

**RESOLUTION G-21-51 - TO ADOPT  
THE 2022 STIP FUND ESTIMATE**

**CALIFORNIA TRANSPORTATION COMMISSION**

- 1.1 WHEREAS, Sections 14524 and 14525 of the Government Code require the California Department of Transportation (Department) to present, and the California Transportation Commission (Commission) to adopt, a biennial fund estimate to include and estimate all state and federal funds reasonably expected to be available for the biennial State Transportation Improvement Program (STIP), including the amount that may be programmed in each county for regional improvement programs; and
- 1.2 WHEREAS, on January 27, 2021, the Department presented an overview of the fund estimate process and schedule; and
- 1.3 WHEREAS, on May 12, 2021, the Department presented, and the Commission approved the 2022 Fund Estimate assumptions; and
- 1.4 WHEREAS, on June 23, 2021, the Department presented to the Commission the Draft 2022 Fund Estimate; and
- 1.5 WHEREAS, on July 19, 2021, the Commission held a workshop on the Proposed 2022 Fund Estimate to consider public comment, and indicated that the adoption of the 2022 Fund Estimate would be scheduled for August 18, 2021; and
- 1.6 WHEREAS, on August 18, 2021, the Department presented to the Commission an updated, Proposed 2022 Fund Estimate; and
- 1.7 WHEREAS, the Proposed 2022 Fund Estimate identifies new program capacity of approximately \$808 million in new highway STIP capacity for the five-year period covering 2022-23 through 2026-27; and
- 1.8 WHEREAS, the Proposed 2022 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2021.
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2022 STIP Fund Estimate, as presented by the Department on August 18, 2021, with programming in the 2022 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 2022 Fund Estimate to each regional agency and county transportation commission.

# EXECUTIVE SUMMARY

On August 18, 2021, the California Transportation Commission adopted the 2022 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2022 STIP FE period covers state fiscal years 2022-23 through 2026-27, with 2021-22 included as the base year.

The 2022 STIP FE incorporates both short-term and long-term impacts the COVID-19 pandemic had on the transportation sector. In early 2020, Governor Newsom declared a state of emergency shelter-at-home order to ensure public health and safety. This order, in conjunction with business industries transitioning employees to teleworking, significantly impacted public transportation ridership, gasoline consumption, and vehicle miles traveled on the State Highway System (SHS). In addition, gasoline consumption projections were adjusted to reflect the Governor's Executive Order, which requires all new passenger vehicles to be zero-emission by 2035.

## STIP Capacity

STIP projects add new development to the state's transportation infrastructure. The 2022 STIP FE includes a total estimate of \$2.1 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, including construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. From the \$2.1 billion in total estimated program capacity over the 2022 STIP FE, new STIP capacity currently available for programming is approximately \$808 million over the FE period.

2022 STIP FE STIP Program Capacity (\$ in millions)								
	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
2022 STIP FE Target Capacity	\$711	\$777	\$310	\$310	\$335	\$360	\$2,092	\$2,803
2020 STIP Program	723	753	269	261	0	0	1,284	2,007
New STIP Program Capacity	(\$12)	\$24	\$41	\$49	\$335	\$360	\$808	\$796
Cumulative Difference	(\$12)	\$11	\$52	\$101	\$436	\$796		
Estimated Capital Allocation Capacity	\$580	\$590	\$250	\$250	\$270	\$300		

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

## SHOPP Capacity

SHOPP projects are funded with federal and state resources and consist of major rehabilitation work on the SHS. The 2022 STIP FE forecasts SHOPP capacity of \$21.8 billion over the five-year FE period. Similar to the STIP, SHOPP capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. From the \$21.8 billion in total estimated program capacity over the 2022 STIP FE, new SHOPP capacity currently available for programming is about \$13.4 billion over the FE period.

SHOPP Program Capacity (\$ in millions)								
	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>2022 STIP FE SHOPP Target Capacity</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,400</b>	<b>\$4,500</b>	<b>\$21,800</b>	<b>\$26,100</b>
2020 SHOPP Program	4,440	4,240	4,140	0	0	0	8,380	12,820
<b>New SHOPP Program Capacity</b>	<b>(\$140)</b>	<b>\$60</b>	<b>\$160</b>	<b>\$4,300</b>	<b>\$4,400</b>	<b>\$4,500</b>	<b>\$13,420</b>	<b>\$13,280</b>
<b>Cumulative Difference</b>	<b>(\$140)</b>	<b>(\$80)</b>	<b>\$80</b>	<b>\$4,380</b>	<b>\$8,780</b>	<b>\$13,280</b>		
<b>Estimated Capital Allocation Capacity</b>	<b>\$3,475</b>	<b>\$3,450</b>	<b>\$3,450</b>	<b>\$3,450</b>	<b>\$3,525</b>	<b>\$3,600</b>		

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

## ESTIMATED CAPACITY BY PROGRAM

### Fund Estimate Five-Year Period

<b>2022 STIP FE SHOPP Program Capacity (\$ in millions)</b>								
	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>2022 STIP FE SHOPP Target Capacity</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,400</b>	<b>\$4,500</b>	<b>\$21,800</b>	<b>\$26,100</b>
2020 SHOPP Program	4,440	4,240	4,140	0	0	0	8,380	12,820
<b>New SHOPP Program Capacity</b>	<b>(\$140)</b>	<b>\$60</b>	<b>\$160</b>	<b>\$4,300</b>	<b>\$4,400</b>	<b>\$4,500</b>	<b>\$13,420</b>	<b>\$13,280</b>
<b>Cumulative Difference</b>	<b>(\$140)</b>	<b>(\$80)</b>	<b>\$80</b>	<b>\$4,380</b>	<b>\$8,780</b>	<b>\$13,280</b>		
<b>Estimated Capital Allocation Capacity</b>	<b>\$3,475</b>	<b>\$3,450</b>	<b>\$3,450</b>	<b>\$3,450</b>	<b>\$3,525</b>	<b>\$3,600</b>		

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

<b>2022 STIP FE STIP Program Capacity (\$ in millions)</b>								
	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>2022 STIP FE Target Capacity</b>	<b>\$711</b>	<b>\$777</b>	<b>\$310</b>	<b>\$310</b>	<b>\$335</b>	<b>\$360</b>	<b>\$2,092</b>	<b>\$2,803</b>
2020 STIP Program	723	753	269	261	0	0	1,284	2,007
<b>New STIP Program Capacity</b>	<b>(\$12)</b>	<b>\$24</b>	<b>\$41</b>	<b>\$49</b>	<b>\$335</b>	<b>\$360</b>	<b>\$808</b>	<b>\$796</b>
<b>Cumulative Difference</b>	<b>(\$12)</b>	<b>\$11</b>	<b>\$52</b>	<b>\$101</b>	<b>\$436</b>	<b>\$796</b>		
<b>Estimated Capital Allocation Capacity</b>	<b>\$580</b>	<b>\$590</b>	<b>\$250</b>	<b>\$250</b>	<b>\$270</b>	<b>\$300</b>		

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

<b>2022 STIP FE RMRA Capacity - Included in Overall SHOPP Program Capacity (\$ in millions)</b>								
	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>2022 STIP FE RMRA Target Capacity</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$8,000</b>	<b>\$9,600</b>
2020 RMRA SHOPP Program	1,600	1,600	1,600	0	0	0	3,200	4,800
<b>New RMRA SHOPP Capacity</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$4,800</b>	<b>\$4,800</b>
<b>Cumulative Difference</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$3,200</b>	<b>\$4,800</b>		
<b>Estimated Capital Allocation Capacity</b>	<b>\$1,100</b>	<b>\$1,100</b>	<b>\$1,100</b>	<b>\$1,100</b>	<b>\$1,100</b>	<b>\$1,100</b>		

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

<b>2022 STIP FE PTA Capacity - Included in Overall STIP Program Capacity (\$ in millions)</b>								
	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>2022 STIP FE PTA Target Capacity</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>
2020 PTA STIP Program	117	324	61	66	0	0	451	568
<b>New PTA STIP Capacity</b>	<b>(\$107)</b>	<b>(\$324)</b>	<b>(\$61)</b>	<b>(\$66)</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$451)</b>	<b>(\$558)</b>

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# PROPOSED

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

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$2,007							\$2,007
Fuel Excise Taxes (Base)	\$1,935	\$2,004	\$2,046	\$2,081	\$2,121	\$2,179	\$10,432	\$12,367
Fuel Excise Taxes (Incremental)	1,924	1,998	2,042	2,090	2,141	2,184	10,455	12,380
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	455	460	458	459	458	458	2,292	2,748
Transportation Loans	0	0	0	0	0	0	0	0
Net Transfers - Others	(185)	(190)	(188)	(189)	(188)	(188)	(942)	(1,127)
Expenditures - Other Departmental	(613)	(632)	(633)	(628)	(634)	(634)	(3,161)	(3,774)
<b>Total State Resources</b>	<b>\$5,523</b>	<b>\$3,640</b>	<b>\$3,726</b>	<b>\$3,813</b>	<b>\$3,898</b>	<b>\$3,999</b>	<b>\$19,077</b>	<b>\$24,600</b>
Obligation Authority (OA)	\$3,736	\$3,836	\$3,939	\$4,045	\$4,154	\$4,266	\$20,240	\$23,976
August Redistribution	261	261	261	261	261	261	1,307	1,568
Other Federal Resources	(310)	(310)	(310)	(310)	(310)	(310)	(1,552)	(1,862)
<b>Total Federal Resources</b>	<b>\$3,687</b>	<b>\$3,787</b>	<b>\$3,890</b>	<b>\$3,996</b>	<b>\$4,105</b>	<b>\$4,217</b>	<b>\$19,995</b>	<b>\$23,682</b>
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$9,210</b>	<b>\$7,427</b>	<b>\$7,616</b>	<b>\$7,809</b>	<b>\$8,003</b>	<b>\$8,216</b>	<b>\$39,072</b>	<b>\$48,282</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$1,031)</b>	<b>(\$1,069)</b>	<b>(\$1,108)</b>	<b>(\$1,147)</b>	<b>(\$1,187)</b>	<b>(\$1,229)</b>	<b>(\$5,740)</b>	<b>(\$6,771)</b>
<b>MAINTENANCE</b>	<b>(\$1,499)</b>	<b>(\$1,540)</b>	<b>(\$1,581)</b>	<b>(\$1,624)</b>	<b>(\$1,668)</b>	<b>(\$1,713)</b>	<b>(\$8,126)</b>	<b>(\$9,625)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$170)	(\$166)	(\$162)	(\$160)	(\$155)	(\$151)	(\$794)	(\$965)
State & Federal LA	(1,697)	(1,656)	(1,631)	(1,674)	(1,719)	(1,761)	(8,442)	(10,139)
<b>TOTAL LA</b>	<b>(\$1,868)</b>	<b>(\$1,822)</b>	<b>(\$1,792)</b>	<b>(\$1,835)</b>	<b>(\$1,874)</b>	<b>(\$1,912)</b>	<b>(\$9,236)</b>	<b>(\$11,104)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$887)	(\$731)	(\$558)	(\$453)	(\$291)	(\$154)	(\$2,187)	(\$3,074)
SHOPP Minor	(105)	(108)	(111)	(114)	(118)	(121)	(572)	(676)
Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
<b>TOTAL SHOPP COS</b>	<b>(\$1,049)</b>	<b>(\$896)</b>	<b>(\$726)</b>	<b>(\$625)</b>	<b>(\$466)</b>	<b>(\$332)</b>	<b>(\$3,046)</b>	<b>(\$4,095)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$2,391)	(\$388)	(\$240)	(\$90)	(\$23)	\$0	(\$741)	(\$3,132)
Minor capital	(81)	(99)	(137)	(135)	(132)	(129)	(632)	(714)
R/W Project Delivery	(152)	(132)	(132)	(35)	(17)	(5)	(321)	(473)
Unprogrammed R/W	(19)	(22)	(12)	(7)	(2)	0	(43)	(62)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(\$2,643)</b>	<b>(\$641)</b>	<b>(\$521)</b>	<b>(\$267)</b>	<b>(\$174)</b>	<b>(\$134)</b>	<b>(\$1,737)</b>	<b>(\$4,381)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$8,091)</b>	<b>(\$5,968)</b>	<b>(\$5,729)</b>	<b>(\$5,498)</b>	<b>(\$5,370)</b>	<b>(\$5,320)</b>	<b>(\$27,885)</b>	<b>(\$35,976)</b>
<b>STIP LA</b>								
STIP Off-System	(\$61)	(\$41)	(\$18)	(\$9)	(\$6)	(\$3)	(\$77)	(\$138)
Oversight (Partnership)	(17)	(17)	(17)	(16)	(16)	(15)	(81)	(99)
<b>TOTAL STIP LA</b>	<b>(\$79)</b>	<b>(\$58)</b>	<b>(\$35)</b>	<b>(\$26)</b>	<b>(\$22)</b>	<b>(\$19)</b>	<b>(\$158)</b>	<b>(\$237)</b>
<b>STIP COS</b>	<b>(\$113)</b>	<b>(\$101)</b>	<b>(\$103)</b>	<b>(\$99)</b>	<b>(\$88)</b>	<b>(\$81)</b>	<b>(\$472)</b>	<b>(\$585)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$449)	(\$299)	(\$233)	(\$147)	(\$40)	\$0	(\$719)	(\$1,168)
R/W Project Delivery	(30)	(23)	(57)	(13)	(6)	(35)	(134)	(164)
Unprogrammed R/W	(10)	(9)	(7)	0	0	0	(16)	(26)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$489)</b>	<b>(\$331)</b>	<b>(\$297)</b>	<b>(\$160)</b>	<b>(\$46)</b>	<b>(\$35)</b>	<b>(\$869)</b>	<b>(\$1,358)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$681)</b>	<b>(\$490)</b>	<b>(\$435)</b>	<b>(\$285)</b>	<b>(\$156)</b>	<b>(\$135)</b>	<b>(\$1,500)</b>	<b>(\$2,180)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$438</b>	<b>\$969</b>	<b>\$1,452</b>	<b>\$2,027</b>	<b>\$2,477</b>	<b>\$2,761</b>	<b>\$9,687</b>	<b>\$10,125</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,800</b>	<b>\$2,900</b>	<b>\$13,800</b>	<b>\$16,500</b>
<b>STIP TARGET CAPACITY</b>	<b>\$695</b>	<b>\$725</b>	<b>\$310</b>	<b>\$310</b>	<b>\$335</b>	<b>\$360</b>	<b>\$2,040</b>	<b>\$2,735</b>

Notes:

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

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

# PROPOSED

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

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,719							\$1,719
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,280	1,339	1,392	1,442	1,500	1,554	7,226	8,506
SMIF Interest	45	45	45	45	45	45	225	270
<b>TOTAL RESOURCES</b>	<b>\$3,443</b>	<b>\$1,784</b>	<b>\$1,837</b>	<b>\$1,887</b>	<b>\$1,945</b>	<b>\$1,999</b>	<b>\$9,451</b>	<b>\$12,894</b>
<b>COMMITMENTS</b>								
Program Development	(\$10)	(\$10)	(\$10)	(\$10)	(\$11)	(\$11)	(\$52)	(\$61)
Statewide Planning	(14)	(15)	(15)	(16)	(16)	(16)	(78)	(92)
Maintenance	(291)	(299)	(307)	(315)	(323)	(332)	(1,576)	(1,866)
Capital Outlay Support	(425)	(65)	(55)	(48)	(41)	(37)	(245)	(670)
Capital Outlay	(1,203)	(1,079)	(716)	(348)	(131)	(66)	(2,339)	(3,542)
<b>TOTAL COMMITMENTS</b>	<b>(\$1,942)</b>	<b>(\$1,467)</b>	<b>(\$1,103)</b>	<b>(\$736)</b>	<b>(\$523)</b>	<b>(\$462)</b>	<b>(\$4,290)</b>	<b>(\$6,232)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$1,501</b>	<b>\$317</b>	<b>\$734</b>	<b>\$1,150</b>	<b>\$1,422</b>	<b>\$1,537</b>	<b>\$5,161</b>	<b>\$6,662</b>
<b>RMRA TARGET CAPACITY</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$8,000</b>	<b>\$9,600</b>

Note:

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# PROPOSED

## 2022 STIP FUND ESTIMATE PUBLIC TRANSPORTATION ACCOUNT (\$ in thousands)

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,600,159							\$1,600,159
Adjustment for STA Transfer Timing	(159,661)							(159,661)
TIRCP Set-Aside	(998,573)							(998,573)
Sales Tax on Diesel	\$928,219	\$909,973	\$883,253	\$915,827	\$935,472	\$955,117	\$4,599,642	\$5,527,861
SMIF Interest Earned	13,510	10,965	8,218	8,214	6,106	8,521	42,024	55,534
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Transportation Improvement Fee	391,629	403,378	415,479	427,943	440,782	453,620	2,141,201	2,532,830
<b>TOTAL RESOURCES</b>	<b>\$1,800,358</b>	<b>\$1,349,391</b>	<b>\$1,332,026</b>	<b>\$1,377,060</b>	<b>\$1,407,436</b>	<b>\$1,442,335</b>	<b>\$6,908,247</b>	<b>\$8,708,606</b>
State Transit Assistance (STA)	(\$674,064)	(\$660,814)	(\$641,410)	(\$665,065)	(\$679,331)	(\$693,597)	(\$3,340,217)	(\$4,014,280)
State Rail Assistance (SRA) Set-Aside	(44,201)	(43,332)	(42,060)	(43,611)	(44,546)	(45,482)	(219,031)	(263,231)
<b>SUBTOTAL AVAILABLE RESOURCES</b>	<b>\$1,082,094</b>	<b>\$645,245</b>	<b>\$648,556</b>	<b>\$668,384</b>	<b>\$683,558</b>	<b>\$703,256</b>	<b>\$3,349,000</b>	<b>\$4,431,094</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>								
Rail and Mass Transportation Support	(\$33,833)	(\$34,746)	(\$35,685)	(\$36,648)	(\$37,637)	(\$38,654)	(\$183,370)	(\$217,203)
Planning Staff and Support	(25,167)	(25,847)	(26,544)	(27,261)	(27,997)	(28,753)	(136,402)	(161,569)
California Transportation Commission	(3,940)	(4,042)	(3,564)	(3,660)	(3,759)	(3,860)	(18,884)	(22,824)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(8,431)	(8,659)	(8,892)	(9,133)	(9,379)	(9,632)	(45,695)	(54,126)
State Controller's Office	(19)	(20)	(20)	(21)	(21)	(22)	(103)	(122)
Secretary for Transportation Agency	(1,257)	(684)	(702)	(721)	(741)	(761)	(3,610)	(4,867)
Supplemental Pension Payments	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(1,963)	(9,815)	(11,778)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$75,590)</b>	<b>(\$76,940)</b>	<b>(\$78,350)</b>	<b>(\$80,386)</b>	<b>(\$82,477)</b>	<b>(\$84,625)</b>	<b>(\$402,779)</b>	<b>(\$478,369)</b>
<b>INTERCITY RAIL</b>								
Intercity Rail and Bus Operations	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$130,800)	(\$654,000)	(\$784,800)
Heavy Equipment Maintenance and Acquisition	(12,828)	(12,828)	(12,828)	(12,828)	(12,828)	(12,828)	(64,141)	(76,969)
Fleet Modernization	(20,889)	(20,889)	(20,889)	(20,889)	(20,889)	(20,889)	(104,447)	(125,336)
<b>TOTAL INTERCITY RAIL</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$143,628)</b>	<b>(\$718,141)</b>	<b>(\$861,769)</b>
<b>LOCAL ASSISTANCE</b>								
Transportation Improvement Fee to TIRCP	(\$274,140)	(\$282,364)	(\$290,835)	(\$299,560)	(\$308,547)	(\$317,534)	(\$1,498,841)	(\$1,772,981)
Transportation Improvement Fee to STA	(117,489)	(121,013)	(124,644)	(128,383)	(132,234)	(136,086)	(642,360)	(759,849)
Climate Change Adaptation Planning	(1,118)	(1,118)	(1,118)	(1,118)	(1,118)	(1,118)	(5,590)	(6,708)
Loan Repayment to TIRCP	0	0	0	0	0	0	0	0
Bay Area Ferry Operations/Waterborne	(3,409)	(3,443)	(3,477)	(3,477)	(3,477)	(3,477)	(17,351)	(20,760)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$396,156)</b>	<b>(\$407,938)</b>	<b>(\$420,074)</b>	<b>(\$432,538)</b>	<b>(\$445,376)</b>	<b>(\$458,215)</b>	<b>(\$2,164,142)</b>	<b>(\$2,560,297)</b>
<b>CAPITAL PROJECTS</b>								
STIP - Mass Transportation*	(\$13,511)	(\$78,358)	(\$53,251)	(\$44,906)	(\$7,149)	(\$931)	(\$184,595)	(\$198,106)
STIP - Rail*	(28,300)	(107,084)	(62,522)	(52,276)	(45,304)	(25,662)	(292,848)	(321,148)
<b>TOTAL CAPITAL PROJECTS</b>	<b>(\$41,811)</b>	<b>(\$185,442)</b>	<b>(\$115,773)</b>	<b>(\$97,182)</b>	<b>(\$52,453)</b>	<b>(\$26,593)</b>	<b>(\$477,443)</b>	<b>(\$519,254)</b>
<b>CASH AVAILABLE FOR PROGRAMMING</b>	<b>\$424,909</b>	<b>(\$168,704)</b>	<b>(\$109,268)</b>	<b>(\$85,350)</b>	<b>(\$40,376)</b>	<b>(\$9,805)</b>	<b>(\$413,504)</b>	<b>\$11,405</b>
<b>PTA STIP TARGET CAPACITY</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>

**Notes:**

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

# PROPOSED

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

	2021-22	2022-23	2023-24	2024-25	2025-26	4-Year Total	5-Year Total
<b>RESOURCES</b>							
Beginning Balance	\$10,304						\$10,304
Adjustment for Prior Commitments <sup>1</sup>	(8,419)						(\$8,419)
<b>ADJUSTED BEGINNING BALANCE</b>	<b>\$1,886</b>						<b>\$1,886</b>
Aviation Gas Excise Tax <sup>2</sup>	\$2,848	\$2,942	\$2,915	\$2,843	\$2,754	\$11,454	\$14,302
Jet Fuel Excise Tax <sup>2</sup>	3,161	3,127	3,093	3,093	3,093	12,406	15,567
Interest (SMIF)	76	96	116	124	120	456	532
Federal Trust Funds	457	469	482	495	508	1,955	2,412
Sale of Documents	0	0	0	0	0	0	0
Transfer to Public Transportation Account	(30)	(30)	(30)	(30)	(30)	(120)	(150)
Transfers from Local Airport Loan Account <sup>3</sup>	2,500	2,500	2,500	0	0	5,000	7,500
<b>TOTAL RESOURCES</b>	<b>\$10,898</b>	<b>\$9,105</b>	<b>\$9,076</b>	<b>\$6,525</b>	<b>\$6,446</b>	<b>\$31,151</b>	<b>\$42,049</b>
<b>STATE OPERATIONS</b>							
State Operations	(\$4,818)	(\$4,948)	(\$5,082)	(\$5,219)	(\$5,360)	(\$20,609)	(\$25,427)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)	(5)
Financial Information System for California (8880)	0	0	0	0	0	0	0
<b>TOTAL STATE OPERATIONS</b>	<b>(\$4,819)</b>	<b>(\$4,949)</b>	<b>(\$5,083)</b>	<b>(\$5,220)</b>	<b>(\$5,361)</b>	<b>(\$20,613)</b>	<b>(\$25,432)</b>
<b>LOCAL ASSISTANCE</b>							
Grants to Local Agencies (Annual Credit Program)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$1,490)	(\$5,960)	(\$7,450)
Airport Improvement Program (AIP) Match	0	0	0	0	0	0	0
Acquisition & Development (A&D)	0	0	0	0	0	0	0
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$1,490)</b>	<b>(\$5,960)</b>	<b>(\$7,450)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$4,589</b>	<b>\$2,666</b>	<b>\$2,503</b>	<b>(\$185)</b>	<b>(\$405)</b>	<b>\$4,578</b>	<b>\$9,167</b>
<b>TARGET CAPACITY</b>	<b>\$3,500</b>	<b>\$3,000</b>	<b>\$2,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500</b>	<b>\$9,000</b>

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

<sup>1</sup> Includes outstanding Plans of Financial Adjustment and encumbrances.

<sup>2</sup> Excise tax revenues are based on Department of Finance projections from 2021-22 through 2025-26 per Aeronautics Account Assumption #2.

<sup>3</sup> Fiscal year transfers from Local Airport Loan Account were approved by the Commission in May 2021.  
Subject to concurrence with the Department of Finance. See Aeronautics Account Assumption #6.



## County and Interregional Share Estimates

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

The 2022 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that transit projects currently programmed or proposed for programming in the STIP must be eligible for State Highway Account (SHA) funds or federal funds.

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

### Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2022 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and SHA capacity. The table is based on Commission actions through June 30, 2021.

### Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2021 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2026-27. The calculation of this target is shown in Table 3.
- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 4.

### Table 3. Calculation of New Programming Targets and Shares - Total Target

This table displays factors in the calculation of the Total Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2021 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2022 STIP Target Through 2026-27: This section calculates the total target. The total target is the formula distribution of new capacity available through 2026-27 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2022 STIP share through 2026-27. It is the formula distribution of program capacity available through 2026-27. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.

- Add Back 2019-20 & 2020-21 Lapses: This identifies the amount for projects lapsed in 2019-20 and 2020-21. These amounts are credited back in the 2022 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2024-25.
- Net Share (Total Target): This is the 2022 STIP target through 2026-27. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2026-27) is insufficient to cover prior advances.

**Table 4. Calculation of New Programming Targets and Shares – Maximum**

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2021 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2022 STIP Share Through 2027-28: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2027-28 adjusted for carryover balances and lapses.
  - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2027-28. It is the formula distribution of estimated program capacity available through the county share period ending in 2027-28. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2019-20 & 2020-21 Lapses: This identifies the amount for projects lapsed in 2019-20 and 2020-21. These amounts are credited back in the 2022 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2024-25.
  - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.

- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2027-28) is insufficient to cover prior advances.

**Table 5. Planning, Programming, and Monitoring (PPM) Limitations**

State law provides that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 2024-25 through 2026-27 share period based upon the 2020 and 2022 Fund Estimates. These are the amounts against which the 5% is applied.
- 5% PPM Limitation: These are the PPM limitations for the 2024-25 through 2026-27 share period.

## 2022 STIP FUND ESTIMATE

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

	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2022 FE PTA Target Capacity	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10
<b>Total 2022 STIP FE PTA Capacity</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>
<b>2020 STIP Program <sup>1</sup></b>	<b>\$121</b>	<b>\$261</b>	<b>\$61</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$372</b>	<b>\$493</b>
Extensions	\$12	\$63	\$0	\$0	\$0	\$0	\$63	\$74
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net PTA STIP Program</b>	<b>\$133</b>	<b>\$324</b>	<b>\$61</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$435</b>	<b>\$567</b>
<b>PTA Capacity for County Shares</b>	<b>(\$123)</b>	<b>(\$324)</b>	<b>(\$61)</b>	<b>(\$50)</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$435)</b>	<b>(\$557)</b>
<b>Cumulative</b>	<b>(\$123)</b>	<b>(\$447)</b>	<b>(\$507)</b>	<b>(\$557)</b>	<b>(\$557)</b>	<b>(\$557)</b>		
<b>State Highway Account (SHA)</b>								
2022 FE SHA Target Capacity	\$695	\$725	\$310	\$310	\$335	\$360	\$2,040	\$2,735
2022 FE TFA Available Capacity <sup>2</sup>	\$6	\$52	\$0	\$0	\$0	\$0	\$52	\$58
<b>Total 2022 STIP FE SHA Capacity</b>	<b>\$701</b>	<b>\$777</b>	<b>\$310</b>	<b>\$310</b>	<b>\$335</b>	<b>\$360</b>	<b>\$2,092</b>	<b>\$2,793</b>
<b>2020 STIP Program <sup>1</sup></b>	<b>\$507</b>	<b>\$434</b>	<b>\$208</b>	<b>\$212</b>	<b>\$0</b>	<b>\$0</b>	<b>\$854</b>	<b>\$1,361</b>
Extensions	\$257	\$37	\$0	\$0	\$0	\$0	\$37	\$293
Advances	(\$174)	(\$41)	\$0	\$0	\$0	\$0	(\$41)	(\$215)
<b>Net SHA STIP Program</b>	<b>\$590</b>	<b>\$429</b>	<b>\$208</b>	<b>\$212</b>	<b>\$0</b>	<b>\$0</b>	<b>\$849</b>	<b>\$1,439</b>
<b>SHA Capacity for County Shares</b>	<b>\$111</b>	<b>\$348</b>	<b>\$102</b>	<b>\$98</b>	<b>\$335</b>	<b>\$360</b>	<b>\$1,243</b>	<b>\$1,354</b>
<b>Cumulative</b>	<b>\$111</b>	<b>\$459</b>	<b>\$560</b>	<b>\$659</b>	<b>\$994</b>	<b>\$1,354</b>		
<b>Total Capacity</b>	<b>(\$12)</b>	<b>\$24</b>	<b>\$41</b>	<b>\$49</b>	<b>\$335</b>	<b>\$360</b>	<b>\$808</b>	<b>\$796</b>

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2020 STIP as of June 30, 2021 (2021 Orange Book)

<sup>2</sup> TFA capacity represents unallocated, closeout savings available for STIP projects.

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

County	2022 STIP Programming	
	Total Target	Maximum
	Share through 2026-27	Estimated Share through 2027-28
Alameda	22,035	31,823
Alpine	0	279
Amador	6,492	7,156
Butte	10,887	12,842
Calaveras	2,297	3,091
Colusa	4,466	4,992
Contra Costa	61,008	67,724
Del Norte	0	0
El Dorado LTC	5,318	6,678
Fresno	22,420	29,825
Glenn	2,306	2,856
Humboldt	4,925	6,898
Imperial	9,280	12,780
Inyo	0	0
Kern	13,879	23,852
Kings	0	0
Lake	2,015	2,874
Lassen	3,286	4,543
Los Angeles	0	57,061
Madera	0	0
Marin	0	0
Mariposa	5,657	6,172
Mendocino	5,290	7,152
Merced	5,968	8,398
Modoc	859	1,531
Mono	5,124	7,155
Monterey	8,973	12,471
Napa	0	0
Nevada	3,183	4,223
Orange	24,595	42,895
Placer TPA	0	0
Plumas	1,719	2,467
Riverside	35,968	51,945
Sacramento	17,167	26,459
San Benito	0	0
San Bernardino	38,942	57,525
San Diego	57,307	78,316
San Francisco	12,750	17,726
San Joaquin	3,709	8,756
San Luis Obispo	8,341	12,046
San Mateo	15,327	20,398
Santa Barbara	7,154	11,318
Santa Clara	32,094	43,716
Santa Cruz	4,522	6,530
Shasta	4,822	6,965
Sierra	5,019	5,375
Siskiyou	2,727	4,205
Solano	0	0
Sonoma	8,654	12,396
Stanislaus	8,394	12,122
Sutter	11,080	11,938
Tahoe RPA	0	0
Tehama	3,215	4,310
Trinity	2,491	3,268
Tulare	1,975	6,587
Tuolumne	1,819	2,676
Ventura	81,671	87,837
Yolo	8,592	10,390
Yuba	12,401	13,060
Statewide Regional	618,123	883,602
Interregional	178,189	272,710
<b>TOTAL</b>	<b>796,312</b>	<b>1,156,312</b>
	<b>New Capacity</b>	
<b>Statewide SHA Capacity</b>	<b>1,353,697</b>	
<b>Statewide PTA Capacity</b>	<b>(557,385)</b>	
<b>Total STIP Capacity</b>	<b>796,312</b>	

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

County	Net Carryover		2022 STIP Share through 2026-27			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2019-20 & 2020-21	Net Share (Total Target)	Net Advance
Alameda	0	0	22,035	0	22,035	0
Alpine	0	(673)	659	0	0	(14)
Amador	4,997	0	1,495	0	6,492	0
Butte	6,484	0	4,403	0	10,887	0
Calaveras	510	0	1,787	0	2,297	0
Colusa	3,283	0	1,183	0	4,466	0
Contra Costa	31,090	0	15,118	14,800	61,008	0
Del Norte	0	(6,714)	1,099	0	0	(5,615)
El Dorado LTC	2,256	0	3,062	0	5,318	0
Fresno	5,750	0	16,670	0	22,420	0
Glenn	962	0	1,239	105	2,306	0
Humboldt	482	0	4,443	0	4,925	0
Imperial	1,401	0	7,879	0	9,280	0
Inyo	0	(15,443)	6,153	0	0	(9,290)
Kern	0	(8,573)	22,452	0	13,879	0
Kings	0	(9,093)	3,296	0	0	(5,797)
Lake	81	0	1,934	0	2,015	0
Lassen	454	0	2,832	0	3,286	0
Los Angeles	0	(135,991)	133,672	0	0	(2,319)
Madera	0	(6,559)	3,067	0	0	(3,492)
Marin	0	(22,406)	4,131	0	0	(18,275)
Mariposa	4,499	0	1,158	0	5,657	0
Mendocino	1,099	0	4,191	0	5,290	0
Merced	496	0	5,472	0	5,968	0
Modoc	0	(688)	1,512	35	859	0
Mono	118	0	4,571	435	5,124	0
Monterey	0	0	7,873	1,100	8,973	0
Napa	0	(19,683)	2,724	0	0	(16,959)
Nevada	840	0	2,343	0	3,183	0
Orange	0	(16,600)	41,195	0	24,595	0
Placer TPA	0	(21,476)	5,706	0	0	(15,770)
Plumas	34	0	1,685	0	1,719	0
Riverside	0	0	35,968	0	35,968	0
Sacramento	0	(3,752)	20,919	0	17,167	0
San Benito	0	(6,779)	1,451	0	0	(5,328)
San Bernardino	0	(2,890)	41,832	0	38,942	0
San Diego	10,014	0	47,293	0	57,307	0
San Francisco	1,548	0	11,202	0	12,750	0
San Joaquin	0	(7,652)	11,361	0	3,709	0
San Luis Obispo	0	0	8,341	0	8,341	0
San Mateo	3,612	0	11,415	300	15,327	0
Santa Barbara	0	(2,220)	9,374	0	7,154	0
Santa Clara	3,632	0	26,162	2,300	32,094	0
Santa Cruz	0	0	4,522	0	4,522	0
Shasta	0	0	4,822	0	4,822	0
Sierra	4,216	0	803	0	5,019	0
Siskiyou	0	(600)	3,327	0	2,727	0
Solano	0	(29,263)	6,854	0	0	(22,409)
Sonoma	231	0	8,423	0	8,654	0
Stanislaus	0	0	8,394	0	8,394	0
Sutter	9,149	0	1,931	0	11,080	0
Tahoe RPA	0	(1,592)	956	0	0	(636)
Tehama	751	0	2,464	0	3,215	0
Trinity	742	0	1,749	0	2,491	0
Tulare	0	(8,409)	10,384	0	1,975	0
Tuolumne	0	(110)	1,929	0	1,819	0
Ventura	67,789	0	13,882	0	81,671	0
Yolo	4,545	0	4,047	0	8,592	0
Yuba	10,919	0	1,482	0	12,401	0
Statewide Regional	181,984	(327,166)	638,326	19,075	618,123	(105,904)
Interregional	0	(39,222)	212,774	4,637	178,189	0
TOTAL	181,984	(366,388)	851,100	23,712	796,312	(105,904)
Statewide SHA Capacity					1,353,697	
Statewide PTA Capacity					(557,385)	
Total					796,312	

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

County	Net Carryover		2022 STIP Estimated Share through 2027-28			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2019-20 & 2020-21	Net Share (Maximum)	Net Advance
Alameda	0	0	31,823	0	31,823	0
Alpine	0	(673)	952	0	279	0
Amador	4,997	0	2,159	0	7,156	0
Butte	6,484	0	6,358	0	12,842	0
Calaveras	510	0	2,581	0	3,091	0
Colusa	3,283	0	1,709	0	4,992	0
Contra Costa	31,090	0	21,834	14,800	67,724	0
Del Norte	0	(6,714)	1,587	0	0	(5,127)
El Dorado LTC	2,256	0	4,422	0	6,678	0
Fresno	5,750	0	24,075	0	29,825	0
Glenn	962	0	1,789	105	2,856	0
Humboldt	482	0	6,416	0	6,898	0
Imperial	1,401	0	11,379	0	12,780	0
Inyo	0	(15,443)	8,886	0	0	(6,557)
Kern	0	(8,573)	32,425	0	23,852	0
Kings	0	(9,093)	4,760	0	0	(4,333)
Lake	81	0	2,793	0	2,874	0
Lassen	454	0	4,089	0	4,543	0
Los Angeles	0	(135,991)	193,052	0	57,061	0
Madera	0	(6,559)	4,429	0	0	(2,130)
Marin	0	(22,406)	5,966	0	0	(16,440)
Mariposa	4,499	0	1,673	0	6,172	0
Mendocino	1,099	0	6,053	0	7,152	0
Merced	496	0	7,902	0	8,398	0
Modoc	0	(688)	2,184	35	1,531	0
Mono	118	0	6,602	435	7,155	0
Monterey	0	0	11,371	1,100	12,471	0
Napa	0	(19,683)	3,934	0	0	(15,749)
Nevada	840	0	3,383	0	4,223	0
Orange	0	(16,600)	59,495	0	42,895	0
Placer TPA	0	(21,476)	8,240	0	0	(13,236)
Plumas	34	0	2,433	0	2,467	0
Riverside	0	0	51,945	0	51,945	0
Sacramento	0	(3,752)	30,211	0	26,459	0
San Benito	0	(6,779)	2,095	0	0	(4,684)
San Bernardino	0	(2,890)	60,415	0	57,525	0
San Diego	10,014	0	68,302	0	78,316	0
San Francisco	1,548	0	16,178	0	17,726	0
San Joaquin	0	(7,652)	16,408	0	8,756	0
San Luis Obispo	0	0	12,046	0	12,046	0
San Mateo	3,612	0	16,486	300	20,398	0
Santa Barbara	0	(2,220)	13,538	0	11,318	0
Santa Clara	3,632	0	37,784	2,300	43,716	0
Santa Cruz	0	0	6,530	0	6,530	0
Shasta	0	0	6,965	0	6,965	0
Sierra	4,216	0	1,159	0	5,375	0
Siskiyou	0	(600)	4,805	0	4,205	0
Solano	0	(29,263)	9,899	0	0	(19,364)
Sonoma	231	0	12,165	0	12,396	0
Stanislaus	0	0	12,122	0	12,122	0
Sutter	9,149	0	2,789	0	11,938	0
Tahoe RPA	0	(1,592)	1,381	0	0	(211)
Tehama	751	0	3,559	0	4,310	0
Trinity	742	0	2,526	0	3,268	0
Tulare	0	(8,409)	14,996	0	6,587	0
Tuolumne	0	(110)	2,786	0	2,676	0
Ventura	67,789	0	20,048	0	87,837	0
Yolo	4,545	0	5,845	0	10,390	0
Yuba	10,919	0	2,141	0	13,060	0
Statewide Regional	181,984	(327,166)	921,878	19,075	883,602	(87,831)
Interregional	0	(39,222)	307,295	4,637	272,710	0
<b>TOTAL</b>	<b>181,984</b>	<b>(366,388)</b>	<b>1,229,173</b>	<b>23,712</b>	<b>1,156,312</b>	<b>(87,831)</b>
<b>Statewide SHA Capacity</b>					<b>1,713,697</b>	
<b>Statewide PTA Capacity</b>					<b>(557,385)</b>	
<b>Total</b>					<b>1,156,312</b>	

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

County	2020 STIP FY 2024-25	2022 STIP 2024-25 through 2026-27	Total 2024-25 through 2026-27	5% PPM Limitation 2024-25 through 2026-27
Alameda	11,315	22,035	33,350	1,668
Alpine	337	659	996	50
Amador	765	1,495	2,260	113
Butte	2,264	4,403	6,667	333
Calaveras	915	1,787	2,702	135
Colusa	606	1,183	1,789	89
Contra Costa	7,747	15,118	22,865	1,143
Del Norte	565	1,099	1,664	83
El Dorado LTC	1,568	3,062	4,630	232
Fresno	8,540	16,670	25,210	1,261
Glenn	635	1,239	1,874	94
Humboldt	2,280	4,443	6,723	336
Imperial	4,036	7,879	11,915	596
Inyo	3,152	6,153	9,305	465
Kern	11,506	22,452	33,958	1,698
Kings	1,687	3,296	4,983	249
Lake	990	1,934	2,924	146
Lassen	1,449	2,832	4,281	214
Los Angeles	68,508	133,672	202,180	10,109
Madera	1,570	3,067	4,637	232
Marin	2,119	4,131	6,250	313
Mariposa	593	1,158	1,751	88
Mendocino	2,150	4,191	6,341	317
Merced	2,802	5,472	8,274	414
Modoc	774	1,512	2,286	114
Mono	2,342	4,571	6,913	346
Monterey	4,032	7,873	11,905	595
Napa	1,395	2,724	4,119	206
Nevada	1,199	2,343	3,542	177
Orange	21,115	41,195	62,310	3,116
Placer TPA	2,928	5,706	8,634	432
Plumas	865	1,685	2,550	128
Riverside	18,432	35,968	54,400	2,720
Sacramento	10,720	20,919	31,639	1,582
San Benito	743	1,451	2,194	110
San Bernardino	21,436	41,832	63,268	3,163
San Diego	24,241	47,293	71,534	3,577
San Francisco	5,747	11,202	16,949	847
San Joaquin	5,820	11,361	17,181	859
San Luis Obispo	4,274	8,341	12,615	631
San Mateo	5,848	11,415	17,263	863
Santa Barbara	4,804	9,374	14,178	709
Santa Clara	13,406	26,162	39,568	1,978
Santa Cruz	2,317	4,522	6,839	342
Shasta	2,476	4,822	7,298	365
Sierra	411	803	1,214	61
Siskiyou	1,702	3,327	5,029	251
Solano	3,511	6,854	10,365	518
Sonoma	4,314	8,423	12,737	637
Stanislaus	4,302	8,394	12,696	635
Sutter	989	1,931	2,920	146
Tahoe RPA	490	956	1,446	72
Tehama	1,261	2,464	3,725	186
Trinity	895	1,749	2,644	132
Tulare	5,331	10,384	15,715	786
Tuolumne	987	1,929	2,916	146
Ventura	7,114	13,882	20,996	1,050
Yolo	2,073	4,047	6,120	306
Yuba	759	1,482	2,241	112
<b>Statewide</b>	<b>327,152</b>	<b>638,326</b>	<b>965,478</b>	<b>48,274</b>

Note: Limitation amounts include amounts already programmed.