

2008

State Transportation Improvement Program Fund Estimate



CALIFORNIA DEPARTMENT OF TRANSPORTATION

Adopted by California
Transportation Commission
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Prepared by California Department of Transportation
Business, Transportation and Housing Agency



2008 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

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*The 2008 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
CCCI	California Construction Cost Index
CHCCI	California Highway Construction Cost Index
Commission	California Transportation Commission
COS	Capital Outlay Support
Department	Department of Transportation
DOF	Department of Finance
FE	Fund Estimate
FHTF	Federal Highway Trust Fund
FHWA	Federal Highway Administration
GARVEE	Grant Anticipation Revenue Vehicles
GC	Government Code
HBP	Highway Bridge Program
HBRR	Highway Bridge Replacement and Rehabilitation
HUTA	Highway Users Tax Account
ITIP	Interregional Transportation Improvement Program
MVA	Motor Vehicle Account
OA	Obligational Authority
PMIA	Pooled Money Investment Account
PPM	Planning, Programming, and Monitoring
PTA	Public Transportation Account
PUC	Public Utilities Code
R&TC	Revenue and Taxation Code
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
SMIF	Surplus Money Investment Fund
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TBSRP	Toll Bridge Seismic Retrofit Program
TCRF	Traffic Congestion Relief Fund
TCRP	Traffic Congestion Relief Program
TDIF	Transportation Deferred Investment Fund
TE	Transportation Enhancements
TFA	Transportation Facilities Account
TIF	Transportation Investment Fund
TMS	Traffic Management Systems

EXECUTIVE SUMMARY

On October 24, 2007, the California Transportation Commission (Commission) adopted the 2008 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 2008 STIP FE covers state fiscal years 2008-09 through 2012-13.

STIP Capacity

STIP projects add capacity to the state's transportation infrastructure. The 2008 FE estimates a total of \$6.274 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, and support. New STIP program capacity of \$1.326 billion is estimated over the FE period, but will require redistributing the existing program over this period. As a result, some projects programmed in 2007-08 through 2009-10 will need to be shifted to later years where sufficient capacity is available.

2008 STIP FE								
STIP Program Capacity								
(\$ millions)								
	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
STIP Target Capacity	\$2,113	\$2,071	\$1,015	\$1,057	\$1,040	\$1,091	\$6,274	\$8,388
2006 STIP Program	\$2,275	\$2,515	\$1,441	\$847	\$73	\$73	\$4,949	\$7,224
New STIP Capacity	(\$162)	(\$444)	(\$426)	\$211	\$967	\$1,018	\$1,326	\$1,164

Note: Numbers may not add due to rounding.

- State Highway Account (SHA) STIP capacity includes federal commitments for Transportation Enhancements (TE) and Grant Anticipation Revenue Vehicle (GARVEE) debt service, but does not provide capacity for new STIP. The full \$1.326 billion in new STIP program capacity comes from Public Transportation Account (PTA) revenues, Transportation Investment Fund (TIF) Proposition 42 transfers, and Transportation Facilities Account (TFA) Proposition 1B bond proceeds.
- New STIP 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 circumstances. Proposition 1A, passed in November 2006, allows TIF transfers to be suspended under certain circumstance twice in any 10-year period.

SHOPP Capacity

SHOPP projects consist of major rehabilitation work on the State Highway System. The 2008 FE estimates SHOPP SHA program capacity of \$10.535 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, Right of Way, and support. New SHOPP capacity of \$5.669 billion is estimated over the FE period, but will require redistributing the existing program over this period. Some projects programmed in 2008-09 and 2009-10 will need to be shifted to later years where sufficient capacity is available.

2008 STIP FE SHOPP Program Capacity (\$ millions)								
	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
SHA SHOPP Target Capacity	\$2,431	\$2,108	\$2,107	\$2,110	\$2,104	\$2,105	\$10,535	\$12,965
2006 SHOPP Program	\$2,412	\$2,419	\$2,447	\$0	\$0	\$0	\$4,866	\$7,278
New SHA SHOPP Capacity	\$19	(\$311)	(\$340)	\$2,110	\$2,104	\$2,105	\$5,669	\$5,687

Note: Numbers may not add due to rounding.

- The SHOPP is constrained over the entire FE period. While the 2008 FE projects an average of \$2.1 billion of SHOPP program capacity each year, the SHOPP identified need is roughly \$5.5 billion of program capacity per year. As a result of the large annual shortfall, potential impacts may include delays of needed projects, an inability to fix new or ongoing deterioration of the highways, and possible cost increases.

Challenges

Several 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, actual spillover revenues ending up lower than forecasted, and lingering uncertainty over federal revenues, pose serious risks to the revenues identified in the 2008 FE. In addition, rising costs of construction materials, support, and Right of Way acquisitions are also potential threats to actual FE program capacity.

Introduction

Government Code (GC) Sections 14524 and 14525 require the California Department of Transportation (Department) to develop a biennial State Transportation Improvement Program (STIP) Fund Estimate (FE). The FE provides an estimate in annual increments of all federal and state funds available for programming in the subsequent STIP and a plan to manage these funds over the subsequent five years. The 2008 FE will cover the period from 2008-09 through 2012-13, with 2007-08 included as the base year.

GC Sections 14524 and 14525 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. GC 14526.5 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 June 6, 2007, the Commission exercised its option to delay the adoption of the FE until a later date as a result of the impasse of the state budget. Below are the dates and milestones used for the development of the 2008 STIP FE.

<u>Date</u>	<u>Milestone</u>
June 6, 2007	The Commission delayed adoption of the FE Assumptions and final FE until enactment of state budget.
September 20, 2007	The Commission adopted the 2008 FE Assumptions and the Department presented the 2008 Draft FE.
October 24, 2007	The Commission adopted the 2008 STIP FE as the statutory funding estimate for the 2008 STIP.

The 2008 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 were user fees, including excise tax on motor vehicle fuels and weight fees from 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 funds from diversion for non-transportation purposes, while a combination of state and federal laws control the use of federal funds.

The SHA and Federal Trust Funds are the sole funding sources for the constrained SHOPP, leaving any new STIP funded completely from other non-SHA sources, with the exception of Transportation Enhancements (TE) and

Grant Anticipation Revenue Vehicle (GARVEE) debt service. The 2008 FE only includes new STIP capacity from the Public Transportation Account (PTA), 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 2006.

Methodology

The Department, in consultation with the Commission, Regional Transportation Planning Agencies (RTPA), and county transportation commissions, determines the methodology and assumptions used for the FE. The Commission adopted the methodologies and assumptions at its meeting on September 20, 2007. Below are major methodologies and assumptions for development of the 2008 STIP FE. More detailed assumptions can be found in Appendix F.

- The FE uses a “Cash Flow Allocation” model. This methodology schedules funding capacity based upon cash flow requirements and reflects the method used 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.
- GC Section 14524 requires the FE to estimate revenues based on current statutes and the most recently enacted Budget. Revenue estimates for future periods use historical trends, the economic outlook, and consultation with the California Department of Finance (DOF) as a basis.
- GC 14525.1 requires the FE to estimate expenditures using the most recent enacted Budget and adjust for annual inflation. DOF Budget Letter 07-17 assumes a price escalation rate of 2.4 percent for State Operations expenditures, not including capital outlay support.
- The FE assumes usage of Local Assistance federal funding in the year received, and therefore, will not result in cash flows over the period.
- The FE defines existing commitments as all SHOPP and STIP projects allocated in 2006-07 and prior, and all projects programmed in 2007-08. STIP commitments also include all federal TE funding and GARVEE debt service scheduled throughout the FE period. STIP and SHOPP capital outlay support is also based on projects allocated in 2006-07 and prior and projects programmed in 2007-08, but also include pre-construction engineering and Right of Way support for projects currently programmed for support to begin in 2007-08.

- The county share system established by Senate Bill (SB) 45 (Chapter 622, Statutes of 1997) defines the methodology for determining the level of programming. The FE uses this system to identify the funds available for programming over the FE period.
- The FE converts fund cash balances to programming capacity—an amount available for commitment to projects each year. This conversion to capacity uses linear programming to optimize capacity, while maintaining a prudent cash balance and minimizing annual fluctuations of program levels. Included within the programming capacity is the level of capital outlay and support necessary for the delivery of capital. The FE assumes that capital projects liquidate over a three-year period at a rate of 20/50/30.
- Federal Obligation Authority (OA) is based on the actual federal OA amount received in 2006-07 and escalated at a rate of 1.8 percent over the FE period, consistent with the projected growth rate for fuel excise tax revenues.

Challenges to Transportation Funding

Revenues. GC Section 14524(c) 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. In addition, projections of the Federal Highway Trust Fund (FHTF) show that the fund is unable to meet its funding levels identified in the current Federal Act. Consequently, the 2008 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** – General Fund transfers of gasoline sales tax revenues, under Proposition 42, to the TIF have a history of delays or suspensions due to fund shortfalls in the state budget. Due to continuing fiscal challenges in the state Budget, there is a chance legislation may partially or completely suspend the transfer of these revenues over the FE period. Proposition 1A, passed in November 2006, allows these transfers to be suspended under certain circumstance twice in any 10-year period, but requires full repayment of loans within three years and before any additional suspensions. 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.
- **Public Transportation Account (PTA) Spillover** – Revenue and Taxation Code Section 7102 details the transfer of revenues from 4.75 percent of all taxable sales less revenue from 5.0 percent of all taxable sales except gasoline, to the PTA. The 2007-08 Budget and trailer bill language modified the spillover distribution starting in 2008-09, with the General Fund keeping half of gross spillover, two-thirds of the balance going to the State Transit Assistance (STA), and the remainder to the PTA. The FE reflects this change, however, spillover revenue estimates are based on Department of Finance forecasts, which project revenues to remain at record levels over the FE period. If actual spillover revenues are less than forecast, the PTA will have difficulty funding programmed projects.
- **Senate Bill 717** – The October 2007 enactment of SB 717 (Chapter 733, Statutes of 2007) reduces the amount of revenue retained by the PTA from the TIF via Proposition 42 in 2008-09 and beyond. Prior to SB 717, the PTA received a 20% distribution from TIF and transferred 50% of those funds to the STA. In 2008-09 and thereafter, 75% of PTA funding from the TIF will now be transferred to the STA per SB 717. This decreases PTA revenues by an average of \$85 million per year over the FE period, or a five-year total of \$427 million.

- **Federal Highway Funding** – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expires after Federal Fiscal Year 2009, making future federal funding uncertain. In addition, current highway funding levels and U.S. Treasury revenue projections estimate that the Federal Highway Trust Fund (FHTF) may not be able to support funding at SAFETEA-LU levels as early as 2009. Furthermore, in light of the recent bridge collapse in Minnesota, it is possible that future federal funding may include specific earmarks for bridge rehabilitation, reducing federal resources available for federal highway programs assumed in the FE.

Rising Costs. In addition to revenue risks, transportation funding also faces challenges with rising costs. The costs associated with improving and maintaining the State Highway System continues to rise faster than revenues, eroding the purchasing power of transportation resources. These rising costs include not only construction materials and support, but also the cost of right of way acquisitions. These costs will be funded out of the 2008 FE program capacity; however, if these cost trends continue fewer projects will be funded from the resources identified by the FE. Specifically, these costs include:

- **Construction Cost Increases** – The Department’s California Highway Construction Cost Index has shown a significant rise of 24 percent per year in construction material costs over the last three years due to demand for steel and cement and a rise in oil prices. The rate of cost increases has decreased recently but is still a threat to future capacity.
- **Right of Way** – Right of Way (RW) costs are incurred by both the STIP and SHOPP. In recent years, RW costs have increased substantially from rising real estate prices as well as legal settlements. The 2008 FE includes RW capacity in the total program capacity available each year. Consequently, any increases beyond what is programmed for RW would reduce resources and capacity for future projects.
 - **Senate Bill 1210** – SB 1210 (Chapter 594, Statutes of 2006) was enacted in 2006 and impacts the costs associated with the use of eminent domain for transportation projects. Under this bill, the Department may bear responsibility for defendant litigation, additional documentation, and independent appraiser fees on projects requiring eminent domain proceedings. These additional costs may be difficult to estimate and would reduce resources to the extent that costs exceed estimates.

STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

The State Transportation Improvement Program (STIP) is a five-year planning document adopted every two years that commits transportation funds for increasing capacity and improving operations related to rail, mass transportation, local highways, 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 FEs of the State Highway Account (SHA), Public Transportation Account (PTA), Transportation Investment Fund (TIF), and the Transportation Facilities Account (TFA). In addition, given that the SHA is the sole funding source for the State Highway Operation and Protection Program (SHOPP), the FE also determines SHOPP capacity over the same five-year period.

- **State Highway Account** - The SHA is the main funding source for California's highway system. The principle sources of funds are the excise taxes on motor vehicle fuels, truck weight fees, and Federal Highway Trust Funds. This program commits major resources for improving highway safety, rehabilitation of existing system, improving the interregional road system, and ensuring the efficient operation of the state highway system.
- **Public Transportation Account** - The PTA is a trust fund that supports the costs for the Department's transportation planning, mass transportation, Intercity Rail programs, 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 facilitates Proposition 42 transfers of state sales tax on motor vehicle fuel from the General Fund to state and local transportation funds. TIF funds primarily support STIP highway and local assistance projects. Beginning in 2008-09, TIF transfers are distributed 40% to local governments, 20% to the PTA (which redirects 75% of its share to State Transit Assistance), and 40% retained in the TIF for STIP expenditures.
- **Transportation Facilities Account** - The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Transportation Facilities Account (TFA). This act provides \$2 billion to the TFA for projects in the STIP to augment funds otherwise available from other sources.

2008 FE Program Capacity

STIP Program Capacity. The table below displays the total and annual program capacities available for the 2008 STIP. Target Capacity represents the total value of projects, including construction, Right of Way, and support, which can be funded each year. The 2006 STIP Program represents the annual programmed amounts for projects based on the Augmented 2006 STIP. “New STIP Capacity” is the difference between Target Capacity and Augmented 2006 STIP, and identifies any excess or shortage of capacity to fund the current program. More details on the resources and expenditures are available in the appendices by fund.

2008 STIP FE STIP Program Capacity (\$ millions)								
	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
STIP Target Capacity	\$2,113	\$2,071	\$1,015	\$1,057	\$1,040	\$1,091	\$6,274	\$8,388
2006 STIP Program	\$2,275	\$2,515	\$1,441	\$847	\$73	\$73	\$4,949	\$7,224
New STIP Capacity	(\$162)	(\$444)	(\$426)	\$211	\$967	\$1,018	\$1,326	\$1,164

Note: Numbers may not add due to rounding.

STIP Highlights

- The 2008 FE estimates STIP program capacity of \$6.274 billion over the five-year FE period. This covers the existing STIP program and adds \$1.326 billion in new STIP capacity, but will require redistributing the existing program over the FE period.
- SHA STIP capacity includes federal commitments for Transportation Enhancements (TE) and Grant Anticipation Revenue Vehicle (GARVEE) debt service, but does not provide capacity for new STIP. The full \$1.326 billion in new STIP program capacity comes from PTA revenues, TIF Proposition 42 transfers, and TFA Proposition 1B bond proceeds.
- New STIP 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 circumstances. If these revenues are diverted or suspended, or if actual spillover is less than forecast, the actual level of programming capacity available for the STIP will be lower as a result.

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 SHA commitments. The 2006 SHOPP Program line represents the SHOPP projects currently programmed each year in the four-year 2006 program. “New SHA SHOPP Capacity” is the difference between Target Capacity and 2006 SHOPP, and identifies any excess or shortage of capacity to fund the current program.

2008 STIP FE SHOPP Program Capacity (\$ millions)								
	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
SHA SHOPP Target Capacity	\$2,431	\$2,108	\$2,107	\$2,110	\$2,104	\$2,105	\$10,535	\$12,965
2006 SHOPP Program	\$2,412	\$2,419	\$2,447	\$0	\$0	\$0	\$4,866	\$7,278
New SHA SHOPP Capacity	\$19	(\$311)	(\$340)	\$2,110	\$2,104	\$2,105	\$5,669	\$5,687

Note: Numbers may not add due to rounding.

SHOPP Highlights

- The 2008 FE estimates SHOPP program capacity of \$10.535 billion over the five-year FE period. This covers the existing SHOPP program and adds \$5.669 billion in new SHOPP capacity, but like the STIP, it will require redistribution of the existing program over the FE period.
- The 2008 FE SHOPP does not include the \$500 million provided to the SHOPP from the Highway Safety Rehabilitation, and Preservation Account. These resources have already been earmarked for specific projects outside of the current 2006 SHOPP. This fund was not included in the 2008 STIP FE since it does not provide resources to the STIP.
- The SHOPP will be constrained during the FE period with a target capacity of approximately \$2.1 billion per year, which falls well below SHOPP needs of roughly \$5.5 billion per year. The lower SHOPP levels can be attributed to several factors including:
 - Federal Obligation Authority (OA) in the 2008 FE is based on actual OA received in 2006-07 and escalated at 1.8 percent. This results in OA approximately \$250 million lower than assumed in the 2006 STIP FE, which was based on the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This is a conservative estimate based on current projections of the Federal Highway Trust Fund (FHTF) having a funding shortfall as early as 2009.

- SHA resources were shifted toward Highway Maintenance to cover cost increases and address a backlog of pavement preservation projects. The purpose of this shift in resources is to reduce the number of maintenance projects that could eventually develop into major SHOPP projects and result in significant cost increases. However, the reduced resources to an already under-funded SHOPP will not reduce the number of distressed lane miles already on the system.
- The 2008 FE does not assume the use of new GARVEE bonds. However, on September 28, 2007, the California Transportation Commission (Commission) advised the Governor, Department of Finance (DOF), the Legislative Analyst, and the Legislature that it intends to issue up to \$800 million in GARVEE bonds in 2008-09 per Government Code (GC) 14553.10. GARVEE bonds may be used to advance construction projects when state and federal funds may not otherwise be available. The debt service payments paid from future OA and additional state cash used as matching funds would reduce capacity from the 2008 SHOPP program capacity.



2008 STIP FUND ESTIMATE
Cash Flows & Program Capacity by Fund
(\$ millions)

State Highway Account (SHA) & Federal Trust Fund (FTF)	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
State & Federal Resources	\$7,062	\$6,193	\$6,188	\$6,221	\$6,351	\$6,461	\$31,414	\$38,475
Commitments (Not subject to reprogramming):								
Maintenance	(\$1,304)	(\$1,367)	(\$1,400)	(\$1,434)	(\$1,468)	(\$1,503)	(\$7,172)	(\$8,476)
State Operations	(\$975)	(\$872)	(\$891)	(\$911)	(\$931)	(\$951)	(\$4,557)	(\$5,532)
SHOPP	(\$2,307)	(\$1,325)	(\$598)	(\$303)	(\$166)	(\$83)	(\$2,474)	(\$4,781)
Local Assistance	(\$1,423)	(\$1,458)	(\$1,434)	(\$1,459)	(\$1,483)	(\$1,507)	(\$7,341)	(\$8,764)
Existing STIP Commitments against the SHA	(\$637)	(\$231)	(\$172)	(\$139)	(\$140)	(\$141)	(\$824)	(\$1,461)
SHA/FTF Cash Available for new STIP/SHOPP	\$415	\$940	\$1,693	\$1,976	\$2,162	\$2,275	\$9,046	\$9,461
SHOPP SHA/FTF TARGET CAPACITY	\$2,431	\$2,108	\$2,107	\$2,110	\$2,104	\$2,105	\$10,535	\$12,966
STIP SHA/FTF TARGET CAPACITY (TE & GARVEE)	\$135	\$136	\$138	\$139	\$140	\$141	\$694	\$829

Public Transportation Account (PTA)	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
PTA Resources	\$1,070	\$1,322	\$1,375	\$1,455	\$1,483	\$1,578	\$7,214	\$8,284
PTA Commitments:								
State Transit Assistance	(\$316)	(\$768)	(\$799)	(\$850)	(\$866)	(\$877)	(\$4,159)	(\$4,475)
State Operations	(\$56)	(\$67)	(\$78)	(\$90)	(\$101)	(\$113)	(\$449)	(\$504)
Intercity Rail Operations	(\$94)	(\$98)	(\$105)	(\$114)	(\$122)	(\$126)	(\$565)	(\$658)
Local Assistance	(\$297)	(\$182)	(\$132)	(\$132)	(\$132)	(\$132)	(\$709)	(\$1,007)
Capital Outlay	(\$206)	(\$250)	(\$137)	(\$64)	(\$25)	(\$2)	(\$479)	(\$685)
PTA Cash Available for new STIP	\$102	(\$43)	\$125	\$206	\$237	\$329	\$853	\$955
STIP PTA TARGET CAPACITY	\$475	\$50	\$225	\$225	\$250	\$250	\$1,000	\$1,475

Transportation Investment Fund (TIF)	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
TIF Resources	\$1,875	\$1,538	\$1,619	\$1,702	\$1,789	\$1,892	\$8,540	\$10,415
TIF Distributions (Prior to Commitments):								
TCRF	(\$602)	\$0	\$0	\$0	\$0	\$0	\$0	(\$602)
Local Streets & Roads	\$0	(\$615)	(\$648)	(\$681)	(\$716)	(\$757)	(\$3,416)	(\$3,416)
PTA	(\$176)	(\$308)	(\$324)	(\$340)	(\$358)	(\$378)	(\$1,708)	(\$1,884)
TIF Commitments:								
STIP (Highways, Local, Mass Trans, RW, COS)	(\$686)	(\$452)	(\$296)	(\$173)	(\$77)	(\$2)	(\$1,001)	(\$1,688)
AB 3090	(\$10)	(\$42)	(\$22)	(\$64)	\$0	\$0	(\$127)	(\$137)
TE State Match (State and Local)	(\$3)	(\$3)	(\$3)	(\$2)	(\$1)	(\$1)	(\$9)	(\$12)
TIF Cash Available for new STIP	\$397	\$118	\$326	\$442	\$638	\$754	\$2,278	\$2,676
STIP TIF TARGET CAPACITY	\$776	\$652	\$652	\$694	\$650	\$700	\$3,348	\$4,124

Transportation Facilities Account (TFA)	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
STIP TFA TARGET CAPACITY	\$727	\$1,233	\$0	\$0	\$0	\$0	\$1,233	\$1,960

TOTAL FE TARGET SHOPP CAPACITY	\$2,431	\$2,108	\$2,107	\$2,110	\$2,104	\$2,105	\$10,535	\$12,965
TOTAL FE TARGET STIP CAPACITY	\$2,113	\$2,071	\$1,015	\$1,057	\$1,040	\$1,091	\$6,274	\$8,388

Note: Numbers may not add due to rounding.

Reconciliation of 2008 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.

Because of the long development of the STIP FE, the 2008 STIP FE program capacity is based on all Commission actions through June 30, 2007. The program capacity used in the County and Interregional Shares include all of the Commission's actions through the September 2007 meeting.

The following table lists the net changes to program capacity from the 2008 STIP FE to the capacity used in the County and Interregional Shares and identified in Resolution G-07-06 adopting the FE. This table also separates the program capacity by PTA, non-PTA, and Transportation Enhancement (TE) capacity.



2008 STIP Fund Estimate
Reconciliation to County and Interregional Shares
(\$ millions)

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
Public Transportation Account (PTA)								
2008 FE PTA Target Capacity	\$409	\$0	\$225	\$225	\$250	\$250	\$950	\$1,359
2008 FE PTA AB 3090s	\$66	\$50	\$0	\$0	\$0	\$0	\$50	\$116
Total 2008 STIP FE PTA Target Capacity	\$475	\$50	\$225	\$225	\$250	\$250	\$1,000	\$1,475
Augmented 2006 STIP Program ¹	\$640	\$371	\$290	\$217	\$0	\$0	\$879	\$1,519
Extensions	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$9
Advances	(\$39)	\$0	\$0	\$0	\$0	\$0	\$0	(\$39)
Net PTA STIP Program	\$610	\$371	\$290	\$217	\$0	\$0	\$879	\$1,489
PTA Capacity for County Shares	(\$134)	(\$321)	(\$65)	\$8	\$250	\$250	\$121	(\$14)
Cumulative	(\$134)	(\$456)	(\$521)	(\$514)	(\$264)	(\$14)		
Non-PTA (SHA, TIF, TFA)								
2008 FE Non-PTA Target Capacity	\$1,493	\$1,843	\$630	\$631	\$650	\$700	\$4,454	\$5,947
2008 FE Non-PTA AB 3090s	\$10	\$42	\$22	\$64	\$0	\$0	\$127	\$138
2008 FE Non-PTA GARVEE Debt Service	\$73	\$73	\$73	\$73	\$73	\$73	\$365	\$437
TE State Match (Estimated program totals)	(\$7)	(\$7)	(\$7)	(\$7)	(\$7)	(\$8)	(\$37)	(\$43)
Total 2008 STIP FE Non-PTA Capacity ²	\$1,569	\$1,951	\$718	\$760	\$716	\$765	\$4,909	\$6,479
Augmented 2006 STIP Program ¹	\$1,809	\$2,063	\$1,089	\$626	\$0	\$0	\$3,778	\$5,587
Changes to August 2007 Orange Book ³	(\$2)	(\$4)	(\$9)	\$13	\$0	\$0	\$0	(\$2)
Extensions	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$9
Advances	(\$222)	\$0	\$0	\$0	\$0	\$0	\$0	(\$222)
GARVEE Adjustment	\$0	\$0	\$0	(\$73)	\$73	\$73	\$73	\$73
Net Non-PTA STIP Program	\$1,594	\$2,059	\$1,080	\$566	\$73	\$73	\$3,851	\$5,445
Non-PTA Capacity for County Shares	(\$24)	(\$108)	(\$362)	\$194	\$643	\$692	\$1,058	\$1,034
Cumulative	(\$24)	(\$133)	(\$495)	(\$301)	\$341	\$1,034		
Transportation Enhancements (TE)								
2008 STIP FE TE Capacity (Federal)	\$62	\$63	\$65	\$66	\$67	\$68	\$329	\$391
TE State Match (Estimated program totals)	\$7	\$7	\$7	\$7	\$7	\$8	\$37	\$43
Total 2008 STIP FE TE Capacity	\$69	\$70	\$72	\$73	\$74	\$76	\$366	\$434
Augmented 2006 STIP Program ¹	\$65	\$84	\$71	\$63	\$0	\$0	\$218	\$283
Extensions	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$8
Advances	(\$1)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1)
Net TE	\$72	\$84	\$71	\$63	\$0	\$0	\$218	\$290
TE Capacity for County Shares	(\$3)	(\$14)	\$1	\$10	\$74	\$76	\$147	\$144
Cumulative	(\$3)	(\$17)	(\$16)	(\$6)	\$68	\$144		
Total Capacity	(\$162)	(\$444)	(\$426)	\$211	\$967	\$1,018	\$1,326	\$1,164

Notes:

General note: Numbers may not add due to rounding.

¹ Augmented 2006 STIP from August 2007 "Orange Book"

² Includes TFA capacity of \$727 million in 2007-08 and remaining TFA capacity of \$1.233 billion in 2008-09.

³ Adjustments to August 2007 "Orange Book" for September 2007 votes.

County and Interregional Share Estimates

The tables on the following pages display STIP county and interregional shares and targets for the 2008 STIP.

Table 1. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the September 20, 2007 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following five target amounts:

- Base (Minimum): This is the formula distribution of new capacity available through the end of the four-year County Share period (2011-12) and adjusted for carryover balances, updated state highway mileage, and GARVEE bond debt service. 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 on Table 2.
- TE Target: This target is the formula distribution of the new statewide TE capacity through 2012-13. The calculation of this target is shown on Table 5.
- Total Target: This target is determined by calculating the STIP formula share of all new capacity, including PTA new capacity, through 2012-13. The calculation of this target is shown on Table 2.
- Maximum: This target is determined by calculating the STIP formula share of all available new capacity, including PTA new capacity, through the end of the county share period in 2015-16. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown on Table 3.

Table 2. Calculation of New Programming Targets and Shares with PTA Funding

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

- Net Carryover: This column displays the current share status, including STIP allocations and amendments, through the September 20, 2007 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2008 STIP Share Through 2011-12: This section calculates the base (minimum). This is the formula distribution of new capacity available through the county share period ending in 2011-12 and adjusted for carryover balances, updated state highway mileage, and GARVEE bond debt service.
 - Formula Adjustment: This adjusts previously estimated county shares for updated state highway mileage data. The calculation of this target is shown in Table 6.
 - Formula Distribution: This column is the formula distribution of new capacity available through the county share period ending in 2011-12.
 - GARVEE Debt Service: This column shows the GARVEE debt service for 2012-13 through 2014-15. All GARVEE bond debt service through 2011-12 has previously been treated as prior programming and deducted from county and interregional shares.
 - Net Share (Base): This is the 2008 STIP share through 2011-12. This is the formula distribution of new capacity available through the county share period (2011-12) and adjusted for carryover balances, updated state highway mileage, and GARVEE bond debt service. The Net Share is calculated by adding the Formula Adjustment and the Formula Distribution to the Net Carryover, and then subtracting GARVEE debt service. In cases where the distribution of new capacity (through 2011-12) is insufficient to cover prior advances and GARVEE debt service (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 2011-12) is insufficient to cover prior advances and GARVEE debt service.

- Add Back Lapses 05-06/06-07: This identifies the amount of projects lapsed in 2005-06 and 2006-07. These amounts are credited back in the 2008 STIP Fund Estimate (FE) to county and interregional shares for the four-year share period beginning 2012-13.
- Net Carryover: This column displays the current status through the four-year share period ending in 2011-12 including lapses. It is calculated by adding lapses (in the prior column) to the Net Share (Base) less any Net Advances. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2008 STIP Target through 2012-13: This section calculates the total target share through 2011-12 adjusted for advances, lapses, and the formula distribution of new capacity available through 2012-13.
 - Formula Distribution: This column is the formula distribution of new capacity available for the 2012-13 fiscal year.
 - Net Share (Total Target): This is the 2008 STIP share through 2012-13. This is the formula distribution of new capacity as adjusted for carryover balances, updated state highway mileage, and GARVEE bond debt service. The Net Share (Total Target) is calculated by adding the Formula Distribution to the Net Carryover. 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 2012-13) is insufficient to cover prior advances and GARVEE debt service.

Table 3. Calculation of Maximums

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: This column is the Total Target through the 2012-13 (from Table 2) less advances (also from Table 2).
- Formula Distribution: This column is the STIP formula share of the estimated new capacity, including PTA new capacity, from the end of the STIP period in 2012-13 through the end of the following county share period in 2015-16.
- Net Share (Maximum): This target is the STIP formula share of all available new capacity, including PTA new capacity, through the end of the county share period in 2015-16. 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 the Formula Distribution to the Net Carryover. 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 2015-16) is insufficient to cover prior advances and GARVEE debt service.

Table 4. 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). This limitation is applied separately to each four-year county share period.

- Base: This section identifies the shares for the 2008-09 through 2011-12 share period and for 2012-13, based upon the 2004 FE, the 2006 FE, the 2006 FE Augmentation, and the 2008 FE. These are the amounts against which the 5% is applied.
- 5% PPM Limitation: These are the PPM limitations for the 2008-09 through 2011-12 share period and for 2012-13.

Table 5. Transportation Enhancement (TE) Targets

This target is the formula distribution of the new statewide TE capacity for two new years in the STIP period, 2011-12 and 2012-13.

Table 6. Adjustment of County Share Distributions, 2008-09 – 2011-12

This table adjusts previously estimated county shares for updated state highway mileage data.

- Prior Formula Distributions, FY 2008-09 – 2011-12: This section identifies the previously distributed shares from 2008-09 through 2010-11 for the 2008-09 through 2011-12 share period, based upon the 2004 FE, the 2006 FE, and the 2006 FE Augmentation.
- Adjusted Distribution Factor: This percentage is the updated share distribution percentage based on updated state highway mileage reported by the Department.
- Adjusted Distribution: This is the percentage is the adjusted share distribution from 2008-09 through 2010-11 calculated by multiplying the Adjusted Distribution Factor by the Total Prior share distribution column.
- Adjustment: This is the adjustment to the formula distribution from 2008-09 through 2010-11 due to the updated state highway mileage. The adjustment is the Adjusted Distribution less the Total Prior share distribution column.



2008 STIP Fund Estimate
County and Interregional Shares
 Table 1. Summary of Targets and Shares
 (\$ 1,000's)

County	2008 STIP Programming			
	Base (Minimum)	TE Target	Total Target	Maximum
	Share Through 2011-12	Target through 2012-13	Target through 2012-13	Estimated Share through 2015-16
Alameda	0	3,921	30,764	117,964
Alpine - Amador - Calaveras	0	663	5,944	20,675
Butte	0	750	5,231	21,925
Colusa	1,927	197	4,545	8,930
Contra Costa	0	2,541	21,722	78,218
Del Norte	1,523	190	4,136	8,360
El Dorado LTC	0	480	762	11,431
Fresno	13,839	2,717	44,772	105,207
Glenn	2,395	210	4,866	9,549
Humboldt	0	759	11,863	28,742
Imperial	14,738	1,270	28,945	57,180
Inyo	1,938	1,029	13,929	36,794
Kern	0	3,560	59,359	138,518
Kings	6,460	531	13,566	25,378
Lake	4,701	326	8,358	15,626
Lassen	1,367	481	7,160	17,861
Los Angeles	0	24,005	57,382	591,238
Madera	339	481	5,937	16,640
Marin	0	743	0	0
Mariposa	1,575	196	5,743	10,102
Mendocino	149	714	8,146	24,038
Merced	1,263	864	10,940	30,173
Modoc	1,813	256	4,672	10,354
Mono	6,093	762	14,619	31,564
Monterey	0	1,391	7,574	38,503
Napa	0	460	1,465	11,709
Nevada	703	406	5,248	14,280
Orange	0	7,240	41,139	202,164
Placer TPA	0	763	0	0
Plumas	7,527	290	10,792	17,251
Riverside	0	5,188	0	109,429
Sacramento	0	3,367	29,797	104,686
San Benito	0	252	379	5,980
San Bernardino	5,587	6,741	86,239	236,160
San Diego	0	7,935	0	164,863
San Francisco	37,481	2,006	59,929	104,541
San Joaquin	1,127	1,762	24,871	64,070
San Luis Obispo	7,895	1,417	23,848	55,351
San Mateo	3,578	2,082	26,874	73,173
Santa Barbara	1,500	1,612	20,031	55,878
Santa Clara	0	4,593	0	93,015
Santa Cruz	0	800	5,473	23,269
Shasta	0	822	9,031	27,301
Sierra	0	136	992	4,022
Siskiyou	72	567	6,423	19,042
Solano	0	1,203	10,600	37,338
Sonoma	0	1,465	0	19,271
Stanislaus	5,559	1,366	21,494	51,867
Sutter	0	309	1,759	8,617
Tahoe RPA	2,903	201	6,437	10,918
Tehama	2,030	413	7,695	16,889
Trinity	2,426	295	5,726	12,285
Tulare	3,151	1,671	21,904	59,055
Tuolumne	0	334	2,628	10,053
Ventura	3,341	2,372	30,353	83,105
Yolo	0	659	3,742	18,394
Yuba	0	236	1,952	7,200
Statewide Regional	145,000	108,000	847,756	3,176,146
Interregional	0	36,000	316,244	1,116,854
TOTAL	145,000	144,000	1,164,000	4,293,000

	New Capacity
Statewide Flexible Capacity	1,034,000
Statewide PTA Capacity	(14,000)
Statewide TE Capacity	144,000
Total STIP Capacity	1,164,000



**2008 STIP Fund Estimate
County and Interregional Shares**

Table 2. Calculation of New Programming Targets and Shares
(\$ 1,000's)

County	Net Carryover	2008 STIP Share Through 2011-12					Add Back Lapses 05-06/06-07	Net Carryover	2008 STIP Target Through 2012-13		
		Formula Adjustment	Formula Distribution	GARVEE Debt Service	Net Share (Base)	Net Advance			Formula Distribution	Net Share (Total Target)	Net Advance
Alameda	(2,121)	12	(11,004)		0	13,113	0	(13,113)	43,877	30,764	0
Alpine - Amador - Calaveras	441	(50)	(1,859)		0	1,468	0	(1,468)	7,412	5,944	0
Butte	(1,096)	34	(2,107)		0	3,169	0	(3,169)	8,400	5,231	0
Colusa	2,497	(17)	(553)		1,927	0	411	2,338	2,207	4,545	0
Contra Costa	280	(33)	(7,129)		0	6,882	177	(6,705)	28,427	21,722	0
Del Norte	2,023	33	(533)		1,523	0	488	2,011	2,125	4,136	0
El Dorado LTC	(3,291)	(3)	(1,346)		0	4,640	34	(4,606)	5,368	762	0
Fresno	21,149	316	(7,626)		13,839	0	524	14,363	30,409	44,772	0
Glenn	3,003	(17)	(591)		2,395	0	115	2,510	2,356	4,866	0
Humboldt	1,836	7	(2,130)		0	287	3,657	3,370	8,493	11,863	0
Imperial	18,228	73	(3,563)		14,738	0	0	14,738	14,207	28,945	0
Inyo	4,856	(33)	(2,885)		1,938	0	486	2,424	11,505	13,929	0
Kern	3,300	512	(9,989)		0	6,177	25,705	19,528	39,831	59,359	0
Kings	7,978	(27)	(1,491)		6,460	0	1,163	7,623	5,943	13,566	0
Lake	5,541	77	(917)		4,701	0	0	4,701	3,657	8,358	0
Lassen	2,764	(47)	(1,350)		1,367	0	409	1,776	5,384	7,160	0
Los Angeles	(130,616)	(1,066)	(67,368)	20,696	0	219,746	8,507	(211,239)	268,621	57,382	0
Madera	1,697	(7)	(1,351)		339	0	212	551	5,386	5,937	0
Marin	(30,717)	0	(2,084)		0	32,801	3	(32,798)	8,309	0	24,489
Mariposa	2,144	(19)	(550)		1,575	0	1,975	3,550	2,193	5,743	0
Mendocino	2,217	(63)	(2,005)		149	0	0	149	7,997	8,146	0
Merced	3,707	(17)	(2,427)		1,263	0	0	1,263	9,677	10,940	0
Modoc	2,558	(28)	(717)		1,813	0	0	1,813	2,859	4,672	0
Mono	8,230	1	(2,138)		6,093	0	0	6,093	8,526	14,619	0
Monterey	(4,127)	(44)	(3,903)		0	8,074	85	(7,989)	15,563	7,574	0
Napa	(2,413)	17	(1,293)		0	3,689	0	(3,689)	5,154	1,465	0
Nevada	1,676	167	(1,140)		703	0	0	703	4,545	5,248	0
Orange	(19,336)	(228)	(20,320)		0	39,884	0	(39,884)	81,023	41,139	0
Placer TPA	(59,423)	(90)	(2,141)		0	61,654	0	(61,654)	8,539	0	53,115
Plumas	8,341	1	(815)		7,527	0	15	7,542	3,250	10,792	0
Riverside	18,115	2	(14,558)	67,832	0	64,273	292	(63,981)	58,047	0	5,934
Sacramento	2,077	(512)	(9,450)		0	7,885	0	(7,885)	37,682	29,797	0
San Benito	(2,094)	(17)	(707)		0	2,818	379	(2,439)	2,818	379	0
San Bernardino	24,878	(372)	(18,919)		5,587	0	5,216	10,803	75,436	86,239	0
San Diego	(30,674)	1,298	(22,270)	49,127	0	100,773	362	(100,411)	88,798	0	11,613
San Francisco	43,013	98	(5,630)		37,481	0	0	37,481	22,448	59,929	0
San Joaquin	6,067	7	(4,947)		1,127	0	4,020	5,147	19,724	24,871	0
San Luis Obispo	11,875	(5)	(3,975)		7,895	0	101	7,996	15,852	23,848	0
San Mateo	8,707	714	(5,843)		3,578	0	0	3,578	23,296	26,874	0
Santa Barbara	6,281	(257)	(4,524)		1,500	0	494	1,994	18,037	20,031	0
Santa Clara	(138)	72	(12,888)	47,547	0	60,501	0	(60,501)	51,388	0	9,113
Santa Cruz	(2,765)	(240)	(2,246)		0	5,251	1,770	(3,481)	8,954	5,473	0
Shasta	1,890	79	(2,306)		0	337	175	(162)	9,193	9,031	0
Sierra	(138)	(18)	(382)		0	538	5	(533)	1,525	992	0
Siskiyou	1,729	(65)	(1,592)		72	0	2	74	6,349	6,423	0
Solano	(16)	(39)	(3,374)		0	3,429	575	(2,854)	13,454	10,600	0
Sonoma	(25,403)	(170)	(4,110)		0	29,683	0	(29,683)	16,387	0	13,296
Stanislaus	9,360	32	(3,833)		5,559	0	652	6,211	15,283	21,494	0
Sutter	(821)	(6)	(865)		0	1,692	0	(1,692)	3,451	1,759	0
Tahoe RPA	3,615	(147)	(565)		2,903	0	1,279	4,182	2,255	6,437	0
Tehama	3,110	80	(1,160)		2,030	0	1,039	3,069	4,626	7,695	0
Trinity	3,287	(33)	(828)		2,426	0	0	2,426	3,300	5,726	0
Tulare	7,668	171	(4,688)		3,151	0	60	3,211	18,693	21,904	0
Tuolumne	(356)	(88)	(937)		0	1,381	273	(1,108)	3,736	2,628	0
Ventura	10,095	(97)	(6,657)		3,341	0	469	3,810	26,543	30,353	0
Yolo	(1,845)	63	(1,849)		0	3,631	0	(3,631)	7,373	3,742	0
Yuba	(126)	(11)	(662)		0	799	110	(689)	2,641	1,952	0
Statewide Regional	(51,283)	0	(303,090)	185,202	145,000	684,575	61,239	(478,336)	1,208,532	847,756	117,560
Interregional	36,053		(101,030)	33,487	0	98,464	11,864	(86,600)	402,844	316,244	0
TOTAL	(15,230)		(404,120)	218,689	145,000	783,039	73,103	(564,936)	1,611,376	1,164,000	117,560

Statewide Flexible Capacity	341,000
Statewide PTA Capacity	(264,000)
Statewide TE Capacity	68,000
Total	145,000

1,034,000
(14,000)
144,000
1,164,000



**2008 STIP Fund Estimate
County and Interregional Shares**

Table 3. Calculation of Maximums (Estimated shares through 2015-16)
(\$ 1,000's)

County	Net Carryover	STIP Share Through 2015-16		
		Formula Distribution	Net Share (Maximum)	Net Advance
Alameda	30,764	87,200	117,964	0
Alpine - Amador - Calaveras	5,944	14,731	20,675	0
Butte	5,231	16,694	21,925	0
Colusa	4,545	4,385	8,930	0
Contra Costa	21,722	56,496	78,218	0
Del Norte	4,136	4,224	8,360	0
El Dorado LTC	762	10,669	11,431	0
Fresno	44,772	60,435	105,207	0
Glenn	4,866	4,683	9,549	0
Humboldt	11,863	16,879	28,742	0
Imperial	28,945	28,235	57,180	0
Inyo	13,929	22,865	36,794	0
Kern	59,359	79,159	138,518	0
Kings	13,566	11,812	25,378	0
Lake	8,358	7,268	15,626	0
Lassen	7,160	10,701	17,861	0
Los Angeles	57,382	533,856	591,238	0
Madera	5,937	10,703	16,640	0
Marin	(24,489)	16,513	0	7,976
Mariposa	5,743	4,359	10,102	0
Mendocino	8,146	15,892	24,038	0
Merced	10,940	19,233	30,173	0
Modoc	4,672	5,682	10,354	0
Mono	14,619	16,945	31,564	0
Monterey	7,574	30,929	38,503	0
Napa	1,465	10,244	11,709	0
Nevada	5,248	9,032	14,280	0
Orange	41,139	161,025	202,164	0
Placer TPA	(53,115)	16,970	0	36,145
Plumas	10,792	6,459	17,251	0
Riverside	(5,934)	115,363	109,429	0
Sacramento	29,797	74,889	104,686	0
San Benito	379	5,601	5,980	0
San Bernardino	86,239	149,921	236,160	0
San Diego	(11,613)	176,476	164,863	0
San Francisco	59,929	44,612	104,541	0
San Joaquin	24,871	39,199	64,070	0
San Luis Obispo	23,848	31,503	55,351	0
San Mateo	26,874	46,299	73,173	0
Santa Barbara	20,031	35,847	55,878	0
Santa Clara	(9,113)	102,128	93,015	0
Santa Cruz	5,473	17,796	23,269	0
Shasta	9,031	18,270	27,301	0
Sierra	992	3,030	4,022	0
Siskiyou	6,423	12,619	19,042	0
Solano	10,600	26,738	37,338	0
Sonoma	(13,296)	32,567	19,271	0
Stanislaus	21,494	30,373	51,867	0
Sutter	1,759	6,858	8,617	0
Tahoe RPA	6,437	4,481	10,918	0
Tehama	7,695	9,194	16,889	0
Trinity	5,726	6,559	12,285	0
Tulare	21,904	37,151	59,055	0
Tuolumne	2,628	7,425	10,053	0
Ventura	30,353	52,752	83,105	0
Yolo	3,742	14,652	18,394	0
Yuba	1,952	5,248	7,200	0
Statewide Regional	730,196	2,401,829	3,176,146	44,121
Interregional	316,244	800,610	1,116,854	0
TOTAL	1,046,440	3,202,439	4,293,000	44,121
Statewide Flexible Capacity			3,185,000	
Statewide PTA Capacity			736,000	
Statewide TE Capacity			372,000	
Total			4,293,000	

**2008 STIP Fund Estimate
County and Interregional Shares**

Table 4. Planning, Programming, and Monitoring (PPM) Limitations
(\$ 1,000's)

County	Base						5% PPM Limitation		
	2004 STIP 2008/09	2006 STIP Addition	2006 STIP Augmentation	2008 STIP		FY 2008-09 - FY 2011-12	FY 2012-13	FY 2008-09 - FY 2011-12	FY 2012-13
				Adjustment	Formula				
Alameda	38,947	54,829	56,532	12	(11,004)	139,316	43,877	6,966	2,194
Alpine/Amador/Calaveras	6,593	9,281	9,570	(50)	(1,859)	23,535	7,412	1,177	371
Butte	7,448	10,485	10,811	34	(2,107)	26,671	8,400	1,334	420
Colusa	1,963	2,764	2,850	(17)	(553)	7,007	2,207	350	110
Contra Costa	25,244	35,538	36,642	(33)	(7,129)	90,262	28,427	4,513	1,421
Del Norte	1,878	2,644	2,726	33	(533)	6,748	2,125	337	106
El Dorado LTC	4,766	6,710	6,918	(3)	(1,346)	17,045	5,368	852	268
Fresno	26,913	37,887	39,064	316	(7,626)	96,554	30,409	4,828	1,520
Glenn	2,096	2,951	3,043	(17)	(591)	7,482	2,356	374	118
Humboldt	7,538	10,612	10,941	7	(2,130)	26,968	8,493	1,348	425
Imperial	12,593	17,728	18,279	73	(3,563)	45,110	14,207	2,256	710
Inyo	10,222	14,390	14,837	(33)	(2,885)	36,531	11,505	1,827	575
Kern	35,226	49,590	51,130	512	(9,989)	126,469	39,831	6,323	1,992
Kings	5,283	7,437	7,668	(27)	(1,491)	18,870	5,943	944	297
Lake	3,227	4,542	4,683	77	(917)	11,612	3,657	581	183
Lassen	4,792	6,746	6,956	(47)	(1,350)	17,097	5,384	855	269
Los Angeles	238,736	336,088	346,526	(1,066)	(67,368)	852,916	268,621	42,646	13,431
Madera	4,783	6,733	6,942	(7)	(1,351)	17,100	5,386	855	269
Marin	7,376	10,384	10,707	0	(2,084)	26,383	8,309	1,319	415
Mariposa	1,952	2,748	2,833	(19)	(550)	6,964	2,193	348	110
Mendocino	7,115	10,016	10,328	(63)	(2,005)	25,391	7,997	1,270	400
Merced	8,595	12,100	12,476	(17)	(2,427)	30,727	9,677	1,536	484
Modoc	2,545	3,583	3,694	(28)	(717)	9,077	2,859	454	143
Mono	7,569	10,655	10,986	1	(2,138)	27,073	8,526	1,354	426
Monterey	13,827	19,465	20,070	(44)	(3,903)	49,415	15,563	2,471	778
Napa	4,571	6,435	6,635	17	(1,293)	16,365	5,154	818	258
Nevada	3,991	5,619	5,793	167	(1,140)	14,430	4,545	722	227
Orange	71,985	101,339	104,486	(228)	(20,320)	257,262	81,023	12,863	4,051
Placer TPA	7,603	10,704	11,036	(90)	(2,141)	27,112	8,539	1,356	427
Plumas	2,885	4,061	4,187	1	(815)	10,319	3,250	516	163
Riverside	51,529	72,542	74,794	2	(14,558)	184,309	58,047	9,215	2,902
Sacramento	33,583	47,279	48,746	(512)	(9,450)	119,646	37,682	5,982	1,884
San Benito	2,506	3,529	3,638	(17)	(707)	8,949	2,818	447	141
San Bernardino	67,062	94,409	97,341	(372)	(18,919)	239,521	75,436	11,976	3,772
San Diego	78,491	110,498	113,930	1,298	(22,270)	281,947	88,798	14,097	4,440
San Francisco	19,902	28,017	28,888	98	(5,630)	71,275	22,448	3,564	1,122
San Joaquin	17,508	24,647	25,412	7	(4,947)	62,627	19,724	3,131	986
San Luis Obispo	14,073	19,812	20,427	(5)	(3,975)	50,332	15,852	2,517	793
San Mateo	20,496	28,853	29,749	714	(5,843)	73,969	23,296	3,698	1,165
Santa Barbara	16,079	22,635	23,338	(257)	(4,524)	57,271	18,037	2,864	902
Santa Clara	45,599	64,194	66,188	72	(12,888)	163,165	51,388	8,158	2,569
Santa Cruz	8,011	11,278	11,628	(240)	(2,246)	28,431	8,954	1,422	448
Shasta	8,140	11,460	11,816	79	(2,306)	29,189	9,193	1,459	460
Sierra	1,358	1,912	1,971	(18)	(382)	4,841	1,525	242	76
Siskiyou	5,653	7,959	8,206	(65)	(1,592)	20,161	6,349	1,008	317
Solano	11,953	16,828	17,350	(39)	(3,374)	42,718	13,454	2,136	673
Sonoma	14,591	20,541	21,179	(170)	(4,110)	52,031	16,387	2,602	819
Stanislaus	13,558	19,087	19,680	32	(3,833)	48,524	15,283	2,426	764
Sutter	3,065	4,315	4,449	(6)	(865)	10,958	3,451	548	173
Tahoe RPA	2,040	2,871	2,960	(147)	(565)	7,159	2,255	358	113
Tehama	4,086	5,752	5,931	80	(1,160)	14,689	4,626	734	231
Trinity	2,938	4,137	4,265	(33)	(828)	10,479	3,300	524	165
Tulare	16,550	23,299	24,023	171	(4,688)	59,355	18,693	2,968	935
Tuolumne	3,340	4,701	4,847	(88)	(937)	11,863	3,736	593	187
Ventura	23,588	33,207	34,238	(97)	(6,657)	84,279	26,543	4,214	1,327
Yolo	6,528	9,191	9,476	63	(1,849)	23,409	7,373	1,170	369
Yuba	2,347	3,304	3,406	(11)	(662)	8,384	2,641	419	132
Statewide	1,072,836	1,510,321	1,557,225	0	(303,090)	3,837,292	1,208,532	191,865	60,427

Note: Limitation amounts include amounts already programmed.

**2008 STIP Fund Estimate
County and Interregional Shares**

Table 5. Transportation Enhancement (TE) Targets
(\$ 1,000's)

County	2008 STIP Transportation Enhancement (TE) Targets		
	2011-12	2012-13	Total TE Target
Alameda	1,852	2,069	3,921
Alpine - Amador - Calaveras	313	350	663
Butte	354	396	750
Colusa	93	104	197
Contra Costa	1,200	1,341	2,541
Del Norte	90	100	190
El Dorado LTC	227	253	480
Fresno	1,283	1,434	2,717
Glenn	99	111	210
Humboldt	358	401	759
Imperial	600	670	1,270
Inyo	486	543	1,029
Kern	1,681	1,879	3,560
Kings	251	280	531
Lake	154	172	326
Lassen	227	254	481
Los Angeles	11,336	12,669	24,005
Madera	227	254	481
Marin	351	392	743
Mariposa	93	103	196
Mendocino	337	377	714
Merced	408	456	864
Modoc	121	135	256
Mono	360	402	762
Monterey	657	734	1,391
Napa	217	243	460
Nevada	192	214	406
Orange	3,419	3,821	7,240
Placer TPA	360	403	763
Plumas	137	153	290
Riverside	2,450	2,738	5,188
Sacramento	1,590	1,777	3,367
San Benito	119	133	252
San Bernardino	3,183	3,558	6,741
San Diego	3,747	4,188	7,935
San Francisco	947	1,059	2,006
San Joaquin	832	930	1,762
San Luis Obispo	669	748	1,417
San Mateo	983	1,099	2,082
Santa Barbara	761	851	1,612
Santa Clara	2,169	2,424	4,593
Santa Cruz	378	422	800
Shasta	388	434	822
Sierra	64	72	136
Siskiyou	268	299	567
Solano	568	635	1,203
Sonoma	692	773	1,465
Stanislaus	645	721	1,366
Sutter	146	163	309
Tahoe RPA	95	106	201
Tehama	195	218	413
Trinity	139	156	295
Tulare	789	882	1,671
Tuolumne	158	176	334
Ventura	1,120	1,252	2,372
Yolo	311	348	659
Yuba	111	125	236
Statewide Regional	51,000	57,000	108,000
Interregional	17,000	19,000	36,000
TOTAL	68,000	76,000	144,000

2008 STIP Fund Estimate County and Interregional Shares

Table 6. Adjustment of County Share Distributions 2008-09 through 2011-12
(\$ 1,000's)

County	Prior Formula Distributions, FY 2008-09 - 2011-12				Adjusted Distribution Factor	Adjusted Distribution	Adjustment
	2004 STIP 2008/09	2006 STIP Addition	2006 STIP Augmentation	Total Prior			
Alameda	38,947	54,829	56,532	150,308	3.63058%	150,320	12
Alpine/Amador/Calaveras	6,593	9,281	9,570	25,444	0.61332%	25,394	(50)
Butte	7,448	10,485	10,811	28,744	0.69505%	28,778	34
Colusa	1,963	2,764	2,850	7,577	0.18259%	7,560	(17)
Contra Costa	25,244	35,538	36,642	97,424	2.35221%	97,391	(33)
Del Norte	1,878	2,644	2,726	7,248	0.17586%	7,281	33
El Dorado LTC	4,766	6,710	6,918	18,394	0.44420%	18,391	(3)
Fresno	26,913	37,887	39,064	103,864	2.51620%	104,180	316
Glenn	2,096	2,951	3,043	8,090	0.19498%	8,073	(17)
Humboldt	7,538	10,612	10,941	29,091	0.70277%	29,098	7
Imperial	12,593	17,728	18,279	48,600	1.17556%	48,673	73
Inyo	10,222	14,390	14,837	39,449	0.95198%	39,416	(33)
Kern	35,226	49,590	51,130	135,946	3.29578%	136,458	512
Kings	5,283	7,437	7,668	20,388	0.49178%	20,361	(27)
Lake	3,227	4,542	4,683	12,452	0.30261%	12,529	77
Lassen	4,792	6,746	6,956	18,494	0.44553%	18,447	(47)
Los Angeles	238,736	336,088	346,526	921,350	22.22704%	920,284	(1,066)
Madera	4,783	6,733	6,942	18,458	0.44563%	18,451	(7)
Marin	7,376	10,384	10,707	28,467	0.68753%	28,467	0
Mariposa	1,952	2,748	2,833	7,533	0.18147%	7,514	(19)
Mendocino	7,115	10,016	10,328	27,459	0.66167%	27,396	(63)
Merced	8,595	12,100	12,476	33,171	0.80075%	33,154	(17)
Modoc	2,545	3,583	3,694	9,822	0.23655%	9,794	(28)
Mono	7,569	10,655	10,986	29,210	0.70551%	29,211	1
Monterey	13,827	19,465	20,070	53,362	1.28775%	53,318	(44)
Napa	4,571	6,435	6,635	17,641	0.42649%	17,658	17
Nevada	3,991	5,619	5,793	15,403	0.37605%	15,570	167
Orange	71,985	101,339	104,486	277,810	6.70426%	277,582	(228)
Placer TPA	7,603	10,704	11,036	29,343	0.70653%	29,253	(90)
Plumas	2,885	4,061	4,187	11,133	0.26890%	11,134	1
Riverside	51,529	72,542	74,794	198,865	4.80312%	198,867	2
Sacramento	33,583	47,279	48,746	129,608	3.11798%	129,096	(512)
San Benito	2,506	3,529	3,638	9,673	0.23321%	9,656	(17)
San Bernardino	67,062	94,409	97,341	258,812	6.24195%	258,440	(372)
San Diego	78,491	110,498	113,930	302,919	7.34756%	304,217	1,298
San Francisco	19,902	28,017	28,888	76,807	1.85743%	76,905	98
San Joaquin	17,508	24,647	25,412	67,567	1.63207%	67,574	7
San Luis Obispo	14,073	19,812	20,427	54,312	1.31164%	54,307	(5)
San Mateo	20,496	28,853	29,749	79,098	1.92766%	79,812	714
Santa Barbara	16,079	22,635	23,338	62,052	1.49249%	61,795	(257)
Santa Clara	45,599	64,194	66,188	175,981	4.25210%	176,053	72
Santa Cruz	8,011	11,278	11,628	30,917	0.74093%	30,677	(240)
Shasta	8,140	11,460	11,816	31,416	0.76067%	31,495	79
Sierra	1,358	1,912	1,971	5,241	0.12616%	5,223	(18)
Siskiyou	5,653	7,959	8,206	21,818	0.52539%	21,753	(65)
Solano	11,953	16,828	17,350	46,131	1.11324%	46,092	(39)
Sonoma	14,591	20,541	21,179	56,311	1.35593%	56,141	(170)
Stanislaus	13,558	19,087	19,680	52,325	1.26456%	52,357	32
Sutter	3,065	4,315	4,449	11,829	0.28555%	11,823	(6)
Tahoe RPA	2,040	2,871	2,960	7,871	0.18655%	7,724	(147)
Tehama	4,086	5,752	5,931	15,769	0.38278%	15,849	80
Trinity	2,938	4,137	4,265	11,340	0.27310%	11,307	(33)
Tulare	16,550	23,299	24,023	63,872	1.54678%	64,043	171
Tuolumne	3,340	4,701	4,847	12,888	0.30916%	12,800	(88)
Ventura	23,588	33,207	34,238	91,033	2.19632%	90,936	(97)
Yolo	6,528	9,191	9,476	25,195	0.61005%	25,258	63
Yuba	2,347	3,304	3,406	9,057	0.21849%	9,046	(11)
Statewide	1,072,836	1,510,321	1,557,225	4,140,382	100.00000%	4,140,382	0



APPENDICES

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APPENDIX A – STATE HIGHWAY ACCOUNT

Historically, the State Highway Account (SHA) has been the primary funding source for California’s Highway Transportation program. The principle sources of funds to the SHA are the state excise taxes on motor vehicle fuels, truck weight fees, and Federal Highway Trust Funds. The SHA is the sole funding source for the State Highway Operation and Protection Program (SHOPP)—a capital improvement program for rehabilitation, safety, and operational improvements on state highways. The SHA also commits resources to Transportation Enhancement (TE) projects and existing Grant Anticipation Revenue Vehicle (GARVEE) debt service payments programmed in the State Transportation Improvement Program (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 maintaining 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.

2008 STIP FE								
SHA SHOPP and STIP Program Capacity								
(\$ millions)								
	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
SHA SHOPP Target Capacity	\$2,431	\$2,108	\$2,107	\$2,110	\$2,104	\$2,105	\$10,534	\$12,965
2006 SHOPP Program	\$2,412	\$2,419	\$2,447	\$0	\$0	\$0	\$4,866	\$7,278
New SHA SHOPP Capacity	\$19	(\$311)	(\$340)	\$2,110	\$2,104	\$2,105	\$5,668	\$5,687
SHA STIP TE Target TE Capacity	\$62	\$63	\$65	\$66	\$67	\$68	\$329	\$391
2006 Augmented STIP Program TE	\$72	\$84	\$71	\$63	\$0	\$0	\$218	\$290
New STIP TE Capacity	(\$10)	(\$21)	(\$6)	\$3	\$67	\$68	\$111	\$101

Note: Numbers may not add due to rounding.

The SHA Fund Estimate (FE) provides approximately \$10.5 billion in SHOPP capacity which funds the 2006 SHOPP and adds \$5.7 billion in new SHOPP capacity. However, the timing of program commitments and available resources will require redistributing the existing program over the FE period. The SHA FE also provides \$111 million in STIP TE capacity, but also requires redistribution of existing program to 2010-11 and 2011-12 where there is available capacity. Further details of the resources and expenditures are presented in the FE for the SHA and Federal Trust Fund in the chart on page 29.

SHA Highlights

- SHA resources remaining after existing commitments will be used to fund the SHOPP in the 2008 FE. In addition, SHOPP will be constrained in the FE, with target capacity of approximately \$2.1 billion per year falling well below SHOPP needs of roughly \$5.5 billion per year.
- Fuel excise tax and weight fee revenues are estimated to increase at an average annual rate of 1.8 percent and 3.0 percent respectively over the FE period.
- Federal resources are based on the actual amount of 2006-07 Obligational Authority (OA) escalated at a rate of 1.8 percent, consistent with the projected growth rate for fuel excise tax revenues. This reflects actual OA coming in lower than estimated by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- Highway Maintenance and Traffic Operations expenditures in the 2008 FE are approximately \$250 million per year higher than the 2006 FE to reflect a shift in SHA resources away from the SHOPP and towards maintenance. Although this shift in resources will help reduce the need for higher future rehabilitation costs, it does not reduce the current level of distressed lane miles.
- Pre-Proposition 42 loans are assumed to be repaid from annual Tribal Gaming Compact revenues of \$100 million in accordance with Government Code Section 63048.65(e), which will result in \$132 million to the SHA for SHOPP.



**2008 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS
(\$ millions)**

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$490							
Fuel Taxes	\$2,212	\$2,252	\$2,294	\$2,335	\$2,376	\$2,417	\$11,673	\$13,886
Motor Vehicle Registration (Weight Fees)	\$1,027	\$1,059	\$1,091	\$1,123	\$1,155	\$1,188	\$5,616	\$6,642
Misc. Revenues	\$113	\$105	\$107	\$104	\$104	\$105	\$525	\$638
Tribal Gaming Loan Repayment	\$100	\$100	\$32	\$0	\$0	\$0	\$132	\$232
Net Transfers - Others	\$156	(\$98)	(\$101)	(\$104)	(\$102)	(\$102)	(\$507)	(\$352)
Expenditures - Other Agencies	(\$119)	(\$116)	(\$120)	(\$120)	(\$122)	(\$124)	(\$601)	(\$720)
Subtotal - State Resources	\$3,488	\$3,302	\$3,302	\$3,338	\$3,412	\$3,483	\$16,838	\$20,326
Toll Bridge Seismic Retrofit Program	\$0	(\$1)	(\$99)	(\$153)	(\$150)	(\$165)	(\$568)	(\$568)
Total State Resources	\$3,978	\$3,301	\$3,203	\$3,185	\$3,262	\$3,318	\$16,270	\$20,248
Federal Resources	\$3,358	\$3,112	\$3,167	\$3,222	\$3,279	\$3,337	\$16,117	\$19,476
PTA Federal Expenditures and FTA Transfer	(\$103)	(\$106)	(\$108)	(\$111)	(\$113)	(\$116)	(\$554)	(\$658)
Section 164 Penalties	(\$49)	(\$50)	(\$51)	(\$52)	(\$53)	(\$54)	(\$259)	(\$308)
Border Infrastructure Program	(\$20)	(\$20)	(\$21)	(\$21)	(\$22)	(\$22)	(\$106)	(\$126)
Recreational Trails	(\$2)	(\$2)	(\$2)	(\$2)	(\$3)	(\$3)	(\$12)	(\$15)
Toll Bridge HBRR Expenditure	(\$100)	(\$42)	\$0	\$0	\$0	\$0	(\$42)	(\$142)
Net Federal Resources	\$3,084	\$2,892	\$2,984	\$3,036	\$3,089	\$3,143	\$15,144	\$18,227
TOTAL STATE & FEDERAL RESOURCES	\$7,062	\$6,193	\$6,188	\$6,221	\$6,351	\$6,461	\$31,414	\$38,475
COMMITMENTS								
MAINTENANCE	(\$1,304)	(\$1,367)	(\$1,400)	(\$1,434)	(\$1,468)	(\$1,503)	(\$7,172)	(\$8,476)
STATE OPERATIONS	(\$975)	(\$872)	(\$891)	(\$911)	(\$931)	(\$951)	(\$4,557)	(\$5,532)
SHOPP								
SHOPP Construction Capital	(\$1,598)	(\$1,072)	(\$413)	(\$156)	(\$53)	\$0	(\$1,694)	(\$3,292)
SHOPP Minor	(\$101)	(\$49)	(\$12)	(\$4)	\$0	\$0	(\$65)	(\$166)
SHOPP Capital Outlay Office Projects	(\$62)	\$0	\$0	\$0	\$0	\$0	\$0	(\$62)
SHOPP Right-of-Way	(\$80)	\$0	\$0	\$0	\$0	\$0	\$0	(\$80)
SHOPP Capital Outlay Support	(\$466)	(\$203)	(\$173)	(\$143)	(\$113)	(\$83)	(\$715)	(\$1,182)
TOTAL SHOPP	(\$2,307)	(\$1,325)	(\$598)	(\$303)	(\$166)	(\$83)	(\$2,474)	(\$4,781)
LOCAL ASSISTANCE								
Local Assistance Non-STIP (Federal)	(\$1,219)	(\$1,240)	(\$1,211)	(\$1,233)	(\$1,255)	(\$1,278)	(\$6,216)	(\$7,435)
Local Assistance Non-STIP (State)	(\$76)	(\$86)	(\$93)	(\$98)	(\$101)	(\$103)	(\$481)	(\$557)
Retrofit Soundwalls	(\$7)	(\$6)	(\$3)	(\$2)	(\$1)	(\$0)	(\$12)	(\$19)
Local Assistance Capital Outlay Support	(\$121)	(\$126)	(\$126)	(\$126)	(\$126)	(\$126)	(\$632)	(\$753)
TOTAL LOCAL ASSISTANCE	(\$1,423)	(\$1,458)	(\$1,434)	(\$1,459)	(\$1,483)	(\$1,507)	(\$7,341)	(\$8,764)
STIP								
STIP - State Highway	(\$158)	(\$92)	(\$33)	\$0	\$0	\$0	(\$125)	(\$283)
STIP - Local Roads	(\$4)	(\$3)	(\$1)	(\$1)	(\$0)	(\$0)	(\$5)	(\$9)
STIP - Rail	(\$2)	(\$0)	(\$0)	(\$0)	(\$0)	\$0	(\$0)	(\$2)
GARVEE Debt Service	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$365)	(\$437)
Transportation Enhancements (TE)	(\$62)	(\$63)	(\$65)	(\$66)	(\$67)	(\$68)	(\$329)	(\$391)
STIP Right-of-Way	(\$27)	\$0	\$0	\$0	\$0	\$0	\$0	(\$27)
STIP Capital Outlay Support	(\$311)	\$0	\$0	\$0	\$0	\$0	\$0	(\$311)
TOTAL STIP COMMITMENTS	(\$637)	(\$231)	(\$172)	(\$139)	(\$140)	(\$141)	(\$824)	(\$1,461)
CASH AVAILABLE FOR PROGRAMMING	\$415	\$940	\$1,693	\$1,976	\$2,162	\$2,275	\$9,046	\$9,461
SHA SHOPP TARGET CAPACITY	\$2,431	\$2,108	\$2,107	\$2,110	\$2,104	\$2,105	\$10,535	\$12,965
SHA STIP TARGET CAPACITY (TE/GARVEE)	\$135	\$136	\$138	\$139	\$140	\$141	\$694	\$829

Notes: Numbers may not add due to rounding.



2008 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS - FUND ESTIMATE DETAILS
(\$ millions)

STATE REVENUES	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
BEGINNING BALANCE	\$490.000							\$490.000
FUEL TAXES								
HUTA - Gas	\$1,864.920	\$1,898.881	\$1,933.630	\$1,968.380	\$2,003.130	\$2,037.879	\$9,841.900	\$11,706.820
HUTA - Diesel	\$342.306	\$348.539	\$354.918	\$361.296	\$367.674	\$374.053	\$1,806.480	\$2,148.786
HUTA - Other	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$5.000	\$25.000	\$30.000
Total Fuel Taxes	\$2,212.226	\$2,252.420	\$2,293.548	\$2,334.676	\$2,375.804	\$2,416.932	\$11,673.380	\$13,885.606
MOTOR VEHICLE REGISTRATION (WEIGHT FEES)	\$1,026.500	\$1,058.706	\$1,090.913	\$1,123.119	\$1,155.325	\$1,187.532	\$5,615.595	\$6,642.095
MISCELLANEOUS RESOURCES								
SMIF	\$36.458	\$23.923	\$23.953	\$24.036	\$24.036	\$24.036	\$119.983	\$156.441
Other Regulatory Licenses and Permits	\$10.440	\$11.138	\$11.412	\$11.686	\$11.961	\$12.235	\$58.432	\$68.872
Other Revenues (S&HC 183.1):	\$65.956	\$69.538	\$71.842	\$68.583	\$68.364	\$68.445	\$346.773	\$412.729
Total Miscellaneous Resources	\$112.854	\$104.600	\$107.207	\$104.306	\$104.360	\$104.715	\$525.188	\$638.042
TRANSFERS TO/FROM OTHER FUNDS								
PTA per S&HC 194 and 2660-021-0042 B/A 02,03,04	(\$22.410)	(\$23.769)	(\$24.397)	(\$25.041)	(\$25.704)	(\$26.384)	(\$125.294)	(\$147.704)
PTA per S&HC 183.1	(\$80.000)	(\$65.956)	(\$69.538)	(\$71.842)	(\$68.583)	(\$68.364)	(\$344.284)	(\$424.284)
General Fund per 2660-014-0042, B/A 2004	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
PTA transfer per 2660-014-0046, B/A 2004	\$256.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$256.000
Tribal Gaming Loan Repayment	\$100.000	\$100.000	\$32.000	\$0.000	\$0.000	\$0.000	\$132.000	\$232.000
Other Transfers	\$2.188	(\$7.906)	(\$7.454)	(\$7.204)	(\$7.720)	(\$7.619)	(\$37.903)	(\$35.715)
Total Transfers To/From Other Funds	\$255.778	\$2.369	(\$69.389)	(\$104.088)	(\$102.007)	(\$102.367)	(\$375.481)	(\$119.703)
EXPENDITURES (Other Departments)								
DMV, State Ops - Weight Fee Collection Costs (2740)	(\$48.427)	(\$49.798)	(\$51.209)	(\$52.659)	(\$54.150)	(\$55.684)	(\$263.501)	(\$311.928)
California Highway Patrol, State Ops (2720)	(\$57.477)	(\$55.815)	(\$57.125)	(\$56.806)	(\$56.582)	(\$56.838)	(\$283.165)	(\$340.642)
Other Expenditures	(\$14.055)	(\$10.161)	(\$11.531)	(\$10.514)	(\$10.941)	(\$11.101)	(\$54.248)	(\$68.304)
Total Expenditures (Other Departments)	(\$119.959)	(\$115.774)	(\$119.865)	(\$119.979)	(\$121.673)	(\$123.623)	(\$600.914)	(\$720.874)
Toll Bridge Seismic Retrofit Program	\$0.000	(\$1.000)	(\$99.000)	(\$153.000)	(\$150.000)	(\$165.000)	(\$568.000)	(\$568.000)
TOTAL STATE RESOURCES	\$3,977.399	\$3,301.321	\$3,203.413	\$3,185.034	\$3,261.810	\$3,318.189	\$16,269.767	\$20,247.166
FEDERAL REVENUES								
FEDERAL RESOURCES FOR STATE and LOCAL								
Obligation Authority (OA)	\$3,286.299	\$3,040.052	\$3,094.773	\$3,150.479	\$3,207.188	\$3,264.917	\$15,757.410	\$19,043.709
August Redistribution Bonus	\$72.000	\$72.000	\$72.000	\$72.000	\$72.000	\$72.000	\$360.000	\$432.000
PTA Federal Expenditures and FTA Transfer	(\$103.194)	(\$105.671)	(\$108.207)	(\$110.804)	(\$113.463)	(\$116.186)	(\$554.330)	(\$657.524)
Section 164 Penalties	(\$49.114)	(\$49.998)	(\$50.898)	(\$51.814)	(\$52.746)	(\$53.696)	(\$259.151)	(\$308.265)
Border Infrastructure Program	(\$20.038)	(\$20.399)	(\$20.766)	(\$21.140)	(\$21.521)	(\$21.908)	(\$105.734)	(\$125.773)
Recreational Trails	(\$2.363)	(\$2.405)	(\$2.449)	(\$2.493)	(\$2.538)	(\$2.583)	(\$12.468)	(\$14.831)
Toll Bridge HBRR expenditure per Ch.907/01	(\$100.000)	(\$42.000)	\$0.000	\$0.000	\$0.000	\$0.000	(\$42.000)	(\$142.000)
Total Federal Resources for State and Local	\$3,083.590	\$2,891.579	\$2,984.454	\$3,036.229	\$3,088.920	\$3,142.544	\$15,143.726	\$18,227.316
TOTAL STATE AND FEDERAL RESOURCES	\$7,060.989	\$6,192.900	\$6,187.867	\$6,221.263	\$6,350.730	\$6,460.733	\$31,413.493	\$38,474.482

STATE AND FEDERAL EXPENDITURES	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
STATE OPERATIONS								
Program Development	(\$74.575)	(\$76.365)	(\$78.198)	(\$80.074)	(\$81.996)	(\$83.964)	(\$400.597)	(\$475.172)
Legal	(\$80.163)	(\$82.087)	(\$84.057)	(\$86.074)	(\$88.140)	(\$90.256)	(\$430.614)	(\$510.777)
Mass Transportation	(\$0.256)	(\$0.262)	(\$0.268)	(\$0.275)	(\$0.281)	(\$0.288)	(\$1.375)	(\$1.631)
Transportation Planning	(\$43.850)	(\$44.902)	(\$45.980)	(\$47.084)	(\$48.214)	(\$49.371)	(\$235.550)	(\$279.400)
Administration	(\$346.244)	(\$354.554)	(\$363.063)	(\$371.777)	(\$380.699)	(\$389.836)	(\$1,859.929)	(\$2,206.173)
Capital Outlay Support - Indirect and Other	(\$379.570)	(\$222.918)	(\$187.876)	(\$152.834)	(\$117.792)	(\$82.750)	(\$764.170)	(\$1,143.740)
Engineer Pay Raise - Indirect and Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Local Assistance - State Operations and Planning	(\$50.106)	(\$51.021)	(\$51.957)	(\$52.916)	(\$53.898)	(\$54.904)	(\$264.695)	(\$314.801)
BCP Reservation	\$0.000	(\$40.000)	(\$80.000)	(\$120.000)	(\$160.000)	(\$200.000)	(\$600.000)	(\$600.000)
Total State Operations	(\$974.764)	(\$872.109)	(\$891.399)	(\$911.034)	(\$931.021)	(\$951.368)	(\$4,556.930)	(\$5,531.695)
MAINTENANCE								
Maintenance	(\$1,153.927)	(\$1,181.621)	(\$1,209.980)	(\$1,239.020)	(\$1,268.756)	(\$1,299.206)	(\$6,198.584)	(\$7,352.511)
Operations	(\$150.259)	(\$153.865)	(\$157.558)	(\$161.339)	(\$165.212)	(\$169.177)	(\$807.151)	(\$957.410)
Adjustment for TMS Inventory	\$0.000	(\$31.701)	(\$32.462)	(\$33.241)	(\$34.039)	(\$34.856)	(\$166.299)	(\$166.299)
Total Maintenance	(\$1,304.186)	(\$1,367.188)	(\$1,400.000)	(\$1,433.600)	(\$1,468.007)	(\$1,503.239)	(\$7,172.034)	(\$8,476.220)
SHOPP								
SHOPP Construction Capital	(\$1,597.729)	(\$1,072.156)	(\$412.959)	(\$155.582)	(\$53.190)	\$0.000	(\$1,693.887)	(\$3,291.616)
SHOPP Minor Program (includes Minor Right-of-Way)	(\$101.058)	(\$48.977)	(\$11.544)	(\$4.093)	\$0.000	\$0.000	(\$64.614)	(\$165.671)
Stormwater	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
SHOPP Capital Outlay Office Projects	(\$62.337)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$62.337)
SHOPP Right-of-Way	(\$80.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$80.000)
SHOPP Capital Outlay Support	(\$466.327)	(\$203.459)	(\$173.271)	(\$143.084)	(\$112.897)	(\$82.710)	(\$715.423)	(\$1,181.751)
Engineer Pay Raise - SHOPP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total SHOPP	(\$2,307.451)	(\$1,324.593)	(\$597.774)	(\$302.760)	(\$166.087)	(\$82.710)	(\$2,473.924)	(\$4,781.375)
LOCAL ASSISTANCE								
Local Assistance Federal Non-STIP	(\$1,218.648)	(\$1,239.684)	(\$1,211.098)	(\$1,232.898)	(\$1,255.090)	(\$1,277.682)	(\$6,216.453)	(\$7,435.101)
Local Assistance State Non-STIP	(\$76.000)	(\$86.113)	(\$92.771)	(\$97.889)	(\$100.778)	(\$103.110)	(\$480.661)	(\$556.662)
Retrofit Soundwalls	(\$7.405)	(\$5.943)	(\$3.247)	(\$1.819)	(\$0.670)	(\$0.150)	(\$11.829)	(\$19.234)
Local Assistance - Capital Outlay Support	(\$121.056)	(\$126.469)	(\$126.469)	(\$126.469)	(\$126.469)	(\$126.469)	(\$632.343)	(\$753.398)
Engineer Pay Raise - Local Assistance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Local Assistance	(\$1,423.109)	(\$1,458.209)	(\$1,433.585)	(\$1,459.075)	(\$1,483.006)	(\$1,507.411)	(\$7,341.286)	(\$8,764.395)
STIP CAPITAL OUTLAY COMMITMENTS								
STIP - State Highway	(\$158.002)	(\$92.139)	(\$32.891)	\$0.000	\$0.000	\$0.000	(\$125.030)	(\$283.032)
GARVEE Debt Service	(\$72.895)	(\$72.899)	(\$72.956)	(\$72.954)	(\$72.955)	(\$72.957)	(\$364.721)	(\$437.616)
Transportation Enhancements	(\$62.315)	(\$63.437)	(\$64.579)	(\$65.741)	(\$66.924)	(\$68.129)	(\$328.810)	(\$391.125)
STIP - Local Roads	(\$3.552)	(\$2.638)	(\$1.376)	(\$0.596)	(\$0.482)	(\$0.142)	(\$5.235)	(\$8.787)
STIP - Rail	(\$2.111)	(\$0.003)	(\$0.001)	\$0.000	\$0.000	\$0.000	(\$0.004)	(\$2.115)
STIP Right-of-Way	(\$27.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$27.000)
STIP Capital Outlay Support	(\$311.383)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$311.383)
Engineer Pay Raise - STIP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total STIP Capital Outlay Commitments	(\$637.259)	(\$231.116)	(\$171.802)	(\$139.291)	(\$140.362)	(\$141.228)	(\$823.799)	(\$1,461.058)
TOTAL STATE AND FEDERAL EXPENDITURES	(\$6,646.769)	(\$5,253.215)	(\$4,494.560)	(\$4,245.760)	(\$4,188.483)	(\$4,185.956)	(\$22,367.974)	(\$29,014.743)



2008 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS
BUDGETARY LOOK - Arranged by Budgetary Character
(\$ millions)

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$490							\$490
Fuel Taxes	\$2,212	\$2,252	\$2,294	\$2,335	\$2,376	\$2,417	\$11,673	\$13,886
Motor Vehicle Registration (Weight Fees)	\$1,027	\$1,059	\$1,091	\$1,123	\$1,155	\$1,188	\$5,616	6,642
Misc. Revenues	\$113	\$105	\$107	\$104	\$104	\$105	\$525	638
Pre-Proposition 42 Loan Repayment	\$100	\$100	\$32	\$0	\$0	\$0	\$132	232
Net Transfers - Other	\$156	(\$98)	(\$101)	(\$104)	(\$102)	(\$102)	(\$507)	(352)
Expenditures - Other Agencies	(\$119)	(\$116)	(\$120)	(\$120)	(\$122)	(\$124)	(\$601)	(720)
Subtotal State Resources	\$3,488	\$3,302	\$3,302	\$3,338	\$3,412	\$3,483	\$16,838	\$20,326
Toll Bridge Seismic Retrofit Program	\$0	(\$1)	(\$99)	(\$153)	(\$150)	(\$165)	(\$568)	(\$568)
Total State Resources	\$3,978	\$3,301	\$3,203	\$3,185	\$3,262	\$3,318	\$16,270	\$20,248
Federal Revenues	\$3,358	\$3,112	\$3,167	\$3,222	\$3,279	\$3,337	\$16,117	\$19,476
PTA Federal Expenditures and FTA Transfer	(\$103)	(\$106)	(\$108)	(\$111)	(\$113)	(\$116)	(\$554)	(\$658)
Section 164 Penalties	(\$49)	(\$50)	(\$51)	(\$52)	(\$53)	(\$54)	(\$259)	(\$308)
Border Infrastructure Program	(\$20)	(\$20)	(\$21)	(\$21)	(\$22)	(\$22)	(\$106)	(\$126)
Recreational Trails	(\$2)	(\$2)	(\$2)	(\$2)	(\$3)	(\$3)	(\$12)	(\$15)
Toll Bridge HBRR Expenditure	(\$100)	(\$42)	\$0	\$0	\$0	\$0	(\$42)	(\$142)
Net Federal Resources	\$3,084	\$2,892	\$2,984	\$3,036	\$3,089	\$3,143	\$15,144	\$18,227
TOTAL RESOURCES	\$7,062	\$6,193	\$6,188	\$6,221	\$6,351	\$6,461	\$31,414	\$38,475

STATE OPERATIONS

Maintenance	(\$1,154)	(\$1,182)	(\$1,210)	(\$1,239)	(\$1,269)	(\$1,299)	(\$6,199)	(\$7,353)
Traffic Operations	(\$150)	(\$154)	(\$158)	(\$161)	(\$165)	(\$169)	(\$807)	(\$957)
TMS Inventory Adjustment	\$0	(\$32)	(\$32)	(\$33)	(\$34)	(\$35)	(\$166)	(\$166)
General State Operations	(\$545)	(\$558)	(\$572)	(\$585)	(\$599)	(\$614)	(\$2,928)	(\$3,473)
Local Assistance State Operations	(\$50)	(\$51)	(\$52)	(\$53)	(\$54)	(\$55)	(\$265)	(315)
BCP Reservation	\$0	(\$40)	(\$80)	(\$120)	(\$160)	(\$200)	(\$600)	(\$600)
Indirect & Other Capital Outlay Support	(\$380)	(\$223)	(\$188)	(\$153)	(\$118)	(\$83)	(\$764)	(\$1,144)
SHOPP - Capital Outlay Support	(\$466)	(\$203)	(\$173)	(\$143)	(\$113)	(\$83)	(\$715)	(1,182)
Local Assistance - Capital Outlay Support	(\$121)	(\$126)	(\$126)	(\$126)	(\$126)	(\$126)	(\$632)	(753)
STIP - Capital Outlay Support	(\$311)	\$0	\$0	\$0	\$0	\$0	\$0	(311)
State Operations Total	(\$3,178)	(\$2,569)	(\$2,591)	(\$2,614)	(\$2,638)	(\$2,664)	(\$13,077)	(\$16,254)

LOCAL ASSISTANCE

Local Assistance Non-STIP (Federal)	(\$1,219)	(\$1,240)	(\$1,211)	(\$1,233)	(\$1,255)	(\$1,278)	(\$6,216)	(\$7,435)
Local Assistance Non-STIP (State)	(\$76)	(\$86)	(\$93)	(\$98)	(\$101)	(\$103)	(\$481)	(557)
Local Assistance Total	(\$1,295)	(\$1,326)	(\$1,304)	(\$1,331)	(\$1,356)	(\$1,381)	(\$6,697)	(\$7,992)

CAPITAL OUTLAY

SHOPP								
SHOPP	(\$1,598)	(\$1,072)	(\$413)	(\$156)	(\$53)	\$0	(\$1,694)	(\$3,292)
Stormwater	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
Right of Way	(\$80)	\$0	\$0	\$0	\$0	\$0	\$0	(80)
Facilities - Office Buildings	(\$62)	\$0	\$0	\$0	\$0	\$0	\$0	(62)
Minor Program	(\$101)	(\$49)	(\$12)	(\$4)	\$0	\$0	(\$65)	(166)
Local Assistance								
Retrofit Sound Walls	(\$7)	(\$6)	(\$3)	(\$2)	(\$1)	(\$0)	(\$12)	(19)
STIP								
Highway & Local Roads	(\$162)	(\$95)	(\$34)	(\$1)	(\$0)	(\$0)	(\$130)	(\$292)
Rail	(\$2)	(\$0)	(\$0)	(\$0)	(\$0)	\$0	(\$0)	(2)
Right of Way	(\$27)	\$0	\$0	\$0	\$0	\$0	\$0	(27)
GARVEE Debt Service	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$365)	(438)
Transportation Enhancements	(\$62)	(\$63)	(\$65)	(\$66)	(\$67)	(\$68)	(\$329)	(391)
Total Capital Outlay	(\$2,174)	(\$1,358)	(\$600)	(\$301)	(\$194)	(\$141)	(\$2,594)	(\$4,769)

CASH AVAILABLE FOR PROGRAMMING	\$415	\$940	\$1,693	\$1,976	\$2,162	\$2,275	\$9,046	\$9,461
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Note: Numbers may not add due to rounding.

APPENDIX B - PUBLIC TRANSPORTATION ACCOUNT

The Public Transportation Account (PTA) supports the Department's transportation planning, mass transportation, Intercity Rail programs, and STIP transit projects. PTA resources are derived from the sales taxes on gasoline and diesel fuels, and transfers from the SHA and the Aeronautics Account to pay for the Department's highway and airport planning activities that are not payable from sales tax revenues. The PTA also receives a transfer of Non- Article XIX revenues from the SHA, pursuant to Streets and Highway Code (S&HC) Section 183.1.

Resources Available for Programming

The table below lists the total and annual PTA program capacities available for the 2008 STIP. After funding planning, operations, and program commitments, the PTA provides an additional \$121 million of program capacity towards the 2008 STIP. However, this additional STIP program capacity will require redistributing the existing program over the FE period. Further details of the resources and expenditures are presented in the PTA FE on page 35.

2008 STIP FE PTA STIP Program Capacity (\$ millions)								
	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
PTA STIP Target Capacity	\$475	\$50	\$225	\$225	\$250	\$250	\$1,000	\$1,475
Augmented 2006 PTA STIP Program	\$610	\$371	\$290	\$217	\$0	\$0	\$879	\$1,489
New PTA STIP Capacity	(\$134)	(\$321)	(\$65)	\$8	\$250	\$250	\$121	(\$14)

Note: Numbers may not add due to rounding.

PTA Highlights

- The 2007-08 Budget Act and subsequent trailer bills significantly reduced PTA funding by diverting \$1.3 billion in 2007-08 PTA resources and an additional anticipated \$100 million of spillover revenue to State Transit Assistance (STA). Future years will also be impacted, with half of all future spillover diverted to the Mass Transit Fund (MTF) and two-thirds of the remaining balance transferred to the STA. The balance of spillover will be retained in the PTA and available for STIP transit projects. In addition, expenditures of \$129 million for Regional Center Transportation will continue through each year of the FE period.

- Spillover estimates are based on Department of Finance (DOF) forecasts, which project spillover revenues to remain at record levels over the FE period. If actual spillover revenues are significantly less than forecasted, the PTA will not be able to fund programmed projects.
- Gasoline and diesel fuel sales tax revenues are based on DOF estimates with future years reflecting the average annual growth rates of 1.9 percent on gasoline and 4.3 percent on diesel fuel.
- Expenditures of Intercity Rail operations are based on estimates from the Division of Rail, and include base expenditures, increased services on existing routes, new routes, and heavy equipment overhaul. The remaining balance of capital outlay expenditures for the Intercity Rail track improvements are scheduled to conclude in 2007-08.
- AB 3090 cash reimbursements for PTA-eligible projects have been scheduled in the PTA FE.

Senate Bill (SB) 717

- The PTA historically received a 20 percent distribution from Proposition 42 transfers to the Transportation Investment Fund (TIF). These revenues were split 50/50 with the STA according to statute. The recently signed SB 717 (Chapter 733, Statutes of 2007) requires that in 2008-09 and thereafter, PTA must transfer 75 percent of PTA Proposition 42 funding to the STA. As a result, PTA revenues will decrease by approximately \$85 million per year over the five year FE period.



**2008 STIP FUND ESTIMATE
PUBLIC TRANSPORTATION ACCOUNT
(\$ thousands)**

	2007-08	2008-09	2009-10	2010-11	2011/12	2012/13	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	\$555,000							
Sales Tax on Gasoline-Prop 111*	\$68,745	\$69,725	\$71,157	\$72,699	\$74,145	\$75,554	\$363,280	\$432,025
Sales Tax on Diesel*	\$356,637	\$381,474	\$396,305	\$418,515	\$427,962	\$439,958	\$2,064,214	\$2,420,851
Interest (SMIF)	\$15,243	\$3,000	\$4,884	\$6,852	\$8,992	\$8,992	\$32,719	\$47,962
Transfer from Aeronautics Account	\$30	\$30	\$30	\$30	\$30	\$30	\$150	\$180
Transfer from State Highway Account (S&HC 194)	\$22,410	\$23,701	\$24,258	\$24,827	\$25,411	\$26,008	\$124,204	\$146,614
Non Article XIX Transfer from SHA (S&HC 183.1)	\$80,000	\$69,538	\$71,842	\$68,583	\$68,364	\$68,445	\$346,773	\$426,773
Sales Tax on Gasoline-Spillover*	\$826,955	\$934,552	\$966,147	\$1,046,374	\$1,040,269	\$1,005,923	\$4,993,265	\$5,820,220
General Fund Diversion of Spillover	(\$622,000)	(\$467,276)	(\$483,074)	(\$523,187)	(\$520,135)	(\$502,961)	(\$2,496,632)	(\$3,118,632)
General Fund Debt Service Repayment	(\$409,000)	\$0	\$0	\$0	\$0	\$0	\$0	(\$409,000)
TCRP Loan Payback	\$0	\$0	\$0	\$0	\$0	\$78,000	\$78,000	\$78,000
Transfer from TIF*	\$175,758	\$307,629	\$323,780	\$340,435	\$357,639	\$378,418	\$1,707,902	\$1,883,660
TOTAL RESOURCES	\$1,069,778	\$1,322,374	\$1,375,329	\$1,455,129	\$1,482,677	\$1,578,365	\$7,213,874	\$8,283,653
STATE TRANSIT ASSISTANCE								
	(\$315,570)	(\$767,839)	(\$798,615)	(\$849,724)	(\$866,039)	(\$876,877)	(\$4,159,095)	(\$4,474,665)
SUB TOTAL AVAILABLE RESOURCES	\$754,208	\$554,535	\$576,714	\$605,404	\$616,638	\$701,488	\$3,054,779	\$3,808,988
STATE OPERATIONS								
Rail and Mass Transportation Staff and Support	(\$25,406)	(\$26,016)	(\$26,640)	(\$27,279)	(\$27,934)	(\$28,605)	(\$136,474)	(\$161,880)
Planning Staff and Support	(\$20,347)	(\$20,835)	(\$21,335)	(\$21,847)	(\$22,372)	(\$22,909)	(\$109,299)	(\$129,646)
Administration and Technical Services	(\$3,245)	(\$3,323)	(\$3,403)	(\$3,484)	(\$3,568)	(\$3,654)	(\$17,431)	(\$20,676)
California Transportation Commission	(\$1,261)	(\$1,291)	(\$1,322)	(\$1,354)	(\$1,386)	(\$1,420)	(\$6,774)	(\$8,035)
High-Speed Rail Authority	(\$1,159)	(\$1,187)	(\$1,215)	(\$1,244)	(\$1,274)	(\$1,305)	(\$6,226)	(\$7,385)
Institute of Transportation Studies	(\$980)	(\$1,004)	(\$1,028)	(\$1,052)	(\$1,078)	(\$1,103)	(\$5,264)	(\$6,244)
Public Utilities Commission	(\$2,988)	(\$3,060)	(\$3,133)	(\$3,208)	(\$3,285)	(\$3,364)	(\$16,051)	(\$19,039)
State Controller's Office	(\$192)	(\$197)	(\$201)	(\$206)	(\$211)	(\$216)	(\$1,031)	(\$1,223)
Mandate and BCP Reservation	\$0	(\$10,000)	(\$20,000)	(\$30,000)	(\$40,000)	(\$50,000)	(\$150,000)	(\$150,000)
TOTAL STATE OPERATIONS	(\$55,578)	(\$66,912)	(\$78,278)	(\$89,676)	(\$101,109)	(\$112,575)	(\$448,550)	(\$504,128)
INTERCITY RAIL STATE OPERATIONS								
Intercity Rail and Bus Operations - Base	(\$79,690)	(\$81,842)	(\$84,051)	(\$86,321)	(\$88,651)	(\$91,045)	(\$431,910)	(\$511,600)
Additional Services on Existing Routes	\$0	\$0	\$0	(\$7,301)	(\$12,380)	(\$12,380)	(\$32,061)	(\$32,061)
Extensions to Existing Routes	\$0	(\$7,300)	(\$7,400)	(\$7,500)	(\$7,600)	(\$7,800)	(\$37,600)	(\$37,600)
Intercity Rail - Heavy Equipment Overhaul	(\$13,815)	(\$9,300)	(\$13,100)	(\$12,600)	(\$13,600)	(\$14,600)	(\$63,200)	(\$77,015)
TOTAL INTERCITY RAIL STATE OPERATIONS	(\$93,505)	(\$98,442)	(\$104,551)	(\$113,722)	(\$122,231)	(\$125,825)	(\$564,771)	(\$658,276)
LOCAL ASSISTANCE								
Bay Area Ferry Operations/Waterborne	(\$2,966)	(\$2,996)	(\$3,026)	(\$3,056)	(\$3,086)	(\$3,115)	(\$15,279)	(\$18,245)
AB 3090 Cash Reimbursements	(\$66,370)	(\$50,163)	\$0	\$0	\$0	\$0	(\$50,163)	(\$116,533)
Department of Education (Home-To-School Transportation)	(\$99,000)	\$0	\$0	\$0	\$0	\$0	\$0	(\$99,000)
Department of Developmental Services	(\$128,793)	(\$128,793)	(\$128,793)	(\$128,793)	(\$128,793)	(\$128,793)	(\$643,965)	(\$772,758)
TOTAL LOCAL ASSISTANCE	(\$297,129)	(\$181,952)	(\$131,819)	(\$131,849)	(\$131,879)	(\$131,908)	(\$709,407)	(\$1,006,536)
CAPITAL OUTLAY								
STIP - Mass Transportation	(\$186,076)	(\$232,175)	(\$107,755)	(\$30,271)	(\$7,221)	\$0	(\$377,422)	(\$563,498)
STIP - Rail	(\$9,143)	(\$18,136)	(\$29,379)	(\$33,803)	(\$17,613)	(\$2,398)	(\$101,330)	(\$110,472)
Intercity Rail Track Improvements	(\$11,019)	\$0	\$0	\$0	\$0	\$0	\$0	(\$11,019)
TOTAL CAPITAL OUTLAY	(\$206,237)	(\$250,311)	(\$137,135)	(\$64,074)	(\$24,834)	(\$2,398)	(\$478,752)	(\$684,990)
CASH AVAILABLE FOR PROGRAMMING	\$101,759	(\$43,082)	\$124,931	\$206,083	\$236,586	\$328,782	\$853,299	\$955,058
PTA STIP TARGET CAPACITY	\$475,000	\$50,000	\$225,000	\$225,000	\$250,000	\$250,000	\$1,000,000	\$1,475,000

* Items subject to split with STA,



APPENDIX C – TRANSPORTATION INVESTMENT FUND

The TIF was established by the Traffic Congestion Relief Act of 2000 (Chapter 91, Statutes of 2000; and Chapter 656, Statutes of 2000). Shortly thereafter, voters passed Proposition 42 in March 2002, which permanently redirected state gasoline sales tax revenues to the TIF. The TIF was created to facilitate the General Fund transfers of gasoline sales tax revenues to fund the Traffic Congestion Relief Program (TCRP) and distribute the remaining funds by formula to local government – 40 percent, the PTA – 20 percent, and the STIP – 40 percent. TIF transfers for the TCRP are scheduled to end in 2007-08, after which transfers will flow directly to local government, the PTA, and the STIP by the same formula.

Proposition 1A, passed in November 2006, prohibits the state sales tax on motor vehicle fuels from being used for any purpose other than transportation improvements. It restricts suspensions of these revenues to no more than twice in any 10-year period, and requires loans to be fully repaid within three years. Because of the cash flow of STIP commitments against the TIF, a significant diversion of TIF funding could result in the fund becoming insolvent during the FE period.

Resources Available for Programming

The table below lists the total and annual TIF program capacity available for the 2008 STIP. Target Capacity represents the total level of projects the TIF can fund, including construction, Right of Way, and support, while maintaining a prudent operating cash balance. Further details of the resources available for programming are presented in the following pages.

2008 STIP FE								
TIF STIP Program Capacity								
(\$ millions)								
	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
TIF STIP Target Capacity	\$776	\$652	\$652	\$694	\$650	\$700	\$3,348	\$4,124

TIF Highlights

- DOF forecasts taxable sales for the state and produces the estimates for the TIF transfers. The TIF transfer for 2007-08 is estimated at \$1.481 billion and is projected to increase at an annual rate of 5 percent during the FE period.

- The TIF will fund STIP Highway and Local Assistance Capital, STIP Right of Way, STIP COS, and Non-PTA AB 3090 cash reimbursements in the 2008 FE.
- Although the TIF will fund STIP COS during the FE period, 2007-08 STIP COS will be funded out of the SHA, with the TIF transferring \$256 million as reimbursement.
- In 2007-08, the TIF will make its final scheduled payment of \$602 million to the Traffic Congestion Relief Fund. In 2008-09 and thereafter, the TIF will schedule transfers as prescribed by Article XIX B of the State Constitution, with 40 percent to local government, 20 percent to the PTA, and 40 percent remaining in the TIF for STIP.

**2008 STIP FUND ESTIMATE
TRANSPORTATION INVESTMENT FUND
(\$ millions)**

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
RESOURCES								
Beginning Reserves:	\$394							
Revenues from the General Fund	\$1,481	\$1,538	\$1,619	\$1,702	\$1,789	\$1,892	\$8,540	\$10,021
<i>Less Transfers Out:</i>								
Traffic Congestion Relief Fund	(\$602)	\$0	\$0	\$0	\$0	\$0	\$0	(\$602)
Local Street and Road Repairs	\$0	(\$615)	(\$648)	(\$681)	(\$716)	(\$757)	(\$3,416)	(\$3,416)
Public Transportation Account	(\$176)	(\$308)	(\$324)	(\$340)	(\$358)	(\$378)	(\$1,708)	(\$1,884)
TOTAL RESOURCES	\$1,097	\$615	\$648	\$681	\$716	\$757	\$3,416	\$4,513
STIP								
STIP - State Highway	(\$204)	(\$190)	(\$101)	(\$43)	(\$12)	\$0	(\$346)	(\$550)
STIP - Local Assistance	(\$26)	(\$28)	(\$19)	(\$14)	(\$7)	(\$2)	(\$70)	(\$96)
STIP - Mass Transportation	(\$4)	(\$1)	(\$0)	\$0	\$0	\$0	(\$2)	(\$6)
STIP - Right of Way	(\$196)	\$0	\$0	\$0	\$0	\$0	\$0	(\$196)
STIP - Non-Grandfather COS	\$0	(\$156)	(\$117)	(\$78)	(\$39)	\$0	(\$389)	(\$389)
STIP - Grandfather COS	\$0	(\$78)	(\$58)	(\$39)	(\$19)	\$0	(\$195)	(\$195)
Transfer to State Highway Account for COS	(\$256)	\$0	\$0	\$0	\$0	\$0	\$0	(\$256)
AB 3090 Cash Reimbursements	(\$10)	(\$42)	(\$22)	(\$64)	\$0	\$0	(\$127)	(\$137)
TE State Match - State & Local	(\$3)	(\$3)	(\$3)	(\$2)	(\$1)	(\$1)	(\$9)	(\$12)
TOTAL STIP COMMITMENTS	(\$699)	(\$497)	(\$321)	(\$238)	(\$78)	(\$3)	(\$1,138)	(\$1,837)
CASH AVAILABLE FOR PROGRAMMING	\$397	\$118	\$326	\$442	\$638	\$754	\$2,278	\$2,676
TIF STIP TARGET CAPACITY	\$776	\$652	\$652	\$694	\$650	\$700	\$3,348	\$4,124

Note: Numbers may not add due to rounding.

APPENDIX D - TRANSPORTATION FACILITIES ACCOUNT

The Transportation Facilities Account (TFA) was created as part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B). This act provides \$2 billion for projects in the STIP, to augment funds otherwise available for this purpose from other sources. Funds deposited in the TFA will be made available to the Department based on Legislative appropriation, and allocated by the Commission in the same manner as funds allocated for STIP projects under existing law.

Resources Available for Programming

The table below lists the total and annual TFA program capacity available for the 2008 STIP. Target Capacity represents the total level of projects the TFA can fund, including construction, Right of Way, and support. Further details of the resources available for programming are presented on the following page.

2008 STIP FE TFA STIP Program Capacity (\$ millions)								
	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	5-Year Total	6-Year Total
TFA STIP Target Capacity	\$727	\$1,233	\$0	\$0	\$0	\$0	\$1,233	\$1,960

TFA Highlights

- The 2006 STIP Fund Estimate Augmentation assumed all capacity from the TFA would be available in 2007-08. The 2007-08 Budget Act, however, limited appropriations in 2007-08 to \$727 million (including support). The 2008 FE assumes that the remaining balance of \$1.233 billion will be applied to 2008-09 STIP capacity.
- The 2007-08 TFA appropriation may be increased up to \$181 million for Capital Outlay and Local Assistance expenditures if needed. This would reduce capacity in 2008-09 by a similar amount.

**2008 STIP FUND ESTIMATE
 TRANSPORTATION FACILITIES ACCOUNT
 (\$ millions)**

	STIP TOTAL
Resources	
Bond Authorization	\$2,000
Administrative and Miscellaneous Costs ¹ (\$40)	
Committed Program ²	
2007-08 STIP Capital (\$664)	
2007-08 STIP Support (\$63)	
Total Program (\$727)	
Total Commitments	(\$767)
REMAINING CAPACITY	\$1,233

Notes:

- 1 Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.
- 2 Committed program for Capital Outlay, Local Assistance, and Support per the 2007-08 Budget Act.

APPENDIX E – TOLL BRIDGE SEISMIC RETROFIT

The Legislature passed Assembly Bill (AB) 144 in 2005 (Chapter 71, Statutes of 2005) which provided additional funding to meet the new program cost of \$8.685 billion, including the \$5.085 billion previously identified in AB 1171 (Chapter 907, Statutes of 2001). AB 144 consolidated the administration of all toll revenues collected on the state-owned Bay Area toll bridges and financial management of the Toll Bridge Seismic Retrofit Program (TBSRP) solely under the jurisdiction of the Bay Area Toll Authority (BATA).

Prior to enactment of AB 144, the Department was responsible for the financial management of the one dollar seismic surcharge portion of toll revenue from state-owned bridges in the Bay Area and BATA was responsible for the remaining two dollars. AB 144 also gives BATA project level toll-setting authority as necessary to cover additional cost increases beyond the funded program contingency in order to complete the TBSRP. The Department will continue to provide capital outlay, administration and other support, and will now be performing these tasks on a reimbursement basis until all seismic retrofit projects are completed.

The funding provided in both AB 1171 and AB 144 is as follows:

Funding Provided in AB 1171 for TBSRP (\$ in millions)	
Fund Source	Amount
Seismic Bond Act of 1996	\$650
Surplus from Phase II (Seismic Bond Act of 1996)	\$140
Vincent Thomas TBRA	\$15
San Diego - Coronado TBRF	\$33
Seismic Surcharge (Bond principal amount)	\$2,282
State Highway Account	\$1,437
- State: \$795	
- Federal (HBRR): \$642	
Public Transportation Account	\$80
ITIP/SHOPP/Federal Contingency	\$448
Total	\$5,085
Funding Provided in AB 144 for TBSRP (\$ in millions)	
Toll Revenue	\$2,150
BATA Consolidation	\$820
State Highway Account	\$430
- State \$130	
- Federal (HBRR): \$300	
Redirect of PTA Spillover	\$125
Motor Vehicle Account	\$75
Total	\$3,600
TBSRP Total	\$8,685

The Commission adopted a plan in December 2005, scheduling contributions to the Toll Bridge Seismic Retrofit Program. The Table below shows the current schedule of remaining contributions over the FE period as adopted in the Commission's plan.

Source	Description	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	Total
AB 1171	HBRR Contribution (SHA)	\$100	\$42	\$0	\$0	\$0	\$0	\$142
	Contingency (SHA)	\$0	\$1	\$99	\$100	\$100	\$148	\$448
AB 144	Efficiency Savings	\$0	\$0	\$0	\$53	\$50	\$17	\$120
	Total	\$100	\$43	\$99	\$153	\$150	\$165	\$710

APPENDIX F – 2008 STIP FUND ESTIMATE ASSUMPTIONS BY FUND

The Commission adopted the assumptions used in the development of the 2008 STIP FE on September 20, 2007. The adopted assumptions are listed below.

State Highway Account (SHA):

Beginning Cash Balance

SHA 1. The actual adjusted cash balance as of June 30, 2007 will be the beginning balance of the 2008 FE.

Operating Cash Balance

SHA 2. Based on an updated analysis of monthly SHA receipts less expenditures, a minimum operating cash level of \$370 million would sufficiently cover 95 percent of the increased monthly volatility in the SHA.

SHA Revenues

SHA 3. Fuel excise tax revenues are estimated to grow at an average annual rate of 1.8 percent for the five-year FE period, resulting in revenues of \$11.7 billion.

SHA 4. Weight Fee revenues in the 2008 STIP FE are estimated to increase at approximately 3.0 percent annually over the FE period, resulting in revenues of \$5.6 billion.

SHA 5. Surplus Money Investment Fund (SMIF) income in the 2008 STIP FE will be calculated based on the most current published SMIF rate from the State Controller's Office and the projected year-end cash balances of the SHA for each of the FE years. As of September 30, 2007, the SMIF rate was 5.236 percent.

Transfers

SHA 6. Revenues from Other Regulatory Licenses and Permits are based on historical revenues and projected to increase at an average annual rate of 3.2 percent over the FE period, resulting in revenues of \$58 million.

SHA 7. The Streets & Highway Code (S&HC) Section 194 transfer from the SHA to the Public Transportation Account (PTA) will be based on the enacted budget and escalated by the Department of Finance (DOF) implicit price deflator rate of 2.4 percent per year over the FE period, resulting in revenues of \$125 million.

SHA 8. Transfers from the SHA to the Toll Bridge Seismic Retrofit Program (TBSRP) totaling \$610 million are scheduled during the FE period based on the Commission's December 2005 adopted plan of contributions.

SHA 9. Assume S&HC Section 183.1 transfers from the SHA to the PTA occur throughout the FE period. (Existing Law)

SHA 10. The 2008 FE will assume the SHA does not receive transfers from the Motor Vehicle Account (MVA) in the FE period pursuant to Vehicle Code Section 42273.

SHA 11. Refer to Transportation Investment Fund (TIF) 6 for discussion and assumption regarding TIF transfers for STIP Capital Outlay Support (COS).

Loan Repayments

SHA 12. Assume that Pre-Proposition 42 loans will be repaid from annual Tribal Gaming Compact revenues of \$100 million, with payments made in accordance with Government Code Section 63048.65(e), which would result in \$132 million to the SHA for SHOPP and \$78 million to the PTA for STIP.

Federal Revenues

SHA 13. Escalate the actual amount 2006-07 OA received at a rate of 1.8 percent, consistent with the projected growth rate for fuel excise tax revenues (See Item SHA 3) over 2007-08 and the FE period. This would result in \$15.8 billion in OA over the five-year FE period.

SHA 14. The 2008 FE assumes an August Redistribution of \$72 million per year based on the average amount received over the last four years, excluding the authorized record high amount of \$204.5 million received in 2006.

SHA 15. The 2008 FE will assume federal programs currently authorized will continue into the next Federal Highway Act.

SHA 16. The state and local percentage split for allocation of federal funds, excluding August Redistributions, is estimated at 61/39, based on formula distributions under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Advanced Project Development Element (APDE)

SHA 17. The 2008 STIP FE will not include the Advanced Project Development Element.

State Operations

SHA 18. State Operations, excluding Capital Outlay Support (COS), will be based on the 2007-08 Budget Act and escalated annually using the DOF implicit price deflator rate of 2.4 percent over the FE period, per Budget Letter 07-17.

SHA 19. Professional Engineers in California Government (PECG) negotiated a raise for each year from 2005-06 through 2008-09. The pay raise was estimated to total approximately \$44 million in 2005-06 and increase by an additional \$44 million each year through 2008-09. The 2008 FE accounts for the PECG pay raise built into the 2007-08 and 2008-09 years.

SHA 20. Based on a recent review of Department expenditures, the 2008 STIP FE will include a \$40 million reservation in each year of the FE for mandates and budget increases associated with traffic congestion, safety, and information technology upgrades (excluding COS, Highway Maintenance, and Traffic Operations).

SHA 21. Highway Maintenance and Traffic Operations expenditures for Transportation Management Systems (TMS) will include an inventory adjustment of \$32 million or 2.7 percent in 2008-09 for the costs associated with operating and maintaining the TMS inventory levels over the FE period. (Note: TMS includes, but is not limited to, advanced operational hardware, software, communications systems and infrastructure, for integrated Advanced TMS and Information Systems, and for Electronic Toll Collection Systems.)

Local Assistance

SHA 22. Local Assistance federal funding will be used in the year received, and, therefore, will not be cash flowed in the 2008 STIP FE.

SHA 23. Local Assistance will receive a payback of \$50 million in 2007-08 and 2008-09 for reimbursement of the state's use of unused local OA from prior years.

SHA 24. State expenditures assume allocation for Railroad Crossing Protection Maintenance Program at \$2 million annually for the FE period, consistent with Commission Resolution G06-15.

SHA 25. The 2008 STIP FE will include a \$10 million transfer per year to the Environmental Enhancement and Mitigation (EEM) Fund, as intended under S&HC Section 164.56.

Prior STIP Commitments

SHA 26. STIP capital outlay expenditures reflect a continuation of all projects allocated in 2006-07 and prior, all programmed 2007-08 STIP projects, all federal TE funding, and Grant Anticipation Revenue Vehicle (GARVEE) debt service.

SHA 27. COS expenditures will be based on programmed STIP projects allocated during 2006-07 and prior, all programmed 2007-08 STIP projects, and pre-construction engineering and Right-of-Way support for projects currently programmed for support to begin in 2007-08.

GARVEE

SHA 28. Assume no additional capacity from GARVEE bonding during the FE; however, the Commission may issue GARVEE bonds during the FE period if it so chooses.

SHOPP

SHA 29. SHOPP prior commitments for capital outlay expenditures will include all projects allocated in 2006-07 and prior, and all programmed 2007-08 SHOPP projects.

SHA 30. SHOPP COS commitments will be based on programmed projects allocated during 2006-07 and prior, all programmed 2007-08 SHOPP projects, and pre-construction engineering and Right-of-Way support for projects currently programmed for support to begin in 2007-08.

SHA 31. Total program capacity of the 2008 FE SHOPP will be based on the SHA resources remaining after existing commitments.

Public Transportation Account:

Beginning Cash Balance

PTA 1. The beginning PTA cash balance for the 2008 FE will be based on the year-end balance as of June 30, 2007.

Operating Cash Balance

PTA 2. Use a minimum operating cash level of \$120 million based on historical data and projected expenditures from the 2006 STIP FE Augmentation capacity.

Revenues

PTA 3. Proposition 111 gasoline sales tax revenues were updated to reflect the May Revision to the 2007-08 Governor's Budget. Revenues are based on DOF estimates through 2011-12 and are expected to increase throughout the FE period at an average annual growth rate of 1.9 percent. This results in total revenues of approximately \$363 million over the FE period.

PTA 4. Diesel fuel sales tax revenues were updated to reflect the May Revision to the 2007-08 Governor's Budget. Revenues are based on DOF estimates through 2011-12, and are expected to increase throughout the FE period at an average annual growth rate of 4.3 percent. This results in total revenues of approximately \$2.06 billion over the FE period.

PTA 5. The 2007-08 Budget Act reduces spillover revenue to the PTA. Per this bill, PTA will receive \$105 million in 2007-08, and in 2008-09 and thereafter, PTA will receive only 33.3% of spillover revenues after distribution to the Mass Transportation Fund.

Transfers and Loan Repayments

PTA 6. Refer to SHA 7 for discussion and assumption regarding S&HC Section 194 transfers.

PTA 7. Refer to SHA 9 for discussion and assumption regarding S&HC Section 183.1 transfers.

PTA 8. Transfer from the Aeronautics Account, per PUC Section 21682.5, is \$30,000 per fiscal year.

PTA 9. Refer to SHA 12 for discussion and assumption regarding Pre-Proposition 42 Loan Repayment to the PTA.

PTA 10. Senate Bill (SB) 717 (Chapter 733, statutes of 2007) requires that in 2008-09 and thereafter, PTA must transfer 75 percent of PTA Proposition 42 funding to the State Transit Account (STA). Refer to TIF 3 for further discussion regarding TIF transfers to the PTA.

PTA Expenditures

PTA 11. Per the 2007-08 Budget Act, STA will receive \$100 million in 2007-08. In 2008-09 and thereafter, STA will receive 33.33% of spillover income.

PTA 12. Assume the Home-to-School Transportation expenditures are not funded out of the PTA during the FE period. According to Senate Bill 78, Home-to-School Transportation will receive \$99 million from PTA in 2007-08 only.

PTA 13. State Operations will be based on the 2007-08 Budget Act and escalated at the DOF implicit price deflator rate of 2.4 percent over the FE period.

PTA 14. Based on a recent review of Department expenditures, the 2008 FE will include a \$10 million reservation in each year of the FE for mandates and budget increases associated with PTA activities.

PTA 15. Bay Area Ferry operations expenditures will be based on the 2007-08 Budget Act. Future expenditures will be escalated by one percent based on historical expenditures.

PTA 16. Intercity rail is part of State Operations expenditures in the PTA. The expenditures below are based on revised service expansion estimates by the Division of Rail.

- A. Intercity rail and bus operations base expenditures for existing services will be based on the 2007-08 Budget Act, which has been estimated at \$79.7 million for 2007-08, and escalated at 2.4 percent over the FE period.
- B. Expenditures for additional services on existing routes are estimated at \$32 million over the FE period, and extensions to existing routes are estimated at \$37.6 million over the FE period.
- C. The Department's estimated need for heavy equipment maintenance and overhaul over the FE period is \$77 million.

PTA 17. Prior year STIP Commitments reflect a continuation of all projects allocated in 2006-07 and prior, all programmed 2007-08 STIP projects, and PTA-eligible AB 3090s.

PTA 18. Regional Center Transportation program will receive \$129 million from the PTA in 2007-08 and thereafter, resulting in \$645 million from the PTA over the FE period.

Transportation Investment Fund (TIF):

Beginning Cash Balance

TIF 1. The beginning cash balance for the 2008 FE will be based on the year-end balance as of June 30, 2007.

Minimum Operating Cash

TIF 2. Based on a cash analysis of historical and projected monthly receipts less expenditures, a minimum level of operating cash of \$120 million is would be sufficient to cover 95 percent of the monthly volatility in the TIF during the FE period.

Forecasted TIF Revenues

TIF 3. The 2008 STIP FE assumes that Proposition 42 transfers to the TIF will occur throughout the FE period. Transfers through 2011-12 have been updated based on the May Revision to the 2007-08 Governor's Budget and are projected to grow at an average rate of 5 percent over the FE period.

AB 3090 Reimbursement Projects

TIF 4. Any current and future non-PTA programmed AB 3090 reimbursements will be funded from the TIF and assumed to be within the identified resources for programming.

Prior TIF STIP Commitments

TIF 5. STIP capital outlay expenditures reflect a continuation of all projects allocated in 2006-07 and prior, all programmed 2007-08 STIP projects, all state match TE funding, and AB 3090s.

TIF Transfers to SHA for STIP COS

TIF 6. TIF COS transfers to the SHA for STIP COS will be based on 32 percent of annual capital outlay expenditures for TIF funded STIP for 2007-08. Future COS will expend directly from TIF.

APPENDIX G – STATUTES REGARDING THE STIP FUND ESTIMATE

California 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.

§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.

§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.

§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.

§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) Not later than September 1, 2002, the commission shall report to the Governor and the Legislature on the impact of adding the advance project development element described in subdivision (a) with the funding level described in subdivision (c). The report shall evaluate whether the element has proven effective in producing a steady, deliverable stream of projects and

whether addition of the element has resulted in any detrimental effects on the state's transportation system.

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

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.

- (c) Annual expenditure for the rehabilitation of the state highway system shall be the same as the most recent Budget Act, or, if a long-range rehabilitation plan has been enacted pursuant to Section 164.6, it shall be based on planned expenditures in a long-range rehabilitation plan prepared by the department pursuant to Section 164.6.

- (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.

§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, 57inclusive, 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.

APPENDIX H – CTC RESOLUTION



CALIFORNIA TRANSPORTATION COMMISSION Adoption of the 2008 Fund Estimate

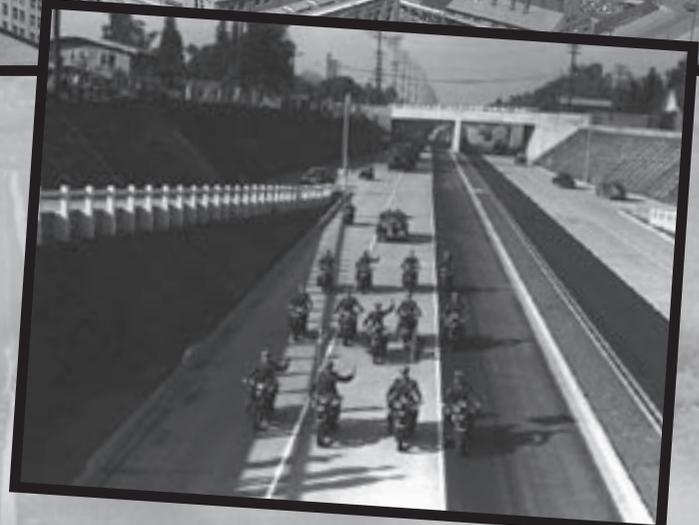
Resolution G-07-06

- 1.1. WHEREAS, Government Code Sections 14524 and 14525 require the Department of Transportation (Department) to present and the California Transportation Commission (Commission) to adopt a biennial State Transportation Improvement Program (STIP) Fund Estimate (FE) to include and estimate all State and federal funds reasonably expected to be available for the biennial STIP, including the amount that may be programmed in each county for regional improvement programs; and
- 1.2. WHEREAS, the Department presented an overview of the process, schedule, and special issues, including uncertainty regarding major revenues that would impact the FE, at the Commission's February 2007 meeting; and
- 1.3. WHEREAS, on June 6, 2007, the Commission postponed the adoption of the 2008 FE and assumptions until enactment of the state Budget; and
- 1.4. WHEREAS, the Department presented and the Commission adopted the 2008 Fund Estimate Assumptions at the Commission's September 20, 2007 meeting; and
- 1.5. WHEREAS, also on September 20, 2007, the Department presented to the Commission the Draft 2008 STIP Fund Estimate, and the Commission scheduled the adoption for October 24, 2007; and
- 1.6. WHEREAS, on October, 24, 2007, the Department presented to the Commission an updated Proposed 2008 STIP Fund Estimate; and
- 1.7. WHEREAS, the Proposed FE identifies new programming capacity of \$121 million from the Public Transportation Account (PTA), \$147 million for federal Transportation Enhancement (TE) project funding, and \$1.058 billion from the Transportation Investment Fund (TIF); and

- 1.8. WHEREAS, the Proposed Fund Estimate includes estimates of county and interregional shares and annual programming targets, adjusted for STIP amendments and allocations through September 2007;
- 2.1. NOW THEREFORE BE IT RESOLVED that the Commission does hereby adopt the 2008 STIP Fund Estimate, as presented by the Department at the Commission's October 24, 2007 meeting, with programming in the 2008 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 2008 STIP Fund Estimate, including estimates of county and interregional shares, to each regional agency and county transportation commission.



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