in footnote #1 above.

STATE ROUTE 99 ACCOUNT

[Sections 8879.23(b), 8879.50, and 8879.51 of the Government Code]

The State Route 99 Account (SR 99) was established to provide funding for safety, operational enhancements, rehabilitation, or capacity improvements for the SR 99 corridor that traverses approximately 400 miles of California's Central Valley.

REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	SR 99 TOTAL
Resources:	
Bond Authorization	\$1,000,000
Less: Administrative Costs ¹	(6,000)
Commitments²:	(977,880)
Total Commitments:	(983,880)
REMAINING CAPACITY:	\$16,120

ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Capital Outlay ³	\$780,492	\$12,380	\$20,308	\$7,600	\$460	\$0	\$1,503	\$0	\$822,743
Local Assistance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay Support ⁴	\$142,332	\$0	\$1,995	\$4,773	\$0	\$75	\$4,501	\$0	\$153,676
Total Allocations⁵	\$922,824	\$12,380	\$22,303	\$12,373	\$460	\$75	\$6,004	\$0	\$976,419

ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	Total
Caltrans	\$3,319	\$296	\$150	\$289	\$289	\$271	\$135	\$4	\$4,753
CTC	\$0	\$12	\$5	\$9	\$0	\$0	\$0	\$0	\$26
Other Admin Expenses	\$476	\$12	\$2	\$0	\$0	\$0	\$0	\$0	\$490
Total Expenditures⁶	\$3,795	\$319	\$156	\$299	\$289	\$271	\$135	\$4	\$5,269

Notes:

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

¹ Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

² Total amounts programmed through June 30, 2023.

³ Includes AB3x-20 American Recovery and Reinvestment Act loan of \$19,061,000 from the SHA to fund SR 99 projects in 2009-10.

⁴ Negative number is the result of de-allocations because of savings exceeding the amount allocated in 2012-13.

⁵ Total amounts allocated by CTC through June 30, 2023.

⁶ Actual expenditures charged against resources in footnote #1 above.

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APPENDIX E – 2024 STIP FUND ESTIMATE ASSUMPTIONS BY FUND

The Commission adopted the assumptions used in the development of the 2024 STIP FE on May 17, 2023. A summary of the adopted assumptions are listed below.

State Highway Account (SHA):

Operating Cash Balance

- SHA 1.** Based on an ongoing analysis of monthly SHA receipts less expenditures, a minimum level of operating cash of \$415 million would sufficiently cover 90 percent of the monthly volatility in the SHA.

SHA Revenues & Transfers

- SHA 2.** Assume an incremental excise tax rate of 19.4 cents per gallon in 2021-22 with an annual adjustment for inflation.
- SHA 3.** Assume weight fee revenues will increase annually based upon a projection provided by the Department of Finance.
- SHA 4.** Revenues from Other Regulatory Licenses and Permits will total approximately \$72 million over the FE period based on revenue model projections.
- SHA 5.** S&HC Section 183.1 revenues, not subject to Article XIX of the State Constitution, will be transferred from the SHA to the TDSF in perpetuity.
- SHA 6.** Section 194 transfers are based on PTA state operations expenditures and are projected to remain constant at approximately \$25 million a year over the FE period.
- SHA 7.** Assume the Controller will not make any transfers to the SHA from the Motor Vehicle Account over the FE period.

Federal Revenues

- SHA 8.** Beginning in fiscal year 2026-27, after the IJA is set to expire, assume OA is equal to the FFY 2026 level of \$5.4 billion and escalated annually using the inflationary rate during the entire IJA funding period.
- SHA 9.** The 2024 FE assumes an August Redistribution of \$470 million per year based on the average amount received by California from FFY 2017 through FFY 2022. The Redistribution will be split approximately \$296 million (63 percent) to the state, and \$174 million (37 percent) to the local agencies.

SHA 10. The 2024 FE does not include any supplemental funding received under the Federal-aid Highway Emergency Relief Program. This program, commonly referred to as the Emergency Relief Program, supplements the commitment of resources by states, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.

SHA 11. The 2024 FE includes a \$16 million “set-aside” for Coordinated Border Infrastructure (CBI) projects. The set-aside is reserved from the state’s share of “any-area” Surface Transportation Block Grant Program (STBGP) funds. This will not impact any federal funding available to local agencies. The amount proposed for set-aside is equal to five percent of “any-area” STBGP funds retained by the state.

Advanced Construction (AC)

SHA 12. The Department will maintain an AC level that is equivalent to one year’s worth of OA. AC will be used as a cash management tool and as a reservation of federal eligible projects to hedge against increases to available federal resources.

State Expenditures

SHA 13. The 2024 STIP FE will include a total budget change proposal reservation of \$150 million over the five-year FE period for use by the Department or Commission.

Local Assistance (LA)

SHA 14. State expenditures assume allocations of approximately \$183 million per year over the FE period, consistent with the Commission’s 2022-23 initial lump sum allocation for Local Assistance (Resolution FM-22-01).

STIP

SHA 15. Capital Outlay Support (COS) expenditures are based on a continuation of all STIP components programmed prior to 2023-24 and all STIP components programmed to begin in 2023-24.

SHA 16. Capital expenditures are based on a continuation of all STIP project allocations prior to 2022-23, allocations in 2022-23, projects programmed in 2022-23, but not yet allocated, and projects programmed in 2023-24.

SHA 17. Prior R/W commitments are defined as all R/W projects in the STIP that are programmed for 2023-24 and prior years.

- SHA 18.** Non-programmed STIP R/W includes an annual estimate based on forecasted R/W annual allocations of non-programmed R/W components for project development fees, inverse condemnation, and post-certification costs.
- SHA 19.** Capital project costs shall be escalated at 4.89 percent annually, consistent with the historical trend of the National Highway Construction Cost Index (NHCCI) provided by FHWA.

SHOPP

- SHA 20.** COS expenditures are based on a continuation of all SHOPP components programmed prior to 2023-24, SHOPP preliminary engineering components programmed in 2023-24, and SHOPP construction engineering components programmed to begin in 2023-24.
- SHA 21.** Prior R/W commitments are defined as all R/W projects in the SHOPP that are programmed for 2023-24 and prior years.
- SHA 22.** Non-programmed SHOPP R/W includes an annual estimate based on forecasted R/W annual allocations of non-programmed R/W components for inverse condemnation and post-certification costs.
- SHA 23.** Capital expenditures are based on a continuation of all SHOPP project allocations prior to 2023-24, 2022-23 programmed projects not yet allocated, projects programmed in 2023-24.
- SHA 24.** Capital project costs shall be escalated at 4.89 percent annually, consistent with the historical trend of the NHCCI provided by the FHWA.
- SHA 25.** Preparation costs for Project Initiation Documents (PID's) are included as a component of state operation expenditures and are based on the latest available data for base year relating to SHOPP as well as non-SHOPP PID's. Costs are escalated over the FE period at a rate consistent with other state operation expenditures.
- SHA 26.** Closeout capital savings average approximately five percent. This is primarily due to unused contingency funds. The 2024 FE assumes a five percent increase to programming capacity in order to offset these savings.

Active Transportation Program (ATP)

- SHA 27.** The ATP divides approximately \$276 million of state SHA and federal resources annually over the fund estimate period and is consistent with the 2023 ATP FE adopted by the Commission in August 2022. ATP funding is not available for SHOPP or STIP capacity.

SHA 28. Per SB 1, \$100 million in remaining revenues shall be made available annually from the RMRA for expenditure, upon appropriation by the Legislature, for ATP projects and are to be allocated by the Commission.

SHA 29. The SHA will set-aside \$300 million for the ATP in fiscal year 2023-24 as part of the Governor’s solutions for addressing General Fund shortfalls. Previously, \$500 million in General Fund was directed to be available for ATP. This funding was later eliminated and partially shifted to SHA for an overall net reduction for \$200 million.

- At the Commission’s request, the SHA will set-aside an additional \$200 million for the ATP, resulting in \$500 million of SHA and fully offsetting the amount previously made available from the General Fund.
 - Budget Act of 2023 (SB 101) reappropriated \$200 million from the General Fund for the ATP. The SHA set-aside of \$200 million is no longer required.

Senate Bill 132 (2017)

SHA 30. The Department will utilize project cash flow schedules provided by local agencies. SB 132 Project Commitments as estimated by local agencies.

Road Maintenance & Rehabilitation Account:

Available Balance & Resources

RMRA 1. The Department will use the most recently calculated set of pending distributions from the RMRA after priority allocations to arrive at an estimated beginning balance.

RMRA 2. Annual, ongoing resources dedicated to the Department for maintenance and SHOPP purposes are provided by DOF. The Department will utilize the most recent values provided by DOF to estimate maintenance and SHOPP resources over the five-year FE period.

RMRA 3. Per SB 1, \$100 million in remaining revenues shall be made available annually from the RMRA for expenditure, upon appropriation by the Legislature, for ATP projects and are to be allocated by the Commission.

Maintenance

RMRA 4. Maintenance expenditures for 2023-24 are based on estimated program needs to cover current support positions in 2022-23 as well as proposed positions for 2023-24. The balance of projected expenditures will be divided between bridges, highway maintenance, and field work. Limited-term costs for equipment are expected to be fully absorbed within position costs by end of 2025-26, which should lower position costs in the out years of the FE. Maintenance costs for 2025-26 through 2028-29 are assumed flat.

Capital Outlay

RMRA 5. Capital expenditures are based on a continuation of all RMRA project allocations prior to 2023-24, 2022-23 programmed projects not yet allocated, and projects programmed in 2023-24.

Capital Outlay Support

RMRA 6. COS expenditures are based on a continuation of all RMRA components programmed prior to 2023-24, RMRA preliminary engineering components programmed in 2023-24, and RMRA construction engineering components programmed to begin in 2023-24.

Public Transportation Account:

Operating Cash Balance

PTA 1. Based on historical data and projected expenditures from updated analysis of monthly PTA receipts less expenditures, a minimum level of operating cash of \$125 million would sufficiently cover 95 percent of the monthly volatility in the PTA.

Revenues

PTA 2. The FE projects that net Retail Sales and Use Tax on diesel fuel will increase by an average of 2.3 percent annually over the FE period based on DOF projections and trends. The amounts corresponding to percentage splits that flow out of the PTA to STA and to Commuter and Intercity Rail are based on statute.

Transfers

PTA 3. Section 21682.5 of the Public Utilities Code requires an annual transfer equal to the pro rata share of transportation duties attributable to aviation planning and research from the Aeronautics Account. This amount is projected to remain constant at \$30,000 in each year of the FE.

State Operations

- PTA 4.** Assume no reservations for budget change proposals or finance letters over the five-year FE period.
- PTA 5.** Intercity rail is part of state operations expenditures in the PTA.
- A. Intercity rail and bus operations base expenditures for existing services consisting of 10 roundtrips on the Pacific Surfliner Service, 12 weekday and 11 weekend roundtrips on the Capital Corridor Service, and 6 roundtrips on the San Joaquins service will be used to forecast 2023-24 (with service increasing to 13 roundtrips on the Pacific Surfliner Service, 15 weekday and 11 weekend roundtrips on the Capital Corridor Service, and 7 roundtrips on the San Joaquins service in 2024-25) and costs will remain unadjusted over the five-year FE period.
 - B. The Department's estimated need for rail heavy equipment maintenance, acquisition, technical services, and overhaul over the FE period is approximately \$207 million.

Local Assistance

- PTA 6.** Bay Area Ferry operation expenditures will escalate by one percent per year based on the signed cooperative agreement between the Department, Metropolitan Transportation Commission, and Bay Area Toll Authority on November 15, 2000.
- PTA 7.** Capital expenditures are based on a continuation of all STIP components allocated prior to 2023-24, all STIP components programmed to begin in 2023-24, and non-highway AB 3090 projects.
- PTA 8.** The Department assumes a 10-year allocation schedule as offered by CalSTA for the expected schedule of project cash flows to ACE from the PTA. To date, \$136 million has been allocated and it is estimated that as much as \$264 million could be allocated between 2023-24 and 2026-27. Assume that TIRCP will absorb the ACE impact to PTA resources totaling \$264 million in the 2024 FE.

Bonds:

Allocations

- Bond 1.** The 2024 FE will display remaining capacity and a history of allocations and expenditures for all Proposition 1A and Proposition 1B general obligation bond funds administered by the Department. Bond funding is expected to be received semi-annually as the Treasurer's practice is to sell general obligation bonds in the Spring and Fall. It is assumed that the Department will continue to receive bond proceeds from future sales on an as needed basis, with the amount of proceeds received being based on projected cash needs for the ensuing six months.

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APPENDIX F – STATUTES REGARDING THE STIP FUND ESTIMATE

Government Code

§14524. (a) Not later than July 15, 2001, and July 15 of each odd-numbered year thereafter, the department shall submit to the commission a five-year estimate pursuant to Section 164 of the Streets and Highways Code, in annual increments, of all federal and state funds reasonably expected to be available during the following five fiscal years.

(b) The estimate shall specify the amount that may be programmed in each county for regional improvement programs pursuant to paragraph (2) of subdivision (a) of Section 164 of the Streets and Highways Code and shall identify any statutory restriction on the use of particular funds.

(c) For the purpose of estimating revenues, the department shall assume that there will be no changes in existing state and federal statutes. Federal funds available for demonstration projects that are not subject to federal obligational authority, or are accompanied with their own dedicated obligational authority, shall not be considered funds that would otherwise be available to the state and shall not be included in the fund estimate.

(d) The method by which the estimate is determined shall be determined by the commission, in consultation with the department, transportation planning agencies, and county transportation commissions.

(Amended by Stats. 2000, Ch. 91, Sec. 1. Effective July 7, 2000.)

§14525. (a) Not later than August 15, 2001, and August 15 of each odd-numbered year thereafter, the commission shall adopt a five-year estimate pursuant to Section 164 of the Streets and Highways Code, in annual increments, of all state and federal funds reasonably expected to be available during the following five fiscal years.

(b) The estimate shall specify the amount that may be programmed in each county for regional improvement programs under paragraph (2) of subdivision (a) of Section 164 of the Streets and Highways Code and shall identify any statutory restriction on the use of particular funds.

(c) For the purpose of estimating revenues, the commission shall assume that there will be no change in existing state and federal statutes. Federal funds available for demonstration projects that are not subject to federal obligational authority, or are accompanied with their own dedicated obligational authority, shall not be considered funds that would otherwise be available to the state and shall not be included in the fund estimate.

(d) If the commission finds that legislation pending before the Legislature or the United States Congress may have a significant impact on the fund estimate, the commission may postpone the adoption of the fund estimate for no more than 90 days. Prior to March 1 of each even-numbered year, the commission may amend the estimate following consultation with the department, transportation planning agencies, and county transportation commissions to account for unexpected revenues or other unforeseen circumstances.

In the event the fund estimate is amended, the commission shall extend the dates for the submittal of improvement programs as specified in Sections 14526 and 14527 and for the adoption of the state transportation improvement program pursuant to Section 14529.

(Amended by Stats. 2000, Ch. 91, Sec. 2. Effective July 7, 2000.)

§14525.1. The department and the commission shall use an inflation rate that has been established by the Department of Finance. The Department of Finance shall consult with the Legislative Analyst and the Department of Transportation when calculating the inflation rate for this purpose.

(Repealed and added by Stats. 1989, Ch. 105, Sec. 7. Effective July 10, 1989.)

§14529. (a) The state transportation improvement program shall include a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds under Section 164 of the Streets and Highways Code, including revenues from transportation bond acts, from the commission during the following five fiscal years. It shall include, and be limited to, the projects to be funded with the following:

- (1) Interregional improvement funds.
- (2) Regional improvement funds.
- (b) For each project, the program shall specify the allocation or expenditure amount and the allocation or expenditure year for each of the following project components:
 - (1) Completion of all permits and environmental studies.
 - (2) Preparation of plans, specifications, and estimates.
 - (3) The acquisition of rights-of-way, including, but not limited to, support activities.
 - (4) Construction and construction management and engineering, including surveys and inspection.
- (c) Funding for right-of-way acquisition and construction for a project may be included in the program only if the commission makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five-year period. No allocation for right-of-way acquisition or construction shall be made until the completion of the environmental studies and the selection of a preferred alternative.
- (d) The commission shall adopt and submit to the Legislature and the Governor, not later than April 1 of each even-numbered year thereafter, a state transportation improvement program. The program shall cover a period of five years, beginning July 1 of the year it is adopted, and shall be a statement of intent by the commission for the allocation or expenditure of funds during those five years. The program shall include projects which are expected to receive funds prior to July 1 of the year of adoption, but for which the commission has not yet allocated funds.
- (e) The projects included in the adopted state transportation improvement program shall be limited to those projects submitted or recommended pursuant to Sections 14526 and 14527.

The total amount programmed in each fiscal year for each program category shall not exceed the amount specified in the fund estimate adopted under Section 14525.

(f) The state transportation improvement program is a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize available resources in a cost-effective manner. It is a document for each county and each region to declare their intent to use available state and federal funds in a timely and cost-effective manner.

(g) Prior to the adoption of the state transportation improvement program, the commission shall hold not less than one hearing in northern California and one hearing in southern California to reconcile any objections by any county or regional agency to the department's program or the department's objections to any regional program.

(h) The commission shall incorporate projects that are included in the regional transportation improvement program and are to be funded with regional improvement funds, unless the commission finds that the regional transportation improvement program is not consistent with the guidelines adopted by the commission or is not a cost-effective expenditure of state funds, in which case the commission may reject the regional transportation improvement program in its entirety. The finding shall be based on an objective analysis, including, but not limited to, travel forecast, cost, and air quality. The commission shall hold a public hearing in the affected county or region prior to rejecting the program, or not later than 60 days after rejecting the program. When a regional transportation improvement program is rejected, the regional entity may submit a new regional transportation improvement program for inclusion in the state transportation improvement program. The commission shall not reject a regional transportation improvement program unless, not later than 60 days after the date it received the program, it provided notice to the affected agency that specified the factual basis for its proposed action.

(i) A project may be funded with more than one of the program categories listed in Section 164 of the Streets and Highways Code.

(j) Notwithstanding any other provision of law, no local or regional matching funds shall be required for projects that are included in the state transportation improvement program.

(k) The commission may include a project recommended by a regional transportation planning agency or county transportation commission pursuant to subdivision (c) of Section 14527, if the commission makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department pursuant to Section 14526.

(Amended by Stats. 2000, Ch. 91, Sec. 5. Effective July 7, 2000.)

§14529.01. (a) It is the intent of the Legislature to facilitate project development work on needed transportation projects to produce a steady flow of construction projects by adding an advance project development element to the state transportation improvement program, beginning with the 2000 State Transportation Improvement Program.

(b) The advance project development element shall include only project development activities for projects that are eligible for inclusion in a state transportation improvement program.

(c) The fund estimate for each state transportation improvement program shall designate an amount to be available for the advance project development element, which shall be not more than 25 percent of the programmable resources estimated to be available for the first and second years following the period of the state transportation improvement program, subject to the formulas in Sections 164, 188, and 188.8 of the Streets and Highways Code.

(d) The department, transportation planning agencies, and county transportation commissions may nominate projects to the commission for inclusion in the advance project development element through submission of the regional transportation improvement program and the interregional transportation improvement program.

(e) The funds programmed in the advance project development element may be allocated within the period of the state transportation improvement program without regard to fiscal year.

(f) The commission may develop guidelines to implement this section.

(Amended by Stats. 2010, Ch. 478, Sec. 3. Effective January 1, 2011.)

Streets and Highways Code

§163. The Legislature, through the enactment of this section, intends to establish a policy for the use of all transportation funds that are available to the state, including the State Highway Account, the Public Transportation Account, and federal funds. For the purposes of this section, “federal funds” means any obligational authority to be provided under annual federal transportation appropriations acts. The department and the commission shall prepare fund estimates pursuant to Sections 14524 and 14525 of the Government Code based on the following:

- (a) Annual expenditures for the administration of the department shall be the same as the most recent Budget Act, adjusted for inflation.
- (b) Annual expenditures for the maintenance and operation of the state highway system shall be the same as the most recent Budget Act, adjusted for inflation and inventory, or, when a maintenance plan has been enacted pursuant to Section 164.6, maintenance expenditures shall be based on planned expenditures in that plan.
- (c) Annual expenditure for the rehabilitation of the state highway system shall be the same as the most recent Budget Act, or, when a long-range rehabilitation plan has been enacted pursuant to Section 164.6, shall be based on planned expenditures in that long-range plan.
- (d) Annual expenditures for local assistance shall be the amount required to fund local assistance programs required by state or federal law or regulations, including, but not limited to, railroad grade crossing maintenance, bicycle transportation account, congestion mitigation and air quality, regional surface transportation programs, local highway bridge replacement and rehabilitation, local seismic retrofit, local hazard elimination and safety, and local emergency relief.
- (e) After deducting expenditures for administration, operation, maintenance, local assistance, safety, and rehabilitation pursuant to subdivisions (a), (b), (c), and (d), and for expenditures pursuant to Section 164.56, the remaining funds shall be available for capital improvement projects to be programmed in the state transportation improvement program.

(Amended by Stats. 2004, Ch. 212, Sec. 5. Effective August 11, 2004.)

§164. (a) Funds made available for transportation capital improvement projects under subdivision (e) of Section 163 shall be programmed and expended for the following program categories:

- (1) Twenty-five percent for interregional improvements.
 - (2) Seventy-five percent for regional improvements.
- (b) Sixty percent of the funds available for interregional improvements under paragraph (1) of subdivision (a) shall be programmed and expended for improvements to state highways that are specified in Sections 164.10 to 164.20, inclusive, and that are outside the boundaries of an urbanized area with a population of more than 50,000, and for intercity rail improvements.

(c) Not less than 15 percent of the amount of funds programmed under subdivision (b) shall be programmed for intercity rail improvement projects, including separation of grade projects.

(d) Funds made available under paragraph (1) of subdivision (a) shall be used for transportation improvement projects that are needed to facilitate interregional movement of people and goods. The projects may include state highway, intercity passenger rail, mass transit guideway, or grade separation projects.

(e) Funds made available under paragraph (2) of subdivision (a) shall be used for transportation improvement projects that are needed to improve transportation within the region. The projects may include, but shall not be limited to, improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, safety, and providing funds to match federal funds.

(Amended by Stats. 1998, Ch. 596, Sec. 5. Effective September 21, 1998.)

Appendix G – RESOLUTION TO ADOPT THE 2024 STIP FUND ESTIMATE

APPROVED BY

CTC

AUG 16 2023

California
Transportation Commission

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE 2024 FUND ESTIMATE

RESOLUTION G-23-57

- 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 22, 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.