

Memorandum

TAB 16

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 14-15, 2009

Reference No.: 4.3
Action Item

From: NORMA ORTEGA
Chief Financial Officer (Interim)

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Budgets

Subject: **ADOPTION OF THE 2010 STIP AND AERONAUTICS ACCOUNT FUND ESTIMATES
RESOLUTION G-09-10**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached resolution and adopt the 2010 State Transportation Improvement Program (STIP) Fund Estimate and approve the 2010 Aeronautics Account Fund Estimate.

ISSUE:

Section 14525(d) of the Government Code allows the Commission to postpone the adoption of the fund estimate for no more than 90 days after the August 15 deadline if there is State or federal legislation pending that could impact the Fund Estimate. At its July 8, 2009 meeting, the Commission delayed the adoption of the 2010 Fund Estimate beyond the statutory August 15 date because of proposed amendments to the 2009-10 State Budget. The attached 2010 STIP Fund Estimate and the 2010 Aeronautics Account Fund Estimate have been updated based on the amended 2009-10 Budget Act.

The Aeronautics Account Fund Estimate is not required by statute to be adopted by the Commission.

BACKGROUND:

Sections 14524 and 14525 of the Government Code require the Department to present a STIP Fund Estimate to the Commission by July 15, and the Commission to adopt the Fund Estimate by August 15 of each odd-numbered year. The purpose of the STIP Fund Estimate is to estimate all federal and State funds reasonably expected to be available for programming in the subsequent STIP. Each even-numbered year, the Commission is required to adopt a STIP based on the funding identified in the adopted fund estimate.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE 2010 FUND ESTIMATE

RESOLUTION G-09-10

- 1.1. WHEREAS, Sections 14524 and 14525 of the Government Code require the 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 February 19, 2009, the Department presented an overview of the fund estimate process, schedule and special issues, including uncertainty regarding major revenues that would impact the fund estimate; and
- 1.3. WHEREAS, on April 15, 2009, the Commission postponed the adoption of the 2010 Fund Estimate Assumptions until after the May 19, 2009 special election; and
- 1.4. WHEREAS, on June 10, 2009, the Department presented, and the Commission adopted, the 2010 Fund Estimate Assumptions; and
- 1.5. WHEREAS, on July 9, 2009, the Commission postponed the adoption of the 2010 Fund Estimate until enactment of the 2009-10 State Budget, per Section 14525(d) of the Government Code; and
- 1.6. WHEREAS, on August 12, 2009, the Department presented to the Commission the Draft 2010 Fund Estimate; and
- 1.7. WHEREAS, on September 9, 2009, the Commission held a workshop on the 2010 Fund Estimate to consider public comment, and indicated that the adoption of the 2010 Fund Estimate would be scheduled for October 14, 2009; and
- 1.8. WHEREAS, on October 14, 2009, the Department presented to the Commission an updated Proposed 2010 Fund Estimate; and
- 1.9. WHEREAS, the Proposed 2010 Fund Estimate identifies new program capacity of approximately \$195 million for Federal Transportation Enhancement funds, over-programming of approximately \$1 million in the Public Transportation Account, and over-programming of \$81 million in other funds; and
- 1.10. WHEREAS, the Proposed 2010 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through September 2009.

- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2010 STIP Fund Estimate, as presented by the Department on October 14, 2009, with programming in the 2010 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 2010 Fund Estimate to each regional agency and county transportation commission.

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**PROPOSED FINAL FUND ESTIMATE BOOK
PENDING ADOPTION**



**2010 STATE TRANSPORTATION
IMPROVEMENT PROGRAM
FUND ESTIMATE**

Arnold Schwarzenegger
Governor
STATE OF CALIFORNIA

Dale E. Bonner
Secretary
Business, Transportation and Housing Agency

Randell H. Iwasaki
Director
Department of Transportation



*The 2010 State Transportation Improvement Program Fund Estimate Book is available online at
<http://www.dot.ca.gov/hq/transprog/ctcliaison.htm>*

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ACRONYMS

AB	Assembly Bill
AC	Advanced Construction
BATA	Bay Area Toll Authority
BIP	Border Infrastructure Program
CMIA	Corridor Mobility Improvement Account
Commission	California Transportation Commission
COS	Capital Outlay Support
Department	Department of Transportation
DOF	Department of Finance
FE	Fund Estimate
FFY	Federal Fiscal Year
FHTF	Federal Highway Trust Fund
FHWA	Federal Highway Administration
GARVEE	Grant Anticipation Revenue Vehicles
GC	Government Code
HBP	Highway Bridge Program
GO	General Obligation
HBRR	Highway Bridge Replacement and Rehabilitation
HRCSA	Highway-Railroad Crossing Safety Account
HSRPA	Highway Safety, Rehabilitation and Preservation Account
HUTA	Highway Users Tax Account
ITIP	Interregional Transportation Improvement Program
LBSRA	Local Bridge Seismic Retrofit Account
MVA	Motor Vehicle Account
OA	Obligation Authority
PMIA	Pooled Money Investment Account
PPM	Planning, Programming, and Monitoring
PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement & Service Enhancement Account
PUC	Public Utilities Code
R&TC	Revenue and Taxation Code
R/W	Right-of-Way
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agencies
S&HC	Streets and Highway Code
SB	Senate Bill
SCO	State Controller's Office
SHA	State Highway Account
SHOPP	State Highway Operation Protection Program
SLPP	State Local Partnership Program Account
SMIF	Surplus Money Investment Fund

ACRONYMS CONTINUED

SR 99	State Route 99 Corridor Account
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STO	State Treasurer's Office
TBSRP	Toll Bridge Seismic Retrofit Program
TCIF	Trade Corridor Improvement Fund
TCRF	Traffic Congestion Relief Fund
TCRP	Traffic Congestion Relief Program
TDIF	Transportation Deferred Investment Fund
TDSF	Transportation Debt Service Fund
TE	Transportation Enhancements
TFA	Transportation Facilities Account
TIF	Transportation Investment Fund
TMS	Traffic Management Systems

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EXECUTIVE SUMMARY

On October 14, 2009, the California Transportation Commission (Commission) adopted the 2010 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 State Highway Operation and Protection Program (SHOPP). The 2010 STIP FE period covers State fiscal years 2010-11 through 2014-15.

STIP Capacity

STIP projects add capacity to the State's transportation infrastructure. The 2010 FE includes a total estimate of \$3.8 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, and includes construction, Right-of-Way (R/W), and support. Support consists of preliminary engineering, planning, and design. The 2010 FE displays a new, estimated STIP program capacity of \$366 million over the FE period, while the 2008 FE displayed a forecast of \$1.3 billion in new STIP program capacity over the same five-year period. As a result of the new STIP program capacity forecasted in the 2010 FE, some projects programmed in 2009-10 through 2012-13 will need to be moved to later years where sufficient program capacity is estimated to be available.

2010 STIP FE								
STIP Program Capacity								
(\$ millions)								
	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
2010 FE STIP Target Capacity	\$1,161	\$972	\$827	\$832	\$607	\$607	\$3,847	\$5,008
2008 STIP Program	\$1,416	\$1,195	\$1,044	\$1,095	\$73	\$73	\$3,480	\$4,897
Net Difference	(\$255)	(\$223)	(\$217)	(\$263)	\$535	\$535	\$366	\$111
Cumulative Difference	(\$255)	(\$478)	(\$695)	(\$958)	(\$423)	\$111		
Estimated Capital Allocation Capacity	\$965	\$580	\$710	\$720	\$400	\$400		

Note: Numbers may not add due to rounding.

- The State Highway Account (SHA) STIP capacity only includes Federal commitments for Transportation Enhancements (TE) and Grant Anticipation Revenue Vehicle (GARVEE) debt service.
- New STIP capacity in the future will continue to depend primarily on PTA resources and Proposition 42 revenues transferred to the TIF. Both of these sources are difficult to forecast with any certainty under current budgetary circumstances and a struggling economy. Recent State Budgets have redirected a significant amount of PTA resources to transportation programs traditionally financed through General Fund (GF) revenues. In addition, the State Constitution allows Proposition 42 revenues to be suspended twice in any consecutive 10-year period.

SHOPP Capacity

SHOPP projects consist of major rehabilitation work on the State Highway System. The 2010 FE forecasts SHOPP program capacity of \$8.4 billion over the five-year FE period. Like the STIP, SHOPP program capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. New SHOPP capacity of \$4.3 billion is estimated over the FE period, but will require redistribution of the existing program over this period. Some projects programmed in 2009-10 through 2011-12 will need to be moved to later years where sufficient capacity is available.

2010 STIP FE SHOPP Program Capacity (\$ millions)								
	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
2010 FE SHOPP Target Capacity (SHA)	\$1,910	\$1,690	\$1,690	\$1,690	\$1,680	\$1,680	\$8,430	\$10,340
2008 SHOPP Program	\$2,072	\$2,078	\$2,072	\$0	\$0	\$0	\$4,150	\$6,222
Net Difference	(\$162)	(\$388)	(\$382)	\$1,690	\$1,680	\$1,680	\$4,280	\$4,118
Cumulative Difference	(\$162)	(\$550)	(\$931)	\$758	\$2,438	\$4,118		

Estimated Capital Allocation Capacity	\$1,535	\$1,260	\$1,260	\$1,260	\$1,260	\$1,260		
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Note: Numbers may not add due to rounding.

- The SHOPP is constrained over the entire FE period. While the 2010 FE forecasts an average of just under \$1.7 billion of SHOPP program capacity each year over the FE period, the annual SHOPP goal-constrained need is roughly \$6.3 billion as identified in the 2009 10-Year SHOPP Plan. As a result of the large annual shortfall, potential impacts may include delays of needed projects, an inability to fix new and/or ongoing deterioration of the highways, and possible cost increases.

Challenges

Two major risks could significantly impact the actual program capacity for the STIP and SHOPP. The possibility of Proposition 42 transfers to the TIF being suspended, and lingering uncertainty over the next Federal Highway Act, poses serious risks to the revenues identified in the 2010 FE. In addition, volatile costs of construction materials, support, and R/W acquisitions are also potential threats to the FE program capacity.

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 available for programming in the next STIP and a plan to manage these funds over the subsequent five years. The 2010 FE covers the period from 2010-11 through 2014-15, with 2009-10 included as the base year.

Sections 14524 and 14525 of the GC respectively require 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 14529(d) of the GC requires the Commission to adopt a STIP based on the funding level identified in the adopted FE by April 1 of each even-numbered year.

On July 8, 2009, the Commission exercised its option to delay the adoption of the FE under Section 14525(d) of the GC due to the pending enactment of the 2009-10 budget amendments (and related trailer bills) and the potential impact that various proposals could have on STIP funding. Listed below are the dates and milestones used for the development of the 2010 STIP FE.

<u>Date</u>	<u>Milestone</u>
June 10, 2009	The Commission approved the 2010 FE Assumptions.
August 12, 2009	The Department presented the Draft 2010 FE.
September 9, 2009	The Department presented a workshop for discussion of the Draft 2010 FE
October 14, 2009	The Commission adopted the 2010 STIP FE as the statutory funding estimate for the 2010 STIP.

The 2010 Fund Estimate

The STIP and the State Highway Operation and Protection Program (SHOPP) comprise the major portion of the State's transportation infrastructure program. Historically, the primary sources of funds for the STIP and SHOPP have been user fees, including excise tax on motor vehicle fuels and weight fees to the State Highway Account (SHA), and Federal Trust Funds from Federal excise tax on motor vehicle fuels. Article XIX of the California Constitution protects State transportation funds from diversion for non-transportation purposes, while a combination of State and Federal laws control the use of Federal funds.

Currently, the SHA and Federal Trust Funds are the sole funding sources for the constrained SHOPP. New STIP must be completely funded from non-SHA sources, with the exception of Transportation Enhancements (TE) and existing Grant Anticipation Revenue Vehicle(s) (GARVEE) debt service. The 2010 FE includes STIP capacity from the Public Transportation Account (PTA), the Transportation Investment Fund (TIF), and the Transportation Facilities Account (TFA) – created as part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2008.

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 FE. The Commission approved the methodologies and assumptions at its meeting on June 10, 2009. Listed below are key methodologies included in the 2010 STIP FE. A summary of the approved assumptions are included in Appendix F.

- A cash flow model is used in the development of the FE tables. This model displays a forecast of new target program capacity based on the cash flow required to manage the allocation of capital projects. The Department developed program expenditure and cash flow estimates by working with each respective Department Division. Appendix F contains the detailed assumptions for revenues and expenditures.
- Section 14524 (c) of the GC requires the FE to assume revenues based on current statutes and the most recently enacted State Budget. Revenue estimates for future periods use historical trends, the economic outlook, and consultation with the California Department of Finance (DOF) as a basis.
- Section 14525.1 of the GC requires the FE to forecast expenditures using the most recently enacted Budget adjusted for annual inflation. DOF Budget Letter 09-32 assumes a price escalation rate of 1.3 percent for State Operations expenditures, not including capital outlay support. However, this Budget Letter also requires the Department to remove the price increase to baseline funding in 2010-11. Therefore, the FE reflects no escalation from the baseline budget from 2009-10 to 2010-11 and displays a 1.3 percent annual escalation for State Operations expenditures for 2011-12 through 2014-15.
- 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 2010 FE, but will need to be considered during the programming process to ensure resources are not over-programmed.

- The FE contains a calculation wherein available fund cash balances are used to determine programming capacity—an amount available for projects each year, which includes construction, R/W and support. The conversion to capacity optimizes program capacity, while attempting to maintain a prudent cash balance and minimizing annual fluctuations of program levels.
 - The FE tables calculate commitments as project phases that are estimated to begin prior to June 30, 2010. As such, the FE tables do not display as commitments any phases included in target (program) capacity in 2010-11 through 2014-15. These costs need to be considered during the program process to ensure resources are not over-programmed.

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Challenges to Transportation Funding

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 certain revenues over the FE period, particularly in light of recent budgetary actions. For instance, the State Constitution allows for the suspension of Proposition 42 revenues during times of financial stress. The 2010 FE faces major revenue risks that could significantly impact the actual program capacity for the STIP and SHOPP. Specifically, these revenue risk items are:

- **Transportation Investment Fund (TIF) Transfers** – Transfers of Proposition 42 gasoline sales tax revenues to the TIF have in the past been delayed or suspended due to funding shortfalls in the State budget. Due to continuing fiscal challenges in the State Budget, there is a chance that legislation may partially or completely suspend the transfer of these revenues during the FE period. Proposition 1A, passed in November 2006, allows these transfers to be suspended under certain circumstances twice in any consecutive 10-year period, but requires full repayment of loans plus interest within three years and before any additional suspensions can occur. Because of STIP cash flow commitments against the TIF, a significant diversion of TIF funding could result in the fund becoming insolvent during the FE period.
- **State General Fund (GF) Assistance** – In December 2008, California faced an estimated GF shortfall of \$42 billion for the remainder of 2008-09 and 2009-10. Revisions to the 2008-09 Budget Act and the amended 2009-10 Budget Act required diversions of transportation funding and loans to the GF. If the GF continues to experience revenue shortfalls over the FE period, this could reduce available cash for programming new capacity.
- **Federal Highway Funding** – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. In addition, the Federal Highway Trust Fund (FHTF) required cash transfers from the US General Fund in Federal fiscal year (FFY) 2008 and FFY 2009 in order to meet its funding levels in the current Federal Highway Act. These circumstances make the future levels of Federal funding uncertain.
- **Bond Market** – Approved by voters in November 2006, Proposition 1B or the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorized the issuance of General Obligation (GO) bonds. The State Treasurer's Office (STO) last sold GO bonds in April 2009 due to a struggling economy and a less than ideal credit market. Although the STO will re-enter the bond market in October 2009, the amount of proceeds they will apportion to Proposition 1B projects is unknown. This may delay transportation projects funded with GO bonds because new projects cannot start until after the bonds are sold.

STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

The State Transportation Improvement Program (STIP) is a five-year planning document adopted every two years that displays commitments of transportation funds for improving operations for rail, mass transportation, local roads, and the State highway system. To develop the STIP, the Department of Transportation (Department) must prepare a STIP Fund Estimate (FE) to estimate the total Federal and State resources available for transportation over the next STIP period. STIP program capacity is derived from the FE tables of the State Highway Account (SHA) & Federal Trust Fund (FTF), Public Transportation Account (PTA), Transportation Investment Fund (TIF), and the Transportation Facilities Account (TFA). The SHA & FTF FE tables also display State Highway Operation and Protection Program (SHOPP) capacity over the same five-year period.

- **State Highway Account & Federal Trust Fund** - The SHA and FTF are the sole funding sources for the constrained SHOPP, which is the Department's highest priority. These two accounts also fund Transportation Enhancements (TE) and existing Grant Anticipation Revenue Vehicle(s) (GARVEE) debt service, which add to STIP program capacity.

SHA revenues are primarily raised through State excise taxes on gasoline and diesel of 18 cents per gallon, and weight fees. FTF revenues are primarily generated through the State's apportionment of Federal excise taxes on gasoline of 18.4 cents per gallon, and diesel of 24.4 cents per gallon. SHA and FTF resources are committed for maintaining and preserving the existing highway system, ensuring the efficient operation of the state highway system, improving highway safety, and improving the interregional road system.

- **Public Transportation Account** - The PTA funds the Department's transportation planning, mass transportation, Intercity Rail program, and transit STIP projects. PTA revenues come primarily from the sales taxes on gasoline and diesel fuels, and transfers from the SHA.
- **Transportation Investment Fund** - The TIF is funded by Proposition 42 transfers of gasoline sales tax revenues from the General Fund (GF). Proposition 42 transfers are distributed 40% to local governments, 20% to the PTA (which will redirect 75% of its share to State Transit Assistance in 2013-14 and thereafter), and 40% are retained in the TIF. Funds remaining in the TIF are restricted to funding STIP highway, intercity rail, mass transit guideway, and grade separation projects.
- **Transportation Facilities Account** - The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2008 (Proposition 1B) created the Transportation Facilities Account (TFA). This act authorizes \$2 billion in bond funding to the TFA for augmenting the STIP, and may be used to fund highway or local assistance projects.

2010 FE Program Capacity (Target Capacity)

STIP Program Capacity. The table below displays the total and annual program capacities available for the 2010 STIP. Target Capacity represents the total value of projects, including construction, Right-of-Way (R/W), and support, which can be funded each year. The 2008 STIP Program represents the annual amounts of projects programmed each year in the 2008 STIP. “New STIP Capacity” is the difference between the FE Target Capacity and the 2008 STIP, and 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.

2010 STIP FE STIP Program Capacity (\$ millions)								
	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
2010 FE STIP Target Capacity	\$1,161	\$972	\$827	\$832	\$607	\$607	\$3,847	\$5,008
2008 STIP Program	\$1,416	\$1,195	\$1,044	\$1,095	\$73	\$73	\$3,480	\$4,897
Net Difference	(\$255)	(\$223)	(\$217)	(\$263)	\$535	\$535	\$366	\$111
Cumulative Difference	(\$255)	(\$478)	(\$695)	(\$958)	(\$423)	\$111		
Estimated Capital Allocation Capacity	\$965	\$580	\$710	\$720	\$400	\$400		

Note: Numbers may not add due to rounding.

STIP Highlights

- The 2010 FE estimates STIP program capacity of \$3.8 billion over the five-year FE period. This covers the existing STIP program and adds \$366 million in STIP capacity, but will require redistributing the existing program over the FE period.
 - New STIP program capacity is constrained due to recent declines and the projected slow growth of fuel consumption and fuel prices.
- SHA STIP program capacity includes Federal commitments for Transportation Enhancements (TE) and Grant Anticipation Revenue Vehicle (GARVEE) debt service, and identifies \$146 million in additional program capacity for new STIP.
- New STIP program capacity in the future will continue to depend primarily on PTA revenues and TIF transfers, both of which are difficult to predict with any certainty under current budgetary and economic circumstances. If revenues are diverted or suspended, this situation may result in a lower level of program capacity available for the STIP.

SHOPP Program Capacity. The table below displays the total and annual SHOPP program capacities over the FE period. Target Capacity represents the total value of SHOPP projects, including construction, Right-of-Way, and support, which can be funded each year after funding existing and ongoing commitments. The 2008 SHOPP Program line represents the SHOPP projects currently programmed each year in the four-year 2008 program. “New SHA SHOPP Capacity” is the difference between Target Capacity and 2008 SHOPP, and identifies any excess or shortage of program capacity to fund the current program.

2010 STIP FE SHOPP Program Capacity (\$ millions)								
	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
2010 FE SHOPP Target Capacity (SHA)	\$1,910	\$1,690	\$1,690	\$1,690	\$1,680	\$1,680	\$8,430	\$10,340
2008 SHOPP Program	\$2,072	\$2,078	\$2,072	\$0	\$0	\$0	\$4,150	\$6,222
Net Difference	(\$162)	(\$388)	(\$382)	\$1,690	\$1,680	\$1,680	\$4,280	\$4,118
Cumulative Difference	(\$162)	(\$550)	(\$931)	\$758	\$2,438	\$4,118		
Estimated Capital Allocation Capacity	\$1,535	\$1,260	\$1,260	\$1,260	\$1,260	\$1,260		

Note: Numbers may not add due to rounding.

SHOPP Highlights

- The 2010 FE forecasts a SHOPP program capacity of \$8.4 billion over the five-year FE period. This covers the existing SHOPP program and adds \$4.3 billion in new SHOPP program capacity. In comparison, the 2008 FE displayed a forecast of \$5.7 billion in new SHOPP program capacity. Similar to the STIP, SHOPP program capacity in the 2010 FE will require redistribution of the existing program over the FE period.
- The 2010 FE SHOPP does not include the \$500 million provided to the SHOPP from the bond-funded Highway Safety Rehabilitation, and Preservation Account. These resources have already been earmarked for specific projects outside of the current 2008 SHOPP. Information on this fund is included in Appendix D.
- The SHOPP will be constrained during the FE period with a target capacity of approximately \$1.7 billion per year while the annual SHOPP goal-constrained need is roughly \$6.3 billion as identified in the 2009 10-Year SHOPP Plan. The lower SHOPP levels can be attributed to several factors including, but not limited to:
 - The 2010 FE displays a \$2.3 billion decrease in SHOPP resources in comparison to the 2008 FE over the five-year FE period. This is primarily due to a struggling economy and recent declines in fuel consumption.

- Federal Obligation Authority (OA) in the 2010 FE is based on the actual OA received in 2008-09 and will remain constant in the base year, and throughout the FE period. This results in about \$356 million less OA in comparison to the projections in the 2008 STIP FE, which displays revenues as based on actual OA received in 2006-07 and an annual escalation factor of 1.8 percent. The 2010 STIP FE period displays a constant OA due to the current Federal Highway Act (Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users) expiring on September 30, 2009.
- Available SHOPP resources have recently been redirected from program capacity to fund Highway Maintenance and address a backlog of pavement preservation projects. The purpose of this redirection has been to reduce the level of maintenance that could eventually develop into major SHOPP projects and result in significant cost increases.
- The 2010 FE does not assume the use of additional GARVEE bonds. However, the Department has been given authorization in the 2009-10 Budget Act to expend about \$622 million in new GARVEE bond proceeds. GARVEE bonds may be used to advance construction projects when State and Federal funds may not otherwise be available. Debt service payments are deducted from future OA and requires state match. This would result in a decrease to available resources and could potentially further reduce 2010 SHOPP program capacity.

2010 STIP FUND ESTIMATE
Cash Flows & Program Capacity by Fund
(\$ millions)

State Highway Account (SHA) & Federal Trust Fund (FTF)	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
State & Federal Resources	\$6,002	\$5,719	\$5,545	\$5,640	\$5,704	\$5,737	\$28,345	\$34,347
Commitments (Not subject to reprogramming):								
Maintenance	(\$1,348)	(\$1,474)	(\$1,493)	(\$1,514)	(\$1,534)	(\$1,555)	(\$7,569)	(\$8,917)
State Operations	(\$902)	(\$960)	(\$941)	(\$893)	(\$863)	(\$846)	(\$4,503)	(\$5,405)
SHOPP	(\$598)	(\$392)	(\$221)	(\$134)	(\$89)	(\$70)	(\$906)	(\$1,505)
Local Assistance	(\$1,275)	(\$1,266)	(\$1,273)	(\$1,278)	(\$1,250)	(\$1,208)	(\$6,275)	(\$7,550)
Existing STIP Commitments against the SHA	(\$189)	(\$168)	(\$163)	(\$158)	(\$155)	(\$151)	(\$795)	(\$985)
SHA/FTF Cash Available for new STIP/SHOPP	\$1,689	\$1,459	\$1,454	\$1,662	\$1,814	\$1,907	\$8,296	\$9,985
SHOPP SHA/FTF TARGET CAPACITY	\$1,912	\$1,690	\$1,690	\$1,690	\$1,680	\$1,680	\$8,430	\$10,342
STIP SHA/FTF TARGET CAPACITY (TE & GARVEE)	\$147	\$147	\$147	\$147	\$147	\$147	\$737	\$885
Public Transportation Account (PTA)	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
PTA Resources	\$508	\$673	\$735	\$734	\$848	\$941	\$3,930	\$4,438
PTA Commitments:								
State Transit Assistance	(\$51)	\$0	\$0	\$0	(\$459)	(\$470)	(\$929)	(\$980)
State Operations	(\$50)	(\$54)	(\$56)	(\$57)	(\$56)	(\$57)	(\$279)	(\$329)
Intercity Rail Operations	(\$114)	(\$116)	(\$130)	(\$136)	(\$147)	(\$164)	(\$692)	(\$806)
Local Assistance	(\$147)	(\$147)	(\$241)	(\$240)	(\$142)	(\$142)	(\$911)	(\$1,058)
Capital Outlay	(\$213)	(\$239)	(\$24)	(\$19)	(\$11)	(\$1)	(\$295)	(\$508)
PTA Cash Available for new STIP	(\$66)	\$117	\$284	\$282	\$33	\$108	\$824	\$758
STIP PTA TARGET CAPACITY	\$5	\$390	\$245	\$250	\$0	\$0	\$885	\$890
Transportation Investment Fund (TIF)	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
TIF Resources	\$ 1,753	\$1,594	\$1,501	\$1,419	\$1,428	\$1,451	\$7,394	\$9,147
TIF Distributions (Prior to Commitments):								
Local Streets & Roads	\$ (576)	(\$638)	(\$601)	(\$568)	(\$571)	(\$581)	(\$2,958)	(\$3,534)
PTA	\$ (288)	(\$319)	(\$300)	(\$284)	(\$286)	(\$290)	(\$1,479)	(\$1,767)
TIF Commitments:								
STIP (Highways, Local, Mass Trans, RW, COS)	\$ (688)	(\$578)	(\$385)	(\$266)	(\$158)	(\$91)	(\$1,478)	(\$2,166)
AB 3090	(\$22)	(\$64)	\$0	\$0	\$0	\$0	(\$64)	(\$86)
TE State Match (State and Local)	\$ (9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$43)	(\$51)
TIF Cash Available for new STIP	\$169	(\$13)	\$207	\$294	\$405	\$481	\$1,373	\$1,542
STIP TIF TARGET CAPACITY	\$435	\$435	\$435	\$435	\$460	\$460	\$2,225	\$2,660
Transportation Facilities Account (TFA)	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
STIP TFA TARGET CAPACITY	\$573	\$0	\$0	\$0	\$0	\$0	\$0	\$573
TOTAL FE TARGET SHOPP CAPACITY	\$1,912	\$1,690	\$1,690	\$1,690	\$1,680	\$1,680	\$8,430	\$10,342
TOTAL FE TARGET STIP CAPACITY	\$1,161	\$972	\$827	\$832	\$607	\$607	\$3,847	\$5,008

Note: Numbers may not add due to rounding.

Reconciliation of 2010 STIP FE to 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 (see page 13).

Because of the long development of the STIP FE, the 2010 STIP FE program capacity is based on all Commission actions through June 30, 2009. The program capacity used in the County and Interregional Shares include all of the Commission's actions through September 30, 2009.

The following table lists the net changes to program capacity from the 2010 STIP FE to the capacity used in the County and Interregional Shares and identified in Resolution G-09-10 adopting the FE. This table also separates the program capacity by PTA, non-PTA, and Transportation Enhancement (TE) capacity.

DRAFT

2010 STIP Fund Estimate 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 regional program is subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The 2010 STIP Fund Estimate indicates that there is no new programming capacity in either the Public Transportation Account (PTA) or in the flexible fund sources (made up of the Transportation Investment Fund [TIF] and the Transportation Facilities Account [TFA]). Unlike recent Fund Estimates, the 2010 STIP Fund Estimate only contains STIP targets for the new statewide Transportation Enhancement (TE) capacity (\$195 million through 2014-15).

There is negative program capacity in both the PTA (-\$1 million) and the flexible funds (-\$81 million). These amounts make up less than 2% of the total six-year program capacity for those funds; therefore, programming targets for the PTA and for the flexible funds are not needed for the 2010 STIP cycle.

It is important to note that the flexible funds are significantly over-programmed (or more accurately under-funded) in the early portion of the 2010 STIP period. This means that many of the projects currently programmed in the STIP will likely be delayed (reprogrammed into a later year) in the 2010 STIP.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2010 STIP FE to the capacity used in the County and Interregional Shares. This table is based on all Commission actions through September 2009.

Table 2. Transportation Enhancement (TE) Targets

This table displays the 2010 STIP targets of the new statewide TE capacity through 2014-15. As shown in Table 1, most new TE capacity is in the two new years of the Fund Estimate: 2013-14 and 2014-15. Therefore, nearly all new TE programming added in the 2010 STIP will be in 2013-14 and 2014-15.

Table 3. Planning, Programming, and Monitoring (PPM) Limitations

State law and the STIP guidelines provide that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). The PPM Limitations are limits to the amounts that can be programmed in any region and are not in addition to amounts already programmed. This limitation is applied separately to each four-year county share period. Table 3 identifies the county and interregional shares for 2012-13 through 2014-15 (the first three years of the 2012-13 through 2015-16 share period) based upon the 2008 and the 2010 Fund Estimates. The 5% limitation is applied to these amounts to determine how much can be programmed for PPM in any region for 2012-13 through 2014-15.



2010 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares

(\$ millions)

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
Public Transportation Account (PTA)								
2010 FE PTA Target Capacity	\$5	\$390	\$245	\$250	\$0	\$0	\$885	\$890
Total 2010 STIP FE PTA Target Capacity	\$5	\$390	\$245	\$250	\$0	\$0	\$885	\$890
2008 STIP Program¹	\$75	\$319	\$243	\$251	\$0	\$0	\$813	\$887
Changes to 2009 Orange Book ³	\$3	(\$3)	\$0	\$0	\$0	\$0	(\$3)	\$0
Extensions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delivered But Not Allocated	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net PTA STIP Program	\$79	\$316	\$243	\$251	\$0	\$0	\$810	\$888
PTA Capacity for County Shares	(\$74)	\$71	\$2	(\$1)	\$0	\$0	\$72	(\$1)
Cumulative	(\$74)	(\$2)	(\$0)	(\$1)	(\$1)	(\$1)		
Non-PTA (SHA, TIF, TFA)								
2010 FE Non-PTA Target Capacity	\$1,081	\$508	\$508	\$508	\$533	\$533	\$2,590	\$3,670
2010 FE Non-PTA GARVEE Debt Service	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$365)	(\$437)
TE State Match (Estimated program totals)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$45)	(\$54)
Total 2010 STIP FE Non-PTA Capacity²	\$999	\$426	\$426	\$426	\$451	\$451	\$2,180	\$3,179
2008 STIP Program¹	\$848	\$714	\$654	\$707	\$0	\$0	\$2,076	\$2,923
Changes to 2009 Orange Book ³	(\$4)	\$0	(\$1)	\$0	\$0	\$0	(\$1)	(\$6)
Extensions	\$122	\$7	\$0	\$0	\$0	\$0	\$7	\$129
Delivered But Not Allocated	\$214	\$0	\$0	\$0	\$0	\$0	\$0	\$214
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net Non-PTA STIP Program	\$1,179	\$721	\$653	\$707	\$0	\$0	\$2,081	\$3,260
Non-PTA Capacity for County Shares	(\$180)	(\$295)	(\$227)	(\$281)	\$451	\$451	\$99	(\$81)
Cumulative	(\$180)	(\$475)	(\$702)	(\$983)	(\$532)	(\$81)		
Transportation Enhancements (TE)								
2010 STIP FE TE Capacity (Federal)	\$74	\$74	\$74	\$74	\$74	\$74	\$371	\$445
TE State Match (Estimated program totals)	\$9	\$9	\$9	\$9	\$9	\$9	\$45	\$54
Total 2010 STIP FE TE Capacity	\$83	\$83	\$83	\$83	\$83	\$83	\$416	\$499
2008 STIP Program¹	\$82	\$81	\$74	\$64	\$0	\$0	\$219	\$301
Changes to 2009 Orange Book ³	\$2	(\$1)	(\$0)	(\$1)	\$0	\$0	(\$3)	(\$1)
Extensions	\$2	\$2	\$0	\$0	\$0	\$0	\$2	\$5
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net TE	\$86	\$82	\$73	\$63	\$0	\$0	\$218	\$304
TE Capacity for County Shares	(\$3)	\$1	\$10	\$20	\$83	\$83	\$197	\$195
Cumulative	(\$3)	(\$1)	\$8	\$28	\$112	\$195		
Total Capacity	(\$256)	(\$222)	(\$215)	(\$262)	\$534	\$534	\$369	\$113

Notes:

General note: Numbers may not add due to rounding.

¹ 2008 STIP from August 2009 "Orange Book"

² Includes TFA capacity of \$573 million in 2009-10.

³ Adjustments to 2009 "Orange Book" for Commission actions through September 2009.

2010 STIP TE Targets	
County	TE Target
Alameda	5,299
Alpine/Amador/Calaveras	897
Butte	1,013
Colusa	266
Contra Costa	3,434
Del Norte	257
El Dorado LTC	649
Fresno	3,661
Glenn	283
Humboldt	1,026
Imperial	1,743
Inyo	1,398
Kern	4,830
Kings	721
Lake	438
Lassen	651
Los Angeles	32,417
Madera	651
Marin	1,003
Mariposa	264
Mendocino	968
Merced	1,169
Modoc	345
Mono	1,038
Monterey	1,881
Napa	621
Nevada	541
Orange	9,796
Placer TPA	1,030
Plumas	393
Riverside	6,941
Sacramento	4,552
San Benito	340
San Bernardino	9,100
San Diego	10,734
San Francisco	2,707
San Joaquin	2,385
San Luis Obispo	1,926
San Mateo	2,822
Santa Barbara	2,192
Santa Clara	6,208
Santa Cruz	1,094
Shasta	1,111
Sierra	185
Siskiyou	768
Solano	1,624
Sonoma	2,007
Stanislaus	1,848
Sutter	417
Tahoe RPA	270
Tehama	558
Trinity	398
Tulare	2,265
Tuolumne	452
Ventura	3,216
Yolo	872
Yuba	319
Statewide Regional	145,994
Interregional	48,665
TOTAL	194,659

5% PPM Limitation

County	2008 STIP 2012/13	2010 STIP 12/13 - 14/15	Total 12/13 - 14/15	5% PPM Limitation 12/13 - 14/15
Alameda	43,877	3,068	46,945	2,347
Alpine/Amador/Calaveras	7,412	519	7,931	397
Butte	8,400	586	8,986	449
Colusa	2,207	154	2,361	118
Contra Costa	28,427	1,988	30,415	1,521
Del Norte	2,125	149	2,274	114
El Dorado LTC	5,368	375	5,743	287
Fresno	30,409	2,120	32,529	1,626
Glenn	2,356	165	2,521	126
Humboldt	8,493	594	9,087	454
Imperial	14,207	1,009	15,216	761
Inyo	11,505	810	12,315	616
Kern	39,831	2,796	42,627	2,131
Kings	5,943	418	6,361	318
Lake	3,657	254	3,911	196
Lassen	5,384	377	5,761	288
Los Angeles	268,621	18,770	287,391	14,370
Madera	5,386	377	5,763	288
Marin	8,309	581	8,890	445
Mariposa	2,193	153	2,346	117
Mendocino	7,997	560	8,557	428
Merced	9,677	677	10,354	518
Modoc	2,859	200	3,059	153
Mono	8,526	601	9,127	456
Monterey	15,563	1,089	16,652	833
Napa	5,154	360	5,514	276
Nevada	4,545	313	4,858	243
Orange	81,023	5,672	86,695	4,335
Placer TPA	8,539	597	9,136	457
Plumas	3,250	227	3,477	174
Riverside	58,047	4,019	62,066	3,103
Sacramento	37,682	2,636	40,318	2,016
San Benito	2,818	197	3,015	151
San Bernardino	75,436	5,270	80,706	4,035
San Diego	88,798	6,215	95,013	4,751
San Francisco	22,448	1,568	24,016	1,201
San Joaquin	19,724	1,380	21,104	1,055
San Luis Obispo	15,852	1,115	16,967	848
San Mateo	23,296	1,635	24,931	1,247
Santa Barbara	18,037	1,270	19,307	965
Santa Clara	51,388	3,594	54,982	2,749
Santa Cruz	8,954	633	9,587	479
Shasta	9,193	643	9,836	492
Sierra	1,525	107	1,632	82
Siskiyou	6,349	444	6,793	340
Solano	13,454	940	14,394	720
Sonoma	16,387	1,162	17,549	877
Stanislaus	15,283	1,070	16,353	818
Sutter	3,451	241	3,692	185
Tahoe RPA	2,255	156	2,411	121
Tehama	4,626	324	4,950	248
Trinity	3,300	231	3,531	177
Tulare	18,693	1,311	20,004	1,000
Tuolumne	3,736	262	3,998	200
Ventura	26,543	1,862	28,405	1,420
Yolo	7,373	505	7,878	394
Yuba	2,641	185	2,826	141
Statewide	1,208,532	84,534	1,293,066	64,653

Note: Limitation amounts include amounts already programmed.

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APPENDIX A – STATE HIGHWAY ACCOUNT & FEDERAL TRUST FUND

Historically, the State Highway Account (SHA) has been the primary funding source for California’s Highway Transportation program. The main sources of revenue for the SHA are the State excise taxes on motor vehicle fuels and truck weight fees. Federal funds are also transferred to the SHA (see below). The SHA primarily funds the State Highway Operation and Protection Program (SHOPP)—a capital improvement program for rehabilitation, safety, and preservation on State highways. The SHA also commits resources for existing Grant Anticipation Revenue Vehicle (GARVEE) debt service payments programmed in the State Transportation Improvement Program (STIP).

The Federal Trust Fund (FTF) is a major source of funding for SHOPP. The State receives appropriations set by the Federal Highway Act in the form of Obligation Authority (OA). This is based 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 Federal Highway Trust Fund. The FTF also commits resources to Transportation Enhancement (TE) programmed in the STIP.

Resources Available for Programming

The table below lists the total and annual SHA program capacity available for the STIP and the SHOPP. Target Capacity represents the total level of projects the SHA can fund, including construction, Right-of-Way, and support, while attempting to maintain a prudent operating cash balance. The target program levels are reduced by the SHA program commitments to determine the amount of SHA capacity available for new SHOPP and STIP programming.

2010 STIP FE SHA & FTF SHOPP and STIP Program Capacity (\$ millions)								
	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
2010 FE SHOPP Target Capacity (SHA)	\$1,912	\$1,690	\$1,690	\$1,690	\$1,680	\$1,680	\$8,430	\$10,342
2008 SHOPP Program	\$2,072	\$2,078	\$2,072	\$0	\$0	\$0	\$4,150	\$6,222
Net Difference	(\$160)	(\$388)	(\$382)	\$1,690	\$1,680	\$1,680	\$4,280	\$4,120
Cumulative Difference	(\$160)	(\$548)	(\$929)	\$760	\$2,441	\$4,120		
2010 FE SHOPP SHA STIP Target TE Capacity	\$75	\$75	\$75	\$75	\$75	\$75	\$373	\$447
2008 STIP Program TE	\$82	\$81	\$74	\$64	\$0	\$0	\$219	\$301
New STIP TE Capacity	(\$7)	(\$6)	\$1	\$10	\$75	\$75	\$154	\$146

Note: Numbers may not add due to rounding.

The SHA & FTF Fund Estimate (FE) table displays approximately \$8.4 billion in SHOPP program capacity, which funds the 2010 SHOPP and adds \$4.3 billion in new SHOPP program capacity. Some SHOPP projects programmed in 2009-10 through 2011-12 will need to be moved to later years where sufficient capacity is available. The SHA and FTF FE table also includes \$146 million in new STIP program capacity, which is only available for TE and GARVEE debt service. Detailed resource and expenditure information are included in the FE for the SHA and Federal Trust Fund in the chart on pages 21-22.

SHA Highlights

- SHA resources remaining after existing commitments will be used to fund the SHOPP in the 2010 FE. In addition, the SHOPP will be constrained in the FE, with annual target capacity of approximately \$1.7 billion per year falling well below SHOPP needs of roughly \$6.3 billion per year.
- Fuel excise tax and weight fee revenues are estimated to increase at an average annual escalation factor of 0.9 percent and 1.7 percent, respectively, over the FE period.
- Federal resources are based on the actual amount of 2008-09 Obligational Authority (OA) received and remain constant over the FE period. This is consistent with the Federal Highway Authority's historical practice of issuing continuing resolutions when a Federal Highway Act expires.
- The General Fund (GF) is authorized to receive a \$135 million loan from the SHA in 2009-10. This loan is expected to be repaid by June 30, 2012.
- Assembly Bill 20 of the third extraordinary session of 2009-10 (Chapter 21 statutes of 2009) authorized up to \$310 million in loans of Federal stimulus funds to backfill the current freeze on Proposition 1B funding and obligate projects within 120 days of Federal apportionment. Assumption SHA 27 states that the SHA will be reimbursed in 2013-14.



2010 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS
(\$ millions)

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$428							
Fuel Excise Taxes	\$1,939	\$1,896	\$1,872	\$1,866	\$1,877	\$1,905	\$9,416	\$11,355
Motor Vehicle Registration (Weight Fees)	\$969	\$985	\$1,002	\$1,019	\$1,036	\$1,054	\$5,095	\$6,064
Misc. Revenues	\$191	\$192	\$94	\$94	\$93	\$94	\$567	\$758
Net Transfers - Others	(\$289)	(\$59)	(\$128)	(\$26)	\$150	(\$162)	(\$225)	(\$513)
Expenditures - Other Agencies	(\$120)	(\$122)	(\$124)	(\$126)	(\$127)	(\$128)	(\$626)	(\$747)
Subtotal - State Resources	\$2,689	\$2,893	\$2,716	\$2,827	\$3,028	\$2,762	\$14,227	\$16,917
Toll Bridge Seismic Retrofit Program	(\$99)	(\$153)	(\$150)	(\$165)	(\$300)	\$0	(\$768)	(\$867)
Total State Resources	\$3,019	\$2,740	\$2,566	\$2,662	\$2,728	\$2,762	\$13,459	\$16,478
Federal Resources (Obligation Authority)	\$3,152	\$3,152	\$3,152	\$3,152	\$3,152	\$3,152	\$15,761	\$18,913
PTA Federal Expenditures and FTA Transfer	(\$92)	(\$94)	(\$96)	(\$97)	(\$98)	(\$99)	(\$484)	(\$575)
Local share of August Redistribution	(\$38)	(\$38)	(\$38)	(\$38)	(\$38)	(\$38)	(\$192)	(\$230)
Section 164 Penalties	(\$56)	(\$56)	(\$56)	(\$56)	(\$56)	(\$56)	(\$278)	(\$333)
Border Infrastructure Program	(\$27)	(\$27)	(\$27)	(\$27)	(\$27)	(\$27)	(\$136)	(\$163)
Recreational Trails	(\$5)	(\$5)	(\$5)	(\$5)	(\$5)	(\$5)	(\$24)	(\$29)
RSTP Exchange	\$48	\$48	\$48	\$48	\$48	\$48	\$239	\$287
Net Federal Resources	\$2,983	\$2,980	\$2,979	\$2,977	\$2,976	\$2,975	\$14,886	\$17,869
TOTAL STATE & FEDERAL RESOURCES	\$6,002	\$5,719	\$5,545	\$5,640	\$5,704	\$5,737	\$28,345	\$34,347
COMMITMENTS								
MAINTENANCE AND OPERATIONS	(\$1,348)	(\$1,474)	(\$1,493)	(\$1,514)	(\$1,534)	(\$1,555)	(\$7,569)	(\$8,917)
STATE OPERATIONS	(\$902)	(\$960)	(\$941)	(\$893)	(\$863)	(\$846)	(\$4,503)	(\$5,405)
SHOPP								
SHOPP Construction Capital I	(\$296)	(\$160)	(\$60)	(\$21)	(\$6)	\$0	(\$247)	(\$544)
SHOPP Minor	(\$81)	(\$35)	(\$8)	(\$3)	\$0	\$0	(\$47)	(\$127)
SHOPP Right-of-Way Delivery	(\$16)	\$0	\$0	\$0	\$0	\$0	\$0	(\$16)
SHOPP Non-Programmed Right-of-Way	(\$15)	(\$1)	(\$1)	(\$1)	(\$1)	(\$1)	(\$7)	(\$21)
SHOPP GARVEE Debt Service	(\$11)	(\$11)	(\$11)	(\$11)	(\$11)	(\$11)	(\$56)	(\$67)
SHOPP Capital Outlay Support	(\$179)	(\$184)	(\$140)	(\$98)	(\$71)	(\$57)	(\$550)	(\$729)
TOTAL SHOPP	(\$598)	(\$392)	(\$221)	(\$134)	(\$89)	(\$70)	(\$906)	(\$1,505)
LOCAL ASSISTANCE								
Local Assistance Non-STIP (Federal)	(\$1,101)	(\$1,101)	(\$1,101)	(\$1,101)	(\$1,101)	(\$1,101)	(\$5,507)	(\$6,608)
Local Assistance Non-STIP (State)	(\$99)	(\$109)	(\$115)	(\$121)	(\$93)	(\$51)	(\$489)	(\$588)
Local Assistance Capital Outlay Support	(\$71)	(\$55)	(\$55)	(\$55)	(\$55)	(\$55)	(\$275)	(\$346)
Retrofit Soundwalls	(\$3)	(\$1)	(\$1)	(\$1)	(\$1)	(\$0)	(\$4)	(\$8)
TOTAL LOCAL ASSISTANCE	(\$1,275)	(\$1,266)	(\$1,273)	(\$1,278)	(\$1,250)	(\$1,208)	(\$6,275)	(\$7,550)
SUBTOTAL AVAILABLE	\$1,879	\$1,627	\$1,617	\$1,820	\$1,969	\$2,058	\$9,091	\$10,970
STIP - State Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP - Local Roads	(\$0)	(\$0)	(\$0)	(\$0)	\$0	\$0	(\$0)	(\$0)
STIP - Rail	(\$3)	\$0	\$0	\$0	\$0	\$0	\$0	(\$3)
STIP - Mass Transit	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)
STIP GARVEE Debt Service	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$364)	(\$437)
Transportation Enhancements (TE)	(\$75)	(\$75)	(\$75)	(\$75)	(\$75)	(\$75)	(\$373)	(\$447)
STIP Right-of-Way Delivery	(\$17)	\$0	\$0	\$0	\$0	\$0	\$0	(\$17)
STIP Non-Programmed Right-of-Way	(\$2)	(\$1)	(\$1)	(\$1)	(\$0)	(\$0)	(\$3)	(\$4)
STIP Capital Outlay Support	(\$20)	(\$20)	(\$14)	(\$10)	(\$7)	(\$3)	(\$55)	(\$75)
TOTAL STIP COMMITMENTS	(\$189)	(\$168)	(\$163)	(\$158)	(\$155)	(\$151)	(\$795)	(\$985)
RESOURCES AVAILABLE FOR PROGRAMMING	\$1,689	\$1,459	\$1,454	\$1,662	\$1,814	\$1,907	\$8,296	\$9,985
SHA SHOPP TARGET CAPACITY	\$1,912	\$1,690	\$1,690	\$1,690	\$1,680	\$1,680	\$8,430	\$10,342
SHA STIP TARGET CAPACITY (TE/GARVEE)	\$147	\$147	\$147	\$147	\$147	\$147	\$737	\$885

Notes:

Numbers may not add due to rounding.

¹ Only reflects State-funded cash flows since Federal funds are used on an accrual basis.

