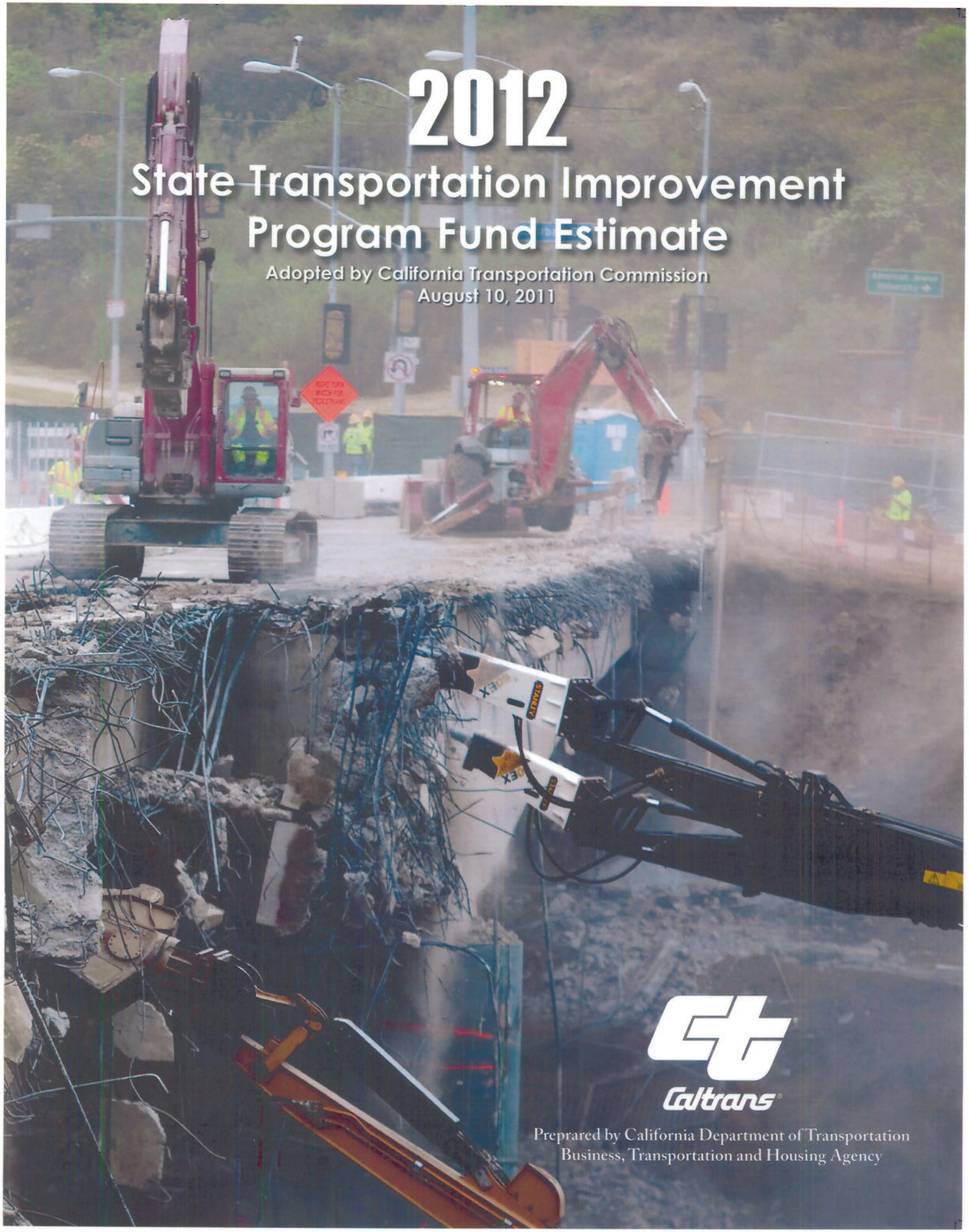
2012
State Transportation Improvement Program Fund Estimate

Adopted by California Transportation Commission
August 10, 2011



Caltrans

Preprared by California Department of Transportation
Business, Transportation and Housing Agency

2012 STATE TRANSPORTATION IMPROVEMENT PROGRAM

FUND ESTIMATE

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The 2012 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
ABX	Assembly Bill of an Extraordinary Session
Act	Federal Highway Act
BATA	Bay Area Toll Authority
CMIA	Corridor Mobility Improvement Account
Commission	California Transportation Commission
Controller	State Controller's Office
COS	Capital Outlay Support
Department	Department of Transportation
FE	Fund Estimate
FTF	Federal Trust Fund
GARVEE	Grant Anticipation Revenue Vehicle(s)
GC	Government Code
GF	General Fund
GO	General Obligation
HBRR	Highway Bridge Replacement and Rehabilitation
HRCSA	Highway-Railroad Crossing Safety Account
HSRPA	Highway, Safety, Rehabilitation and Preservation Account
HUTA	Highway Users Tax Account
ITIP	Interregional Transportation Improvement Program
LA	Local Assistance
LBSRA	Local Bridge Seismic Retrofit Account
OA	Obligation Authority
PPM	Planning, Programming, and Monitoring
PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement & Service Enhancement Account
R&TC	Revenue & Taxation Code
R/W	Right-of-Way
S&HC	Streets & Highway Code
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SHA	State Highway Account
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SLPP	State Local Partnership Program
SMIF	Surplus Money Investment Fund
SR 99	State Route 99

ACRONYMS CONTINUED

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

EXECUTIVE SUMMARY

On August 10, 2011, the California Transportation Commission (Commission) adopted the 2012 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 2012 STIP FE period covers state fiscal years 2012-13 through 2016-17.

STIP Capacity

STIP projects add capacity to the state's transportation infrastructure. The 2012 STIP FE includes a total estimate of $3.5 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, and includes construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. The 2012 STIP FE displays a new, estimated STIP program capacity of almost $1.5 billion over the FE period. For comparison, the 2010 FE displayed a forecast of $366 million in new STIP program capacity over the same five-year period. As a result of the new STIP program capacity forecasted in the 2012 STIP FE, some projects programmed in 2012-13 will need to be moved to future years when sufficient program capacity is estimated to be available.

2012 STIP FE
STIP Program Capacity
($ in millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 STIP FE Target Capacity	**$925**	**$761**	**$633**	**$683**	**$733**	**$733**	**$3,544**	**$4,468**
2010 STIP Program	925	931	506	625	0	0	2,061	2,986
New STIP Program Capacity	**$0**	**($170)**	**$127**	**$59**	**$733**	**$733**	**$1,483**	**$1,483**
Cumulative Difference	**$0**	**($170)**	**($42)**	**$17**	**$750**	**$1,483**		
Estimated Capital Allocation Capacity	$795	$560	$470	$510	$540	$540		

Note: Numbers may not add due to rounding.

- STIP capacity also includes federal commitments for Transportation Enhancements (TE).
- STIP capacity in the future will continue to depend primarily on retail prices and consumption of gasoline and diesel. Both of these sources are difficult to forecast with any certainty due to a struggling economy.

SHOPP Capacity

SHOPP projects consist of major rehabilitation work on the State Highway System. The 2012 FE forecasts SHOPP program capacity of $10.0 billion over the five-year FE period. Similar to the STIP, SHOPP program capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. New SHOPP capacity of over $6.0 billion is estimated over the FE period. In comparison, the 2010 FE displayed a forecast of $4.3 billion in new SHOPP program capacity.

2012 STIP FE
SHOPP Program Capacity
($ in millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 STIP FE SHOPP Target Capacity	**$2,050**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$10,000**	**$12,050**
2010 SHOPP Program	2,045	1,950	2,005	0	0	0	3,955	6,000
New SHOPP Program Capacity	**$5**	**$50**	**($5)**	**$2,000**	**$2,000**	**$2,000**	**$6,045**	**$6,050**
Cumulative Difference	**$5**	**$55**	**$50**	**$2,050**	**$4,050**	**$6,050**		
Estimated Capital Allocation Capacity	$1,495	1,450	$1,450	$1,450	$1,450	$1,450		

Note: Numbers may not add due to rounding.

- The State Highway Account (SHA), which is the primary funding source of the SHOPP, will reach insolvency levels from 2011-12 through 2013-14, unless a loan is made to this account. See the section below titled "Challenges" for more detail.

- The SHOPP is constrained over the entire FE period. While the 2012 FE forecasts an average of $2.0 billion of SHOPP program capacity each year over the FE period, the annual SHOPP goal-constrained need is roughly $7.4 billion as identified in the 2011 Ten-Year SHOPP Plan. As a result of the $5.4 billion annual shortfall, potential impacts may include delays of needed projects, an inability to fix new and/or ongoing deterioration of the highways, and cost increases over the FE period.

Challenges

There are five major risks that may impact the forecasted program capacity for the SHOPP and the STIP:

- **Low SHA fund balance**. In 2011-12 through 2013-14, the SHA fund balance is forecasted to reach insolvency levels unless additional loans are made to this account. This situation is projected to occur despite the Department currently leveraging federal funds at a record level (via toll credits) by only supplying a state match from the SHA of 5 cents for each dollar (including 95 cents from federal funding) spent on SHOPP projects over the FE period.

Unfortunately, lowering SHOPP capacity is not an option since the Department is already optimizing state cash to obligate all federal funds available. If the SHA does not receive loans and if fuel consumption drops below projected levels, the Department will risk losing federal funding.

- **Assembly Bill (AB) 115 (Statutes of 2010-11)**. Enacted on June 30, 2011, this bill extended loan repayment dates from the General Fund (GF) to the SHA until June 30, 2021. AB 115 extended and eliminated almost $1 billion in loan repayments by stating that loaned resources from the SHA were derived from weight fee revenues. Based on this bill, the SHA would lose at least an estimated $600 million in GF loan repayments from 2011-12 through 2013-14, which will contribute to SHA fund balance complications as discussed in the bullet above.

- **No new Federal Highway Act (Act)**. There is a lingering uncertainty regarding when the next Act will be enacted into law. The last Act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), covered federal fiscal year 2005 through 2009 and expired on September 30, 2009. Since then, the U.S. Congress has issued continuing resolutions from SAFETEA-LU. Unfortunately, it does not appear that a new Act will be authorized in the immediate future. Without a new Act, there is no assurance of federal funding levels, which could pose significant risks of over-programming resources as identified in the 2012 FE.

- **Potential loss of federal excise tax revenues**. On September 30, 2011, both federal excise taxes on gasoline (18.4 cents/gallon) and diesel (24.4 cents/gallon) are set to expire. If these taxes are eliminated and if allocations of federal funding are reduced or eliminated, state statute would increase excise tax on gasoline by 4.7 cents/gallon and increase state excise on diesel by 20.1 cents/gallon. Without an extension of federal excise taxes, underfunding of programs is likely to occur.

- **Future General Obligation (GO) bond sales**. Approved by voters in November 2006, Proposition 1B or the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorized the issuance of GO bonds to provide additional funding to maintain and improve the transportation infrastructure. The State Treasurer's Office (STO) last sold GO bonds in December 2010 due to a struggling economy and a less than ideal credit market. In addition, the May Revision to the 2011-12 Governor's Budget indicated that in order to maintain GF solvency, the state would need to freeze the issuance of new GO bonds in order to contain rising debt service costs.

INTRODUCTION

Section 14524 of the Government Code (GC) requires the California Department of Transportation (Department) to develop a biennial State Transportation Improvement Program (STIP) Fund Estimate (FE). The FE includes a forecast in annual increments of all federal and state funds available for programming in the next STIP and a plan to manage these funds over the subsequent five years. The 2012 FE covers the period from 2012-13 through 2016-17, with 2011-12 included as the base year.

Sections 14524 and 14525 of the GC respectively require the Department to present a FE to the California Transportation Commission (Commission) by July 15th, and the Commission to adopt a FE by August 15th of each odd-numbered year. Section 14529(d) of the GC requires the Commission to adopt a STIP based on the funding level identified in the adopted FE by April 1 of each even-numbered year. On August 10, 2011, the Commission adopted the funding levels indicated in the 2012 FE. Listed below are the dates and milestones used for the development of the 2012 STIP FE.

Date	Milestone
May 11, 2011	The Commission approved the 2012 STIP FE Assumptions.
June 22, 2011	The Department presented the Draft 2012 STIP FE.
August 10, 2011	The Commission adopted funding levels as identified in the Proposed 2012 STIP FE for the 2012 STIP.

The 2012 STIP Fund Estimate

The STIP and the SHOPP comprise the major portion of the state's transportation infrastructure program. The primary sources of funds for the STIP are a portion of the 17.7 cent/gallon excise tax on gasoline, the sales tax on diesel, and bond proceeds from the Transportation Facilities Account (TFA) – created as part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. The primary sources of funds for the SHOPP are excise tax on fuel and federal excise tax on motor vehicle fuels as well. Article XIX of the California Constitution currently protects funds in the Public Transportation Account (PTA) that funds transit STIP, and state excise tax on fuel from diversions for non-transportation purposes.

Methodology

The Commission, in consultation with the Department, Regional Transportation Planning Agencies, and county transportation commissions, determined the methodology and assumptions used to develop the 2012 STIP FE. The Commission approved the methodologies and assumptions at its meeting on May 11, 2011. Listed below are significant methodologies included in the 2012 STIP FE. A summary of the approved assumptions are included in Appendix G.

- A cash flow model is used in the development of the FE tables. This model displays a forecast of new target program capacity based on the cash flow required to manage commitments and the allocation of capital projects. The Department developed program expenditure and cash flow estimates by working with each respective Department Division.

- Section 14524(c) of the GC requires the FE to display revenues that are based on current statutes and the most recently enacted state budget. Revenue estimates for future periods use historical trends and the economic outlook as a basis.

- Section 14525.1 of the GC requires the FE to forecast expenditures using the most recently enacted Budget adjusted for annual inflation. Finance Budget Letter (BL) 10-25 assumes a price escalation rate of 2.0 percent for select state operations expenditures, not including capital outlay support. Therefore, the FE reflects a 2.0 percent annual escalation for state operations covering 2012-13 through 2016-17.

- Per Section 47 of the "Draft 2012 STIP Guidelines," the Department recommends that local agencies use an escalation rate of 2.0 percent per year for operation expenditures as indicated in the above bullet. The Department recommends that local agencies escalate capital costs by the ten-year California Price Index for Selected Highway Construction Items historic rate of 3.4 percent per year beginning in 2013. This methodology is consistent with the assumption for economic recovery as displayed in Assumption SHA 2 (see Appendix G).

- Senate Bill (SB) 45 (Chapter 622, Statutes of 1997) allows the Commission to leave current levels of programmed project development costs (i.e. pre-construction expenditures) unaltered if expenditures are within 20 percent of the amount programmed for this component. These allowances **are not** included in the 2012 FE. The Department recommends for the Commission to consider the impact of this allowance when developing the 2012 STIP.

- The FE contains a calculation wherein available cash balances are used to determine program capacity. Program capacity represents the total construction, R/W and support costs necessary to fund new projects each year. The conversion to capacity optimizes funding based on historical component expenditures for each program while endeavoring to maintain a prudent cash balance and minimize annual fluctuations of program levels.

    - The FE tables calculate commitments as project phases that are programmed to begin prior to June 30, 2012. The only exception to this rule is for capital outlay support (COS). The 2012 FE methodology assumes that all pre-construction engineering programmed to begin in 2011-12 will have the accompanying construction engineering programmed in future years as well.

      The FE tables **do not** display commitments of any other phases included in target (program) capacity in 2012-13 through 2016-17. These costs need to be considered during the programming process to ensure resources are not over-programmed.

Changes to Legislation

Since the adoption of the 2010 STIP FE on October 14, 2009, enacted legislation has significantly changed state transportation funding. Below are five legislative changes that have impacted the methodology of the 2012 STIP FE.

Fuel tax swap. On March 24, 2010, Assembly Bills (AB) 6 and 9 of the eighth extraordinary session of 2009-10 (ABX8 6 and ABX8 9) were enacted, which created a fuel tax swap. ABX8 6 eliminated the state portion of sales tax on gasoline and "swapped" it with a 17.3 cent/gallon increase to excise tax on gasoline (adjusted each year based on consistency with state sales on gasoline) effective July 1, 2010. In addition, this bill also reduced excise tax on diesel to 13.3 cents/gallon and increased sales tax on diesel by 1.75 percent effective July 1, 2011.

ABX8 9 distributed the increase to excise tax on gasoline (adjusted to 17.7 cents in 2011-12 as discussed above) from the Highway Users Tax Account (HUTA) as follows:

- Annual transportation debt service receives priority (amended per AB 105, Statutes of 2011, see below)
- The remaining balance is distributed as follows:
    - 44 percent to Local Streets and Roads
    - 44 percent to SHA for STIP
    - 12 percent to SHA for SHOPP

Proposition 22 of 2010. On November 2, 2010, voters approved Proposition 22 of 2010, which endeavors to restrict the Legislature from diverting revenue sources from the HUTA and the PTA.

Proposition 26 of 2010. On November 2, 2010, voters also approved Proposition 26 of 2010, which expanded the Legislative vote requirement to two-thirds in order to increase state taxes, fees and charges. Unless reaffirmed by the Legislature, Proposition 26 would repeal the fuel tax swap on November 3, 2011, since these measures (ABX8 6 and ABX8 9) were not passed with a two-thirds vote.

AB 105 of 2011. On March 24, 2011, AB 105 of 2011 re-enacted the fuel tax swap, created a weight fee swap, and redirected the state portion of sales tax on diesel from the PTA to State Transit Assistance (STA), which funds local transit operations and capital. Since Proposition 22 of 2010 restricted the diversion of motor vehicle fuel revenues from the HUTA and transportation programs within the state, this bill authorized transfers of weight fee revenues from the SHA to the GF for transportation debt service and loans.

In addition, this bill also required all of the additional increase to the state portion of sales tax on diesel (i.e. 1.87 percent in 2011-12) to be redirected from the PTA to STA. Combined with other existing statutes, STA receives almost 75 percent (the PTA retains the remaining 25 percent) of the sales tax on diesel revenues over the FE period.

AB 115 of 2011. On June 30, 2011, AB 115 of 2011 (Committee on Budget) was signed into legislation as a trailer bill to the Budget Act of 2011-12. This bill eliminated the loan repayment dates for almost $1 billion in loans from transportation accounts, and instead requires payback by June 30, 2021. As a result, the SHA is forecasted to become insolvent from 2011-12 through 2013-14, unless the SHA receives additional loans to meet obligations.

Revenues

Section 14524(c) of the GC requires the FE to base revenue assumptions on existing state and federal statutes. However, existing law cannot guarantee that the Department will realize and/or retain certain revenues over the FE period, particularly in light of recent budgetary actions and proposals. The SHA is already forecasted to become insolvent as mentioned above, and if revenues fall short of projections, the SHA will be at additional risk to lose federal funding.

STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

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

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

    - **SHOPP funding** – SHA revenues dedicated to the SHOPP are raised through two state excise taxes on gasoline of 18 cents/gallon (the SHA receives about 64 percent) and 17.7 cents/gallon (adjusted each year based on consistency with state sales tax on gasoline). From the 17.7 cents/gallon, the SHA receives an estimated projection of weight fee revenues, and 12 percent of the remaining amount after this deduction (see Appendix A for further detail). The SHA also receives a state excise tax on diesel of about 13 cents/gallon (about 68 percent, and is adjusted each year based on consistency with state sales tax on diesel).

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

    - **STIP funding** – SHA revenues dedicated to the STIP are primarily raised through a 44 percent apportionment of state excise tax on gasoline revenues of 17.7 cents/gallon (adjusted each year based on consistency with state sales on gasoline), less an estimation of revenues from annual weight fees.

- **Public Transportation Account -** The Department uses the PTA to fund transportation planning, mass transportation, the Intercity Rail program, and transit STIP projects. PTA resources are primarily generated from the sales taxes on diesel fuel.

- **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 authorizes $2 billion in bond funding to the TFA for augmenting the STIP, and may be used to fund highway and local assistance projects.

2012 STIP FE Program Capacity (Target Capacity)

STIP Program Capacity. The table below displays the total and annual program capacities available for the 2012 STIP. Target Capacity represents the total value of projects, including construction, right-of-way (R/W), and support, which can be funded each year. The 2010 STIP Program represents the annual amounts of projects programmed each year in the 2010 STIP. "New STIP Capacity" is the difference between the 2012 STIP FE Target Capacity and the 2010 STIP, which also identifies any excess or shortage of capacity to fund the current program. Detailed information on resources and expenditures are available in the appendices by fund.

2012 STIP FE
STIP Program Capacity
($ in millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 STIP FE Target Capacity	**$925**	**$761**	**$633**	**$683**	**$733**	**$733**	**$3,544**	**$4,468**
2010 STIP Program	925	931	506	625	0	0	2,061	2,986
New STIP Program Capacity	**$0**	**($170)**	**$127**	**$59**	**$733**	**$733**	**$1,483**	**$1,483**
Cumulative Difference	**$0**	**($170)**	**($42)**	**$17**	**$750**	**$1,483**		
Estimated Capital Allocation Capacity	$795	$560	$470	$510	$540	$540		

Note: Numbers may not add due to rounding.

STIP Highlights

- The 2012 STIP FE estimates STIP program capacity of $3.5 billion over the five-year FE period. This covers the existing STIP program and adds almost $1.5 billion in STIP capacity, but will require redistributing the existing program in 2012-13 in future years when there is additional capacity to cover the shortfall.

- STIP program capacity includes federal commitments for Transportation Enhancements (TE).

- New STIP program capacity in the future will continue to depend on the price (due to increase of excise on gasoline being subject to sales price), the consumption of diesel and gasoline, and future bond sales that may provide proceeds to the Transportation Facilities Account (TFA) that funds highway STIP. All of these factors are difficult to predict with any certainty under current economic circumstances.

SHOPP Program Capacity. The table below displays the total and annual SHOPP program capacities over the FE period. Target Capacity represents the total value of SHOPP projects, including construction, Right-of-Way, and support, which can be funded each year after funding existing and ongoing commitments. The 2010 SHOPP Program line represents the SHOPP projects currently programmed each year in the four-year 2010 program. "New SHOPP Capacity" is the difference between the 2012 STIP FE Target Capacity and the 2010 SHOPP, and identifies any excess or shortage of program capacity to fund the current program.

2012 STIP FE
SHOPP Program Capacity
($ in millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 STIP FE SHOPP Target Capacity	**$2,050**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$10,000**	**$12,050**
2010 SHOPP Program	2,045	1,950	2,005	0	0	0	3,955	6,000
New SHOPP Program Capacity	**$5**	**$50**	**($5)**	**$2,000**	**$2,000**	**$2,000**	**$6,045**	**$6,050**
Cumulative Difference	**$5**	**$55**	**$50**	**$2,050**	**$4,050**	**$6,050**		
Estimated Capital Allocation Capacity	$1,495	1,450	$1,450	$1,450	$1,450	$1,450		

Note: Numbers may not add due to rounding.

SHOPP Highlights

- The 2012 STIP FE forecasts a SHOPP program capacity of $10.0 billion over the five-year FE period. This covers the existing SHOPP program and adds $6.0 billion in new SHOPP program capacity. In comparison, the 2010 FE displayed a forecast of $4.3 billion in new SHOPP program capacity.

- The State Highway Account (SHA), which is the primary funding source of the SHOPP, will reach insolvency levels from 2011-12 through 2013-14, unless a loan is made to this account. See the previous section titled "Challenges" and "SHA Highlights" in Appendix A for further detail.

- The SHOPP capacity does not include the $500 million provided to the SHOPP from the bond-funded Highway Safety Rehabilitation, and Preservation Account. These resources have already been earmarked for specific projects outside of the current 2010 SHOPP. Information on this bond fund is included in Appendix E.

- The SHOPP will be constrained during the FE period with a target capacity of approximately $2.0 billion per year while the annual SHOPP goal-constrained need is roughly $7.4 billion as identified in the 2011 Ten-Year SHOPP Plan. The lower SHOPP levels can be attributed to several factors including, but not limited to:

    - The enactment of AB 115, which will delay or eliminate almost $1 billion in loan repayments from the GF to the SHA in order to keep the General Fund solvent.

    - Available SHOPP resources have been redirected from program capacity to fund highway maintenance and address a backlog of pavement preservation projects. The purpose of this redirection has been to reduce the level of maintenance that could eventually develop into major SHOPP projects and result in significant cost increases.

County and Interregional Share Estimates

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

The 2012 STIP Fund Estimate (FE) indicates that there is negative (-$502 million) program capacity for the Public Transportation Account (PTA) over the FE period; therefore, programming targets for the PTA are not needed for the 2012 STIP cycle. This also means that many of the transit projects currently programmed in the STIP will either have to be delivered with other funds (if the transit project is eligible for other STIP fund types) or be unprogrammed.

The following tables display STIP county and interregional shares and targets for the 2012 STIP.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2012 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA, non-PTA (the State Highway Account, Federal Trust Fund, and the Transportation Facilities Account), and Transportation Enhancements (TE) capacity. The table is based on Commission actions through June 30, 2011.

Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2011 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following four target amounts:

- Base (Minimum): This is the formula distribution of new capacity available through the end of the four-year county share period (2015-16). This is the first priority for new programming, and it represents the minimum amount that will be programmed in each county. The calculation of this target is shown in Table 3.

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2016-17. The calculation of this target is shown in Table 4.

- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Section 188.8(j) of the Streets and Highways Code (S&HC), to a county with a population of under 1 million. The calculation of this target is shown in Table 5.

- TE Target: This target is the formula distribution of the new statewide TE capacity through 2016-17. The calculation of this target is shown in Table 7.

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

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 23, 2011 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2012 STIP Share Through 2015-16: This section calculates the base (minimum). The base (minimum) is the formula distribution of new capacity available through 2015-16 adjusted for carryover balances and lapses.

    - Formula Distribution: This is the 2012 STIP share through 2015-16. It is the formula distribution of program capacity available through the county share period ending in 2015-16. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.

    - Add Back Lapses 2009-10 and 2010-11: This identifies the amount of projects lapsed in 2009-10 and 2010-11. These amounts are credited back in the 2012 STIP Fund Estimate to county and interregional shares in the four-year share period ending in 2015-16.

    - Net Share (Base): This 2012 STIP target through the county share period (2015-16). The Net Share 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 (through 2015-16) 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.

Table 4. Calculation of New Programming Targets and Shares - Total Target

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 23, 2011 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2012 STIP Target Through 2016-17: This section calculates the total target. The total target is the formula distribution of new capacity available through 2016-17 adjusted for carryover balances and lapses.

    - Formula Distribution: This is the 2012 STIP share through 2016-17. It is the formula distribution of program capacity available through 2016-17. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.

    - Add Back Lapses 2009-10 and 2010-11: This identifies the amount of projects lapsed in 2009-10 and 2010-11. These amounts are credited back in the 2012 STIP Fund Estimate to county and interregional shares for the four-year share period ending 2015-16.

    - Net Share (Total Target): This is the 2012 STIP target through 2016-17. 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 2016-17) is insufficient to cover prior advances.

Table 5. Calculation of New Programming Targets and Shares - Maximum

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Section 188.8(j) of the S&HC, 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 23, 2011, Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2012 STIP Share Through 2019-20: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2019-20 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 2019-20. It is the formula distribution of estimated program capacity available through the county share period ending in 2019-20. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.

- Add Back Lapses 2009-10 and 2010-11: This identifies the amount of projects lapsed in 2009-10 and 2010-11. These amounts are credited back in the 2012 STIP Fund Estimate to county and interregional shares for the four-year share period ending 2015-16.

- Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Section 188.8(j) of the S&HC, 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 2019-20) is insufficient to cover prior advances.

Table 6. Planning, Programming, and Monitoring (PPM) Limitations

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

- Base: This section identifies the shares for the 2012-13 through 2015-16 share period and for 2016-17, based upon the 2008, 2010, and 2012 Fund Estimates. These are the amounts against which the 5% is applied.

- 5% PPM Limitation: These are the PPM limitations for the 2012-13 through 2015-16 share period and for 2016-17.

Table 7. Transportation Enhancement (TE) Targets

This target is the formula distribution of the new statewide Transportation Enhancement (TE) capacity for two new years in the STIP period, 2015-16 and 2016-17. A separate TE target is provided, however there are no separate TE county shares. TE projects programmed count against a county's total share.

2012 STIP Fund Estimate
County and Interregional Shares

Table 1. Reconciliation to County and Interregional Shares

($ in millions)

Public Transportation Account (PTA)	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 FE PTA Target Capacity	$25	$0	$0	$0	$0	$0	$0	$25
Total 2010 STIP FE PTA Target Capacity	**$25**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$25**
2010 STIP Program [1]	**$146**	**$276**	**$67**	**$104**	**$0**	**$0**	**$447**	**$593**
Extensions	$9	$56	$0	$0	$0	$0	$56	$65
Delivered But Not Allocated	$0	$0	$0	$0	$0	$0	$0	$0
Advances	($35)	($1)	$0	$0	$0	$0	($1)	($36)
Net PTA STIP Program	**$120**	**$331**	**$67**	**$104**	**$0**	**$0**	**$502**	**$622**
PTA Capacity for County Shares	**($95)**	**($331)**	**($67)**	**($104)**	**$0**	**$0**	**($502)**	**($597)**
Cumulative	**($95)**	**($426)**	**($493)**	**($597)**	**($597)**	**($597)**		

Non-PTA (SHA, TIF, TFA)	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 FE Non-PTA Target Capacity	$910	$771	$643	$693	$670	$670	$3,447	$4,357
2012 FE Non-PTA GARVEE Debt Service	($84)	($84)	($84)	($84)	($11)	($11)	($274)	($358)
TE State Match (Estimated program totals)	($9)	($9)	($9)	($9)	($9)	($9)	($45)	($54)
Total 2010 STIP FE Non-PTA Capacity	**$817**	**$678**	**$550**	**$600**	**$650**	**$650**	**$3,128**	**$3,945**
2010 STIP Program [1]	**$456**	**$496**	**$355**	**$447**	**$0**	**$0**	**$1,298**	**$1,754**
Extensions	$228	$8	$0	$0	$0	$0	$8	$236
Delivered But Not Allocated	$42	$0	$0	$0	$0	$0	$0	$42
Advances	$0	$0	$0	$0	$0	$0	$0	$0
Net Non-PTA STIP Program	**$726**	**$504**	**$355**	**$447**	**$0**	**$0**	**$1,306**	**$2,031**
Non-PTA Capacity for County Shares	**$91**	**$174**	**$195**	**$153**	**$650**	**$650**	**$1,822**	**$1,914**
Cumulative	**$91**	**$266**	**$461**	**$614**	**$1,264**	**$1,914**		

Transportation Enhancements (TE)	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 STIP FE TE Capacity (Federal)	$74	$74	$74	$74	$74	$74	$371	$445
TE State Match (Estimated program totals)	$9	$9	$9	$9	$9	$9	$45	$54
Total 2010 STIP FE TE Capacity	**$83**	**$83**	**$83**	**$83**	**$83**	**$83**	**$416**	**$499**
2010 STIP Program [1]	**$71**	**$96**	**$84**	**$73**	**$0**	**$0**	**$253**	**$324**
Extensions	$8	$0	$0	$0	$0	$0	$0	$8
Advances	$0	$0	$0	$0	$0	$0	$0	$0
Net TE	**$79**	**$96**	**$84**	**$73**	**$0**	**$0**	**$253**	**$332**
TE Capacity for County Shares	**$4**	**($13)**	**($1)**	**$10**	**$83**	**$83**	**$162**	**$167**
Cumulative	**$4**	**($9)**	**($9)**	**$1**	**$84**	**$167**		
Total Capacity	**$0**	**($170)**	**$127**	**$59**	**$733**	**$733**	**$1,483**	**$1,483**

Notes:

General note: Numbers may not add due to rounding.

[1] 2010 STIP through June 2011

2012 STIP Fund Estimate
County and Interregional Shares

Table 2. Summary of Targets and Shares

($ in thousands)

County	2012 STIP Programming			
	Base Share Through 2015-16	**Total Target** Target through 2016-17	**Maximum** Estimated Share through 2019-20	**TE Target** Target through 2016-17
Alameda	15,024	35,372	94,150	4,358
Alpine - Amador - Calaveras	6,605	10,212	20,630	771
Butte	11,448	15,479	27,123	863
Colusa	1,721	2,802	5,923	232
Contra Costa	63,047	76,928	117,028	2,973
Del Norte	0	0	0	216
El Dorado LTC	0	0	6,197	601
Fresno	36,987	52,353	96,741	3,290
Glenn	3,465	4,597	7,867	241
Humboldt	8,542	12,608	24,353	871
Imperial	5,010	12,228	33,078	1,546
Inyo	12,370	17,987	34,213	1,204
Kern	2,808	23,506	83,299	4,433
Kings	0	0	0	649
Lake	4,761	6,530	11,640	378
Lassen	9,167	11,752	19,220	555
Los Angeles	51,242	173,970	528,501	26,281
Madera	11,485	14,295	22,410	600
Marin	0	0	0	813
Mariposa	1,728	2,786	5,840	225
Mendocino	1,283	5,082	16,058	815
Merced	8,168	13,172	27,627	1,073
Modoc	0	1,367	5,350	294
Mono	15,915	20,095	32,170	895
Monterey	39,630	46,857	67,734	1,548
Napa	2,205	4,702	11,914	534
Nevada	6,646	8,792	14,990	459
Orange	27,687	65,658	175,349	8,132
Placer TPA	0	0	0	1,101
Plumas	3,198	4,740	9,193	330
Riverside	57,558	90,928	187,325	7,145
Sacramento	15,418	34,645	90,187	4,116
San Benito	0	0	0	285
San Bernardino	62,080	100,416	211,159	8,208
San Diego	10,873	53,999	178,579	9,233
San Francisco	2,831	13,114	42,822	2,202
San Joaquin	16,137	26,544	56,608	2,230
San Luis Obispo	4,166	11,895	34,220	1,654
San Mateo	12,060	22,677	53,345	2,274
Santa Barbara	1,475	10,119	35,092	1,851
Santa Clara	0	0	61,927	5,164
Santa Cruz	4,775	8,939	20,969	890
Shasta	7,670	12,106	24,920	950
Sierra	0	632	2,746	157
Siskiyou	3,814	6,850	15,622	651
Solano	3,815	10,092	28,225	1,345
Sonoma	0	0	13,118	1,675
Stanislaus	17,609	25,327	47,622	1,652
Sutter	435	2,210	7,336	381
Tahoe RPA	3,307	4,249	6,969	201
Tehama	6,144	8,413	14,968	486
Trinity	184	1,779	6,388	341
Tulare	4,874	14,405	41,937	2,040
Tuolumne	5,713	7,493	12,635	381
Ventura	12,815	25,682	62,849	2,756
Yolo	6,064	9,755	20,419	791
Yuba	10,331	11,688	15,607	291
Statewide Regional	620,290	1,157,827	2,792,192	125,631
Interregional	129,682	325,245	890,180	41,876
TOTAL	**749,972**	**1,483,072**	**3,682,372**	**167,507**

	New Capacity
Statewide Flexible Capacity	**1,913,572**
Statewide PTA Capacity	**(597,207)**
Statewide TE Capacity	**166,707**
Total STIP Capacity	**1,483,072**

2012 STIP Fund Estimate
County and Interregional Shares

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

($ in thousands)

County	Net Carryover		2012 STIP Share through 2015-16			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 09-10/10-11	**Net Share (Base)**	Net Advance
Alameda	5,414	0	8,910	700	**15,024**	0
Alpine - Amador - Calaveras	4,749	0	1,579	277	**6,605**	0
Butte	9,683	0	1,765	0	**11,448**	0
Colusa	1,160	0	473	88	**1,721**	0
Contra Costa	43,493	0	6,079	13,475	**63,047**	0
Del Norte	0	(14,343)	443	0	**0**	13,900
El Dorado LTC	0	(5,955)	1,228	15	**0**	4,712
Fresno	28,122	0	6,729	2,136	**36,987**	0
Glenn	2,969	0	496	0	**3,465**	0
Humboldt	6,449	0	1,780	313	**8,542**	0
Imperial	1,849	0	3,161	0	**5,010**	0
Inyo	9,648	0	2,460	262	**12,370**	0
Kern	0	(6,256)	9,064	0	**2,808**	0
Kings	0	(23,481)	1,329	0	**0**	22,152
Lake	3,595	0	775	391	**4,761**	0
Lassen	7,635	0	1,132	400	**9,167**	0
Los Angeles	0	(9,818)	53,745	7,315	**51,242**	0
Madera	10,069	0	1,230	186	**11,485**	0
Marin	0	(35,192)	1,661	100	**0**	33,431
Mariposa	1,265	0	463	0	**1,728**	0
Mendocino	0	(391)	1,664	10	**1,283**	0
Merced	5,977	0	2,191	0	**8,168**	0
Modoc	0	(644)	604	28	**0**	12
Mono	13,636	0	1,831	448	**15,915**	0
Monterey	36,465	0	3,165	0	**39,630**	0
Napa	445	0	1,093	667	**2,205**	0
Nevada	5,706	0	940	0	**6,646**	0
Orange	10,638	0	16,629	420	**27,687**	0
Placer TPA	0	(52,900)	2,251	0	**0**	50,649
Plumas	2,523	0	675	0	**3,198**	0
Riverside	38,236	0	14,613	4,709	**57,558**	0
Sacramento	5,198	0	8,420	1,800	**15,418**	0
San Benito	0	(8,883)	582	0	**0**	8,301
San Bernardino	45,286	0	16,788	6	**62,080**	0
San Diego	0	(9,616)	18,886	1,603	**10,873**	0
San Francisco	0	(1,673)	4,504	0	**2,831**	0
San Joaquin	11,579	0	4,558	0	**16,137**	0
San Luis Obispo	0	(1,188)	3,384	1,970	**4,166**	0
San Mateo	6,524	0	4,649	887	**12,060**	0
Santa Barbara	0	(2,946)	3,786	635	**1,475**	0
Santa Clara	0	(42,409)	10,560	0	**0**	31,849
Santa Cruz	2,951	0	1,824	0	**4,775**	0
Shasta	5,727	0	1,943	0	**7,670**	0
Sierra	0	(467)	320	47	**0**	100
Siskiyou	2,464	0	1,330	20	**3,814**	0
Solano	345	0	2,749	721	**3,815**	0
Sonoma	0	(21,696)	3,424	985	**0**	17,287
Stanislaus	14,211	0	3,380	18	**17,609**	0
Sutter	0	(342)	777	0	**435**	0
Tahoe RPA	2,631	0	412	264	**3,307**	0
Tehama	5,150	0	994	0	**6,144**	0
Trinity	0	(515)	699	0	**184**	0
Tulare	700	0	4,174	0	**4,874**	0
Tuolumne	4,703	0	780	230	**5,713**	0
Ventura	7,181	0	5,634	0	**12,815**	0
Yolo	4,447	0	1,617	0	**6,064**	0
Yuba	9,737	0	594	0	**10,331**	0
Statewide Regional	378,560	(238,715)	256,925	41,126	**620,290**	182,393
Interregional	44,040	0	85,642	0	**129,682**	0
TOTAL	422,600	(238,715)	342,567	41,126	**749,972**	182,393

Statewide Flexible Capacity	1,263,572
Statewide PTA Capacity	(597,207)
Statewide TE Capacity	83,607
Total	749,972

2012 STIP Fund Estimate
County and Interregional Shares

Table 4. Calculation of New Programming Targets and Shares - Total Target

($ in thousands)

County	Net Carryover		2012 STIP Share through 2016-17			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 9-10/10-11	**Net Share (Total Target)**	Net Advance
Alameda	5,414	0	29,258	700	**35,372**	0
Alpine - Amador - Calaveras	4,749	0	5,186	277	**10,212**	0
Butte	9,683	0	5,796	0	**15,479**	0
Colusa	1,160	0	1,554	88	**2,802**	0
Contra Costa	43,493	0	19,960	13,475	**76,928**	0
Del Norte	0	(14,343)	1,454	0	**0**	(12,889)
El Dorado LTC	0	(5,955)	4,034	15	**0**	(1,906)
Fresno	28,122	0	22,095	2,136	**52,353**	0
Glenn	2,969	0	1,628	0	**4,597**	0
Humboldt	6,449	0	5,846	313	**12,608**	0
Imperial	1,849	0	10,379	0	**12,228**	0
Inyo	9,648	0	8,077	262	**17,987**	0
Kern	0	(6,256)	29,762	0	**23,506**	0
Kings	0	(23,481)	4,364	0	**0**	(19,117)
Lake	3,595	0	2,544	391	**6,530**	0
Lassen	7,635	0	3,717	400	**11,752**	0
Los Angeles	0	(9,818)	176,473	7,315	**173,970**	0
Madera	10,069	0	4,040	186	**14,295**	0
Marin	0	(35,192)	5,453	100	**0**	(29,639)
Mariposa	1,265	0	1,521	0	**2,786**	0
Mendocino	0	(391)	5,463	10	**5,082**	0
Merced	5,977	0	7,195	0	**13,172**	0
Modoc	0	(644)	1,983	28	**1,367**	0
Mono	13,636	0	6,011	448	**20,095**	0
Monterey	36,465	0	10,392	0	**46,857**	0
Napa	445	0	3,590	667	**4,702**	0
Nevada	5,706	0	3,086	0	**8,792**	0
Orange	10,638	0	54,600	420	**65,658**	0
Placer TPA	0	(52,900)	7,391	0	**0**	(45,509)
Plumas	2,523	0	2,217	0	**4,740**	0
Riverside	38,236	0	47,983	4,709	**90,928**	0
Sacramento	5,198	0	27,647	1,800	**34,645**	0
San Benito	0	(8,883)	1,910	0	**0**	(6,973)
San Bernardino	45,286	0	55,124	6	**100,416**	0
San Diego	0	(9,616)	62,012	1,603	**53,999**	0
San Francisco	0	(1,673)	14,787	0	**13,114**	0
San Joaquin	11,579	0	14,965	0	**26,544**	0
San Luis Obispo	0	(1,188)	11,113	1,970	**11,895**	0
San Mateo	6,524	0	15,266	887	**22,677**	0
Santa Barbara	0	(2,946)	12,430	635	**10,119**	0
Santa Clara	0	(42,409)	34,675	0	**0**	(7,734)
Santa Cruz	2,951	0	5,988	0	**8,939**	0
Shasta	5,727	0	6,379	0	**12,106**	0
Sierra	0	(467)	1,052	47	**632**	0
Siskiyou	2,464	0	4,366	20	**6,850**	0
Solano	345	0	9,026	721	**10,092**	0
Sonoma	0	(21,696)	11,243	985	**0**	(9,468)
Stanislaus	14,211	0	11,098	18	**25,327**	0
Sutter	0	(342)	2,552	0	**2,210**	0
Tahoe RPA	2,631	0	1,354	264	**4,249**	0
Tehama	5,150	0	3,263	0	**8,413**	0
Trinity	0	(515)	2,294	0	**1,779**	0
Tulare	700	0	13,705	0	**14,405**	0
Tuolumne	4,703	0	2,560	230	**7,493**	0
Ventura	7,181	0	18,501	0	**25,682**	0
Yolo	4,447	0	5,308	0	**9,755**	0
Yuba	9,737	0	1,951	0	**11,688**	0
Statewide Regional	378,560	(238,715)	843,621	41,126	**1,157,827**	(133,235)
Interregional	44,040	0	281,205	0	**325,245**	0
TOTAL	422,600	(238,715)	1,124,826	41,126	**1,483,072**	(133,235)

Statewide Flexible Capacity	1,913,572
Statewide PTA Capacity	(597,207)
Statewide TE Capacity	166,707
Total	1,483,072

2012 STIP Fund Estimate
County and Interregional Shares

Table 5. Calculation of New Programming Targets and Shares - Maximum

($ in thousands)

County	Net Carryover: Unprogrammed Balance	Net Carryover: Balance Advanced	2012 STIP Share through 2019-20: Formula Distribution	Add Back Lapses 09-10/10-11	**Net Share (Maximum)**	Net Advance
Alameda	5,414	0	88,036	700	**94,150**	0
Alpine - Amador - Calaveras	4,749	0	15,604	277	**20,630**	0
Butte	9,683	0	17,440	0	**27,123**	0
Colusa	1,160	0	4,675	88	**5,923**	0
Contra Costa	43,493	0	60,060	13,475	**117,028**	0
Del Norte	0	(14,343)	4,376	0	**0**	(9,967)
El Dorado LTC	0	(5,955)	12,137	15	**6,197**	0
Fresno	28,122	0	66,483	2,136	**96,741**	0
Glenn	2,969	0	4,898	0	**7,867**	0
Humboldt	6,449	0	17,591	313	**24,353**	0
Imperial	1,849	0	31,229	0	**33,078**	0
Inyo	9,648	0	24,303	262	**34,213**	0
Kern	0	(6,256)	89,555	0	**83,299**	0
Kings	0	(23,481)	13,132	0	**0**	(10,349)
Lake	3,595	0	7,654	391	**11,640**	0
Lassen	7,635	0	11,185	400	**19,220**	0
Los Angeles	0	(9,818)	531,004	7,315	**528,501**	0
Madera	10,069	0	12,155	186	**22,410**	0
Marin	0	(35,192)	16,407	100	**0**	(18,685)
Mariposa	1,265	0	4,575	0	**5,840**	0
Mendocino	0	(391)	16,439	10	**16,058**	0
Merced	5,977	0	21,650	0	**27,627**	0
Modoc	0	(644)	5,966	28	**5,350**	0
Mono	13,636	0	18,086	448	**32,170**	0
Monterey	36,465	0	31,269	0	**67,734**	0
Napa	445	0	10,802	667	**11,914**	0
Nevada	5,706	0	9,284	0	**14,990**	0
Orange	10,638	0	164,291	420	**175,349**	0
Placer TPA	0	(52,900)	22,239	0	**0**	(30,661)
Plumas	2,523	0	6,670	0	**9,193**	0
Riverside	38,236	0	144,380	4,709	**187,325**	0
Sacramento	5,198	0	83,189	1,800	**90,187**	0
San Benito	0	(8,883)	5,746	0	**0**	(3,137)
San Bernardino	45,286	0	165,867	6	**211,159**	0
San Diego	0	(9,616)	186,592	1,603	**178,579**	0
San Francisco	0	(1,673)	44,495	0	**42,822**	0
San Joaquin	11,579	0	45,029	0	**56,608**	0
San Luis Obispo	0	(1,188)	33,438	1,970	**34,220**	0
San Mateo	6,524	0	45,934	887	**53,345**	0
Santa Barbara	0	(2,946)	37,403	635	**35,092**	0
Santa Clara	0	(42,409)	104,336	0	**61,927**	0
Santa Cruz	2,951	0	18,018	0	**20,969**	0
Shasta	5,727	0	19,193	0	**24,920**	0
Sierra	0	(467)	3,166	47	**2,746**	0
Siskiyou	2,464	0	13,138	20	**15,622**	0
Solano	345	0	27,159	721	**28,225**	0
Sonoma	0	(21,696)	33,829	985	**13,118**	0
Stanislaus	14,211	0	33,393	18	**47,622**	0
Sutter	0	(342)	7,678	0	**7,336**	0
Tahoe RPA	2,631	0	4,074	264	**6,969**	0
Tehama	5,150	0	9,818	0	**14,968**	0
Trinity	0	(515)	6,903	0	**6,388**	0
Tulare	700	0	41,237	0	**41,937**	0
Tuolumne	4,703	0	7,702	230	**12,635**	0
Ventura	7,181	0	55,668	0	**62,849**	0
Yolo	4,447	0	15,972	0	**20,419**	0
Yuba	9,737	0	5,870	0	**15,607**	0
Statewide Regional	378,560	(238,715)	2,538,422	41,126	**2,792,192**	(72,799)
Interregional	44,040	0	846,140	0	**890,180**	0
TOTAL	422,600	(238,715)	3,384,562	41,126	**3,682,372**	(72,799)

Statewide Flexible Capacity	3,863,572
Statewide PTA Capacity	(597,207)
Statewide TE Capacity	416,007
Total	3,682,372

2012 STIP Fund Estimate
County and Interregional Shares
Table 6 – Planning, Programming, and Monitoring (PPM) Limitations
($ thousands)

	Base					5% PPM Limitation	
County	2008 STIP 12/13	2010 STIP 12/13 - 14/15	2012 STIP 12/13-15/16	Total 12/13-15/16	FY 2016/17	FY 2012/13 - FY 2015/16	FY 2016/17
Alameda	43,877	3,068	8,910	55,855	20,348	**2,793**	**1,017**
Alpine/Amador/Calaveras	7,412	519	1,579	9,510	3,607	**475**	**180**
Butte	8,400	586	1,765	10,751	4,031	**538**	**202**
Colusa	2,207	154	473	2,834	1,081	**142**	**54**
Contra Costa	28,427	1,988	6,079	36,494	13,881	**1,825**	**694**
Del Norte	2,125	149	443	2,717	1,011	**136**	**51**
El Dorado LTC	5,368	375	1,228	6,971	2,806	**349**	**140**
Fresno	30,409	2,120	6,729	39,258	15,366	**1,963**	**768**
Glenn	2,356	165	496	3,017	1,132	**151**	**57**
Humboldt	8,493	594	1,780	10,867	4,066	**543**	**203**
Imperial	14,207	1,009	3,161	18,377	7,218	**919**	**361**
Inyo	11,505	810	2,460	14,775	5,617	**739**	**281**
Kern	39,831	2,796	9,064	51,691	20,698	**2,585**	**1,035**
Kings	5,943	418	1,329	7,690	3,035	**384**	**152**
Lake	3,657	254	775	4,686	1,769	**234**	**88**
Lassen	5,384	377	1,132	6,893	2,585	**345**	**129**
Los Angeles	268,621	18,770	53,745	341,136	122,728	**17,057**	**6,136**
Madera	5,386	377	1,230	6,993	2,810	**350**	**141**
Marin	8,309	581	1,661	10,551	3,792	**528**	**190**
Mariposa	2,193	153	463	2,809	1,058	**140**	**53**
Mendocino	7,997	560	1,664	10,221	3,799	**511**	**190**
Merced	9,677	677	2,191	12,545	5,004	**627**	**250**
Modoc	2,859	200	604	3,663	1,379	**183**	**69**
Mono	8,526	601	1,831	10,958	4,180	**548**	**209**
Monterey	15,563	1,089	3,165	19,817	7,227	**991**	**361**
Napa	5,154	360	1,093	6,607	2,497	**330**	**125**
Nevada	4,545	313	940	5,798	2,146	**290**	**107**
Orange	81,023	5,672	16,629	103,324	37,971	**5,166**	**1,899**
Placer TPA	8,539	597	2,251	11,387	5,140	**569**	**257**
Plumas	3,250	227	675	4,152	1,542	**208**	**77**
Riverside	58,047	4,019	14,613	76,679	33,370	**3,834**	**1,669**
Sacramento	37,682	2,636	8,420	48,738	19,227	**2,437**	**961**
San Benito	2,818	197	582	3,597	1,328	**180**	**66**
San Bernardino	75,436	5,270	16,788	97,494	38,336	**4,875**	**1,917**
San Diego	88,798	6,215	18,886	113,899	43,126	**5,695**	**2,156**
San Francisco	22,448	1,568	4,504	28,520	10,283	**1,426**	**514**
San Joaquin	19,724	1,380	4,558	25,662	10,407	**1,283**	**520**
San Luis Obispo	15,852	1,115	3,384	20,351	7,729	**1,018**	**386**
San Mateo	23,296	1,635	4,649	29,580	10,617	**1,479**	**531**
Santa Barbara	18,037	1,270	3,786	23,093	8,644	**1,155**	**432**
Santa Clara	51,388	3,594	10,560	65,542	24,115	**3,277**	**1,206**
Santa Cruz	8,954	633	1,824	11,411	4,164	**571**	**208**
Shasta	9,193	643	1,943	11,779	4,436	**589**	**222**
Sierra	1,525	107	320	1,952	732	**98**	**37**
Siskiyou	6,349	444	1,330	8,123	3,036	**406**	**152**
Solano	13,454	940	2,749	17,143	6,277	**857**	**314**
Sonoma	16,387	1,162	3,424	20,973	7,819	**1,049**	**391**
Stanislaus	15,283	1,070	3,380	19,733	7,718	**987**	**386**
Sutter	3,451	241	777	4,469	1,775	**223**	**89**
Tahoe RPA	2,255	156	412	2,823	942	**141**	**47**
Tehama	4,626	324	994	5,944	2,269	**297**	**113**
Trinity	3,300	231	699	4,230	1,595	**211**	**80**
Tulare	18,693	1,311	4,174	24,178	9,531	**1,209**	**477**
Tuolumne	3,736	262	780	4,778	1,780	**239**	**89**
Ventura	26,543	1,862	5,634	34,039	12,867	**1,702**	**643**
Yolo	7,373	505	1,617	9,495	3,691	**475**	**185**
Yuba	2,641	185	594	3,420	1,357	**171**	**68**
Statewide	1,208,532	84,534	256,925	1,549,991	586,696	**77,500**	**29,335**

Note: Limitation amounts include amounts already programmed.

2012 STIP Fund Estimate
County and Interregional Shares

Table 7. Transportation Enhancement (TE) Targets
($ thousands)

2012 STIP TE Targets			
County	**2015-16**	**2016-17**	**Total TE Target**
Alameda	2,196	2,162	**4,358**
Alpine/Amador/Calaveras	388	383	**771**
Butte	435	428	**863**
Colusa	117	115	**232**
Contra Costa	1,498	1,475	**2,973**
Del Norte	109	107	**216**
El Dorado LTC	303	298	**601**
Fresno	1,658	1,632	**3,290**
Glenn	121	120	**241**
Humboldt	439	432	**871**
Imperial	779	767	**1,546**
Inyo	607	597	**1,204**
Kern	2,234	2,199	**4,433**
Kings	327	322	**649**
Lake	190	188	**378**
Lassen	280	275	**555**
Los Angeles	13,243	13,038	**26,281**
Madera	302	298	**600**
Marin	410	403	**813**
Mariposa	113	112	**225**
Mendocino	411	404	**815**
Merced	541	532	**1,073**
Modoc	148	146	**294**
Mono	451	444	**895**
Monterey	780	768	**1,548**
Napa	269	265	**534**
Nevada	231	228	**459**
Orange	4,098	4,034	**8,132**
Placer TPA	555	546	**1,101**
Plumas	166	164	**330**
Riverside	3,600	3,545	**7,145**
Sacramento	2,074	2,042	**4,116**
San Benito	144	141	**285**
San Bernardino	4,136	4,072	**8,208**
San Diego	4,652	4,581	**9,233**
San Francisco	1,110	1,092	**2,202**
San Joaquin	1,124	1,106	**2,230**
San Luis Obispo	833	821	**1,654**
San Mateo	1,146	1,128	**2,274**
Santa Barbara	933	918	**1,851**
Santa Clara	2,602	2,562	**5,164**
Santa Cruz	448	442	**890**
Shasta	479	471	**950**
Sierra	79	78	**157**
Siskiyou	328	323	**651**
Solano	678	667	**1,345**
Sonoma	844	831	**1,675**
Stanislaus	832	820	**1,652**
Sutter	192	189	**381**
Tahoe RPA	101	100	**201**
Tehama	245	241	**486**
Trinity	172	169	**341**
Tulare	1,028	1,012	**2,040**
Tuolumne	192	189	**381**
Ventura	1,389	1,367	**2,756**
Yolo	399	392	**791**
Yuba	147	144	**291**
Statewide Regional	63,306	62,325	**125,631**
Interregional	21,101	20,775	**41,876**
TOTAL	**84,407**	**83,100**	**167,507**

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APPENDIX A – STATE HIGHWAY ACCOUNT & FEDERAL TRUST FUND

The State Highway Account (SHA) is the primary funding source for California's highway transportation programs. Historically, the main sources of revenue for the SHA have been state excise taxes on motor vehicle fuels and truck weight fees. However, Assembly Bill (AB) 105 (Statues of 2011), has authorized the diversion of weight fee revenues from the SHA to the General Fund (GF) for debt service and loan purposes in 2010-11 and thereafter.

In order to supplant this loss of funding, the intention of AB 105 requires the Controller to make a transfer from the increase of excise tax on fuel revenues (17.7 cents/gallon in 2011-12) that were once earmarked for debt service on transportation bonds and loans to the GF (through the fuel tax swap of 2010). These funds will be transferred to the SHA for the maintenance program and the State Highway Operation and Protection Program (SHOPP). In addition, after the earmark for debt service is subtracted from the increase to the excise tax on gasoline, 12 percent of the remaining balance will also be transferred to the SHA for the maintenance program and the SHOPP.

The enactment of AB 6 and 9 of the eighth extraordinary session of 2009-10 (ABX8 6 and ABX8 9) eliminated the state portion of sales tax on gasoline and swapped it with an increase to excise tax on gasoline. This legislation dissolved only revenue source for the Transportation Investment Fund (TIF) that was used to fund the highway and transit State Transportation Improvement Program (STIP). However, ABX8 9 and AB 105, Statutes of 2010, required that 44 percent of the increase to excise tax on gasoline (17.7 cents in 2011-12), less the annual estimate of weight fees, be transferred to the SHA for highway STIP. Since 2010-11, the SHA has been used as the funding source for new STIP projects.

Federal funds are also used to reimburse the SHA for expenditures on federally eligible projects. Both resources constitute the primary funding sources for the maintenance program and the SHOPP, which is a program that rehabilitates, improves safety, and preserves lane miles on the State Highway System (SHS). In addition, federal resources are subtracted to pay for existing Grant Anticipation Revenue Vehicle (GARVEE) debt service payments programmed in the State Transportation Improvement Program (STIP).

The Federal Trust Fund (FTF) is a major source of funding for SHOPP. The state receives appropriations set by the Federal Highway Act in the form of Obligation Authority (OA). This is based on a percentage of California's total contribution (federal excise tax on gasoline and diesel of 18.4 cents and 24.4 cents per gallon, respectively) into the Federal Highway Trust Fund. The FTF also commits resources to Transportation Enhancement (TE) programmed in the STIP.

Resources Available for Programming

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

2012 STIP FE
SHOPP Program Capacity
($ in millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 STIP FE SHOPP Target Capacity	**$2,050**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$10,000**	**$12,050**
2010 SHOPP Program	2,045	1,950	2,005	0	0	0	3,955	6,000
New SHOPP Program Capacity	**$5**	**$50**	**($5)**	**$2,000**	**$2,000**	**$2,000**	**$6,045**	**$6,050**
Cumulative Difference	**$5**	**$55**	**$50**	**$2,050**	**$4,050**	**$6,050**		
Estimated Capital Allocation Capacity	$1,495	1,450	$1,450	$1,450	$1,450	$1,450		

Note: Numbers may not add due to rounding.

2012 STIP FE STIP Highway & TE Capacity	**$505**	**$761**	**$633**	**$683**	**$733**	**$733**	**$3,544**	**$4,049**
2010 STIP Hwy & TE Capacity	804	600	439	520	0	0	1,559	2,363
New Highway & STIP TE Capacity	**($299)**	**$161**	**$194**	**$163**	**$733**	**$733**	**$1,985**	**$1,686**

Note: Numbers may not add due to rounding.

The SHA & FTF Fund Estimate (FE) table displays approximately $10.0 billion in SHOPP program capacity, which funds the 2012 SHOPP and adds $6.0 billion in new SHOPP target capacity. The SHA and FTF FE table also includes almost $1.6 billion in new STIP program capacity, which is only available for highway STIP and TE projects. Detailed resource and expenditure information are included in the FE for the SHA and Federal Trust Fund in the chart on pages 29-30**.**

SHA Highlights

- SHA resources remaining after existing commitments will be used to fund the SHOPP and highway STIP in the 2012 FE. In addition, the SHOPP will be constrained in the FE, with annual target capacity of approximately $2.0 billion per year falling well below SHOPP needs of roughly $7.4 billion per year.

- Senate Bill (SB) 84 authorizes the Director of Finance to make short-term cash flow loans up to $313 million from the GF to the SHA in order to provide adequate cash for expenditures funded from this account. In order for the Department to meet obligations, the SHA and FTF FE table displays a loan in 2011-12 will be authorized in the amount of $313 million loan with repayment in 2012-13 (see page 29). Upon repayment, another $313 million loan will be authorized in 2012-13 with repayment in 2013-14. Despite these loans, the SHA may still reach insolvency levels in 2011-12 through 2013-14.

- As mentioned in the bullet above, the SHA will be insolvent in 2011-12 through 2013-14, unless an additional loan is made to this account. This is due in part to the enactment of legislative bills during 2010-11 including:

    - SB 84 – Authorized a $147.1 million loan to the GF as a trailer bill to the 2010-11 Budget Act

    - SB 87 (Budget Act of 2011-12) – Authorized a loan of $43.7 million to the GF in 2011-12.

    - AB 105 – Reenacted the fuel tax swap and redirected transfers of all weight fee revenues to the GF for debt service and loans.

    - AB 115 (trailer bill to Budget Act of 2011-12) – Authorized the elimination or postponement for repayment of almost $1.0 billion in loans from the GF to the SHA until June 30, 2021.

- Per assumption SHA 3., consumption of gasoline and diesel fuels are estimated to increase by an average annual escalation factor of 1.8 percent and 2.8 percent, respectively, from 2013 through 2016-17.

- Per assumption SHA 11., federal resources are based on the actual amount of 2008-09 Obligation Authority (OA) received and remain constant each year over the FE period.

- AB 20 of the third extraordinary session of 2009-10 (Chapter 21, statutes of 2009) authorized up to $310 million in loans of federal stimulus funds to backfill the freeze on Proposition 1B funding and obligate projects within 120 days of apportionment. Assumption SHA 10. states that reimbursement is forecasted to occur in 2013-14. This repayment coincides with the Department's financial Contribution to the Bay Area Toll Authority for demolition of the Oakland Bay Bridge.

2012 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS
($ millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$290							$290
Fuel Excise Taxes	3,757	$3,693	$3,630	$3,723	$3,816	$3,900	$18,762	22,520
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	93	98	92	96	98	98	481	574
Loan to General Fund	(44)	0	0	0	0	0	0	(44)
2010-11 Debt Service Repayment	(402)	0	0	0	0	0	0	(402)
Loan from General Fund	313	0	(313)	0	0	0	(313)	-
Loan Repayments from General Fund	219	146	0	0	0	0	146	365
Transportation Loans	(200)	(135)	310	0	0	0	175	(25)
Net Transfers - Others	(173)	(175)	(96)	(86)	(87)	(87)	(530)	(704)
Expenditures - Other Agencies	(123)	(131)	(135)	(138)	(142)	(146)	(693)	(816)
Subtotal - State Resources	$3,730	$3,496	$3,489	$3,594	$3,684	$3,765	$18,028	$21,758
Toll Bridge Seismic Retrofit Program	($150)	($165)	($300)	$0	$0	$0	($465)	($615)
Total State Resources	$3,580	$3,331	$3,189	$3,594	$3,684	$3,765	$17,563	$21,143
Obligation Authority (OA)	$3,046	$3,046	$3,046	$3,046	$3,046	$3,046	$15,231	$18,277
August Redistribution	109	$109	$109	$109	$109	$109	547	656
Other Federal Resources	(133)	($133)	($133)	($133)	($133)	($133)	(663)	(795)
Total Federal Resources	$3,023	$3,023	$3,023	$3,023	$3,023	$3,023	$15,115	$18,137
TOTAL STATE & FED RESOURCES	**$6,603**	**$6,354**	**$6,211**	**$6,617**	**$6,707**	**$6,788**	**$32,677**	**$39,280**
COMMITMENTS								
STATE OPERATIONS	**($929)**	**($952)**	**($950)**	**($948)**	**($966)**	**($985)**	**($4,800)**	**($5,730)**
MAINTENANCE	**($1,343)**	**($1,409)**	**($1,438)**	**($1,467)**	**($1,497)**	**($1,527)**	**($7,337)**	**($8,680)**
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	($132)	($131)	($131)	($135)	($135)	($135)	($666)	($798)
State & Federal LA	(1,177)	(1,163)	(1,165)	(1,171)	(1,175)	(1,176)	(5,850)	(7,027)
Federal Subvention - Other	21	23	23	24	25	25	119	141
TOTAL LA	**($1,288)**	**($1,272)**	**($1,273)**	**($1,282)**	**($1,285)**	**($1,285)**	**($6,396)**	**($7,685)**
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	($291)	($246)	($110)	($46)	($31)	($10)	($443)	($734)
SHOPP Minor	(60)	(36)	(36)	(36)	(36)	(36)	(180)	(241)
Stormwater	(46)	(46)	(46)	(46)	(46)	(46)	(229)	(275)
Federal Engineering[1]	(335)	0	0	0	0	0	0	(335)
TOTAL SHOPP COS	**($733)**	**($328)**	**($192)**	**($128)**	**($113)**	**($92)**	**($853)**	**($1,586)**
SHOPP CAPITAL OUTLAY								
R/W Project Delivery	($71)	($47)	($47)	($15)	($15)	($15)	($139)	($210)
Unprogrammed R/W	(18)	(18)	(18)	(18)	(18)	(18)	(90)	(108)
GARVEE Debt Service	**(11)**	**(11)**	**(11)**	**(11)**	**(11)**	**(11)**	**(57)**	**(68)**
Minor capital	(85)	(64)	(51)	(51)	(51)	(51)	(268)	(353)
Major capital[1]	(1,442)	(66)	(24)	(6)	(2)	0	(98)	(1,540)
TOTAL SHOPP CAPITAL OUTLAY	**($1,627)**	**($207)**	**($151)**	**($101)**	**($97)**	**($95)**	**($651)**	**($2,279)**
TOTAL SHOPP COMMITMENTS	**($5,921)**	**($4,167)**	**($4,003)**	**($3,926)**	**($3,957)**	**($3,984)**	**($20,038)**	**$ (25,959)**
STIP LA								
Oversight (Partnership)	($33)	($33)	($33)	($33)	($33)	($33)	($163)	($196)
STIP Off-System	(39)	(31)	(16)	(11)	(7)	(4)	(69)	(108)
TOTAL STIP LA	**($39)**	**($31)**	**($16)**	**($11)**	**($7)**	**($4)**	**($69)**	**($108)**
TOTAL STIP COS	**($218)**	**($194)**	**($162)**	**($117)**	**($92)**	**($56)**	**($621)**	**($838)**
STIP CAPITAL OUTLAY								
R/W Project Delivery	($117)	($165)	($107)	($51)	($13)	($13)	($349)	($466)
Unprogrammed R/W	(11)	(12)	(10)	(12)	(15)	(15)	(64)	(75)
SHA State Capital	(90)	(54)	(32)	(11)	0	0	(97)	(188)
GARVEE Debt Service	**(73)**	**(73)**	**(73)**	**(73)**	**0**	**0**	**(219)**	**(292)**
Transportation Enhancements (TE)	**(75)**	**(75)**	**(75)**	**(75)**	**(75)**	**(75)**	**(373)**	**(447)**
TE state/local match	**(9)**	**(9)**	**(9)**	**(9)**	**(9)**	**(9)**	**(43)**	**(52)**
TOTAL STIP CAPITAL OUTLAY	**($374)**	**($387)**	**($305)**	**($230)**	**($111)**	**($111)**	**($1,144)**	**($1,519)**
TOTAL STIP COMMITMENTS	**($631)**	**($612)**	**($482)**	**($359)**	**($210)**	**($171)**	**($1,834)**	**($2,465)**
TOTAL RESOURCES AVAILABLE	**$51**	**$1,575**	**$1,726**	**$2,332**	**$2,540**	**$2,633**	**$10,805**	**$10,856**
SHOPP TARGET CAPACITY	**$2,050**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$2,000**	**$10,000**	**$12,050**
STIP TARGET CAPACITY	**$422**	**$679**	**$550**	**$600**	**$650**	**$650**	**$3,129**	**$3,551**
STIP TE TARGET CAPACITY	**$83**	**$83**	**$83**	**$83**	**$83**	**$83**	**$416**	**$499**

Notes:

Numbers may not total due to rounding.

Per CTC Resolution G-05-05, this table includes reservations for SHOPP minor program capacity of $150 million in 2011-12, and $100 million per year for 2012-13 through 2016-17.

[1] Amounts for this component include 2011-12 and prior program for the federal portion only.

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

2012 STIP FUND ESTIMATE
STATE HIGHWAY ACCOUNT & FEDERAL TRUST FUND DETAILS
($ in millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5 Yr Total	6 Yr Total
BEGINNING BALANCE	$290						$0	$290
FUEL EXCISE TAXES								
State Base Excise Taxes on Fuel	$1,886	$1,889	$1,909	$1,957	$2,004	$2,041	$9,799	$11,686
Increase to Excise Tax on Gasoline	1,119	1,113	1,111	1,138	1,165	1,193	5,721	6,840
Increase to Excise Tax on Gasoline (STIP)	752	692	610	628	646	666	3,242	3,994
Total Fuel Excise Taxes	**$3,757**	**$3,693**	**$3,630**	**$3,723**	**$3,816**	**$3,900**	**$18,762**	**$22,520**
NET WEIGHT FEES								
Weight Fees	$913	$924	$945	$967	$989	$1,012	$4,837	$5,751
Less Weight Fee Debt Service	(913)	(924)	(945)	(967)	(989)	(1,012)	(4,837)	(5,751)
Net Weight Fees	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
MISCELLANEOUS REVENUES								
SMIF	$2	$8	$4	$7	$7	$8	$33	$35
Other Regulatory Lic. & Prmts	12	11	10	10	11	11	53	65
Rentals of State Property	44	44	44	44	44	44	221	264
Misc. Revenues	36	35	34	34	35	36	174	210
Total Miscellaneous Revenues	**$93**	**$98**	**$92**	**$96**	**$98**	**$98**	**$481**	**$574**
Loans and Loan Repayments								
Loan to GF	($44)	$0	$0	$0	$0	$0	$0	($44)
2010-11 Debt Service Repayment	(402)	0	0	0	0	0	0	(402)
Loan from GF	313	0	(313)	0	0	0	(313)	0
From Highway Users Tax Account	219	0	0	0	0	0	0	219
From SHA	0	146	0	0	0	0	146	146
To Traffic Congestion Relief Fund	(200)	0	0	0	0	0	0	(200)
To Public Transportation Account (PTA)	0	(135)	0	0	0	0	(135)	(135)
From Proposition 1B (Recovery Act)	0	0	310	0	0	0	310	310
Total Loans and Loan Repayments	**($113)**	**$11**	**($3)**	**$0**	**$0**	**$0**	**$175**	**($106)**
NET TRANSFERS - OTHERS								
Sec 194 of S&HC for PTA Planning	($26)	($27)	($27)	($28)	($28)	($29)	($139)	($166)
To Transportation Debt Service Fund	(79)	(79)	0	0	0	0	(79)	(158)
RSTP Exchange	(58)	(58)	(58)	(58)	(58)	(58)	(289)	(347)
MVA per Sec 16475 of the GC	1	1	1	1	1	1	3	3
MVA per Sec 42273 of the MVC	0	0	0	10	10	10	30	30
Environmental Enhancement & Mitigation	(10)	(10)	(10)	(10)	(10)	(10)	(50)	(60)
Earthquake Risk Reduction Fund of 1996	(1)	(1)	(1)	(1)	(1)	(1)	(5)	(6)
Total Net Transfers - Others	**($173)**	**($175)**	**($96)**	**($86)**	**($87)**	**($87)**	**($530)**	**($704)**
OTHER DEPARTMENT EXPENDITURES								
DMV State Ops - Weight Fee Collection	($47)	($58)	($59)	($61)	($63)	($65)	($307)	($355)
CHP State Ops	(60)	(61)	(62)	(63)	(65)	(66)	(317)	(377)
State Controller	(6)	(4)	(5)	(5)	(5)	(6)	(24)	(30)
California Transportation Commission	(1)	(1)	(1)	(1)	(1)	(1)	(4)	(6)
Fi$Cal	(3)	(1)	(2)	(2)	(2)	(2)	(9)	(11)
Miscellaneous Departments	(6)	(6)	(6)	(6)	(6)	(6)	(31)	(37)
Total Expenditures (Other Departments)	**($123)**	**($131)**	**($135)**	**($138)**	**($142)**	**($146)**	**($693)**	**($816)**
Toll Bridge Seismic Retrofit Program	**($150)**	**($165)**	**($300)**	**$0**	**$0**	**$0**	**($465)**	**($615)**
TOTAL STATE RESOURCES	**$3,581**	**$3,331**	**$3,189**	**$3,594**	**$3,684**	**$3,765**	**$17,563**	**$21,143**
OBLIGATION AUTHORITY	**$3,046**	**$3,046**	**$3,046**	**$3,046**	**$3,046**	**$3,046**	**$15,231**	**$18,277**
AUGUST REDISTRIBUTION	**$109**	**$109**	**$109**	**$109**	**$109**	**$109**	**$547**	**$656**
OTHER FEDERAL RESOURCES								
Section 164 Penalties	($56)	($56)	($56)	($56)	($56)	($56)	($278)	($333)
SAFETEA-LU BIP	(27)	(27)	(27)	(27)	(27)	(27)	(136)	(163)
Recreational Trails	(5)	(5)	(5)	(5)	(5)	(5)	(24)	(29)
FTA Metro Planning	(45)	(45)	(45)	(45)	(45)	(45)	(225)	(270)
Total Other Federal Resources	**($133)**	**($133)**	**($133)**	**($133)**	**($133)**	**($133)**	**($663)**	**($795)**
TOTAL FEDERAL RESOURCES	**$3,023**	**$3,023**	**$3,023**	**$3,023**	**$3,023**	**$3,023**	**$15,115**	**$18,137**
TOTAL STATE & FEDERAL RESOURCES	**$6,603**	**$6,354**	**$6,211**	**$6,617**	**$6,707**	**$6,788**	**$32,677**	**$39,281**

Note: Numbers may not total due to rounding.

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5 Yr Total	6 Yr Total
STATE OPERATIONS								
State Planning and Research	($57)	($58)	($59)	($60)	($60)	($61)	($298)	($355)
Operations	(172)	(175)	(179)	(182)	(186)	(190)	(912)	(1,084)
Local Assistance	(36)	(37)	(38)	(38)	(39)	(40)	(192)	(229)
Program Development	(36)	(37)	(38)	(38)	(39)	(40)	(192)	(228)
Legal	(113)	(116)	(118)	(120)	(123)	(125)	(602)	(715)
Mass Transportation	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Rail	(1)	(1)	(1)	(1)	(1)	(1)	(3)	(4)
Transportation Planning	(22)	(22)	(23)	(23)	(23)	(24)	(115)	(137)
Administration	(441)	(450)	(459)	(468)	(477)	(487)	(2,340)	(2,781)
BCP Reservation	(45)	(50)	(30)	(10)	(10)	(10)	(110)	(155)
PIDS	(7)	(7)	(7)	(7)	(7)	(7)	(35)	(42)
Total State Operations	**($929)**	**($952)**	**($950)**	**($948)**	**($966)**	**($985)**	**($4,800)**	**($5,730)**
MAINTENANCE								
State Maintenance	($1,238)	($1,262)	($1,288)	($1,313)	($1,340)	($1,367)	($6,570)	($7,808)
Federal Maintenance and Bridge	(105)	(107)	(110)	(112)	(114)	(116)	(559)	(664)
Adjustment for TMS Inventory	0	(39)	(40)	(42)	(43)	(44)	(208)	(208)
Total Maintenance	**($1,343)**	**($1,409)**	**($1,438)**	**($1,467)**	**($1,497)**	**($1,527)**	**($7,337)**	**($8,680)**
LOCAL ASSISTANCE (LA)								
State LA	($208)	($193)	($194)	($204)	($208)	($209)	($1,008)	($1,216)
Federal LA	(1,134)	(1,134)	(1,134)	(1,134)	(1,134)	(1,134)	(5,672)	(6,806)
Retrofit Soundwalls	(4)	(3)	(2)	(1)	(0)	(0)	(6)	(10)
RSTP Exchange	58	58	58	58	58	58	289	347
Total LA State	**($1,288)**	**($1,272)**	**($1,273)**	**($1,282)**	**($1,285)**	**($1,285)**	**($6,396)**	**($7,685)**
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	($291)	($246)	($110)	($46)	($31)	($10)	($443)	($734)
SHOPP Minor	(60)	(36)	(36)	(36)	(36)	(36)	(180)	(241)
SHOPP Stormwater	(46)	(46)	(46)	(46)	(46)	(46)	(229)	(275)
Federal Preliminary Engineering	(150)	0	0	0	0	0	0	(150)
Federal Construction Engineering	(185)	0	0	0	0	0	0	(185)
Total SHOPP COS	**($733)**	**($328)**	**($192)**	**($128)**	**($113)**	**($92)**	**($853)**	**($1,586)**
SHOPP CAPITAL OUTLAY								
State R/W Project Delivery	($32)	($32)	($32)	$0	$0	$0	($64)	($96)
Unprogrammed R/W	(18)	(18)	(18)	(18)	(18)	(18)	(90)	(108)
Federal Right-of-Way (Project Delivery)	(39)	(15)	(15)	(15)	(15)	(15)	(75)	(114)
Fed SHOPP GARVEE Debt Service	**(11)**	**(11)**	**(11)**	**(11)**	**(11)**	**(11)**	**(57)**	**(68)**
State minor capital	(65)	(51)	(38)	(37)	(37)	(37)	(200)	(265)
State major capital	(207)	(66)	(24)	(6)	(2)	0	(98)	(304)
Federal minor capital	(20)	(14)	(14)	(14)	(14)	(14)	(68)	(88)
Federal major capital	(1,235)	0	0	0	0	0	0	(1,235)
Total SHOPP Capital Outlay	**($1,627)**	**($207)**	**($151)**	**($101)**	**($97)**	**($95)**	**($651)**	**($2,279)**
TOTAL SHOPP COMMITMENTS	**($5,921)**	**($4,167)**	**($4,003)**	**($3,926)**	**($3,957)**	**($3,984)**	**($20,038)**	**($25,959)**
STIP LA								
Oversight (Partnership)	($33)	($33)	($33)	($33)	($33)	($33)	($163)	($196)
STIP Off-System	(39)	(31)	(16)	(11)	(7)	(4)	(69)	(108)
Total STIP LA	**($39)**	**($31)**	**($16)**	**($11)**	**($7)**	**($4)**	**($69)**	**($108)**
STIP COS	**($218)**	**($194)**	**($162)**	**($117)**	**($92)**	**($56)**	**($621)**	**($838)**
STIP CAPITAL OUTLAY								
State R/W Project Delivery	($95)	($130)	($67)	($36)	($8)	($8)	($249)	($344)
Unprogrammed R/W	(11)	(12)	(10)	(12)	(15)	(15)	(64)	(75)
Federal R/W Project Delivery	(22)	(35)	(40)	(15)	(5)	(5)	(100)	(122)
STIP SHA Capital	(90)	(54)	(32)	(11)	0	0	(97)	(188)
GARVEE Debt Service	**(73)**	**(73)**	**(73)**	**(73)**	**0**	**0**	**(219)**	**(292)**
Transportation Enhancements (TE)	**(75)**	**(75)**	**(75)**	**(75)**	**(75)**	**(75)**	**(373)**	**(447)**
TE state/local match	**(9)**	**(9)**	**(9)**	**(9)**	**(9)**	**(9)**	**(43)**	**(52)**
Total STIP LA	**($374)**	**($387)**	**($305)**	**($230)**	**($111)**	**($111)**	**($1,144)**	**($1,519)**
Total STIP COMMITMENTS	**($631)**	**($612)**	**($482)**	**($359)**	**($210)**	**($171)**	**($1,834)**	**($2,465)**
TOTAL CASH AVAILABLE	**$51**	**$1,575**	**$1,726**	**$2,332**	**$2,540**	**$2,633**	**$10,805**	**$10,857**

Note: Numbers may not total due to rounding.

APPENDIX B - PUBLIC TRANSPORTATION ACCOUNT

The Public Transportation Account (PTA) funds the Department's transportation planning, mass transportation, Intercity Rail programs, and STIP transit projects. PTA resources are primarily derived from the sales taxes on diesel fuel to pay for the Department's highway and airport planning activities that are not payable from sales tax revenues.

Resources Available for Programming

The table below lists the total and annual transit STIP program capacities available for the 2012 STIP. After funding planning, operations, and program commitments, the PTA will not be able to fund $597 million of program capacity identified in the 2010 STIP for the six-year period covering 2011-12 through 2016-17. Further details of the resources and expenditures are presented in the PTA FE table on page 34.

2012 STIP FE
PTA STIP Program Capacity
($ in millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 STIP FE PTA Target Capacity	**$25**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$25**
2010 PTA STIP Program	120	331	67	104	0	0	502	622
New PTA STIP Capacity	**($95)**	**($331)**	**($67)**	**($104)**	**$0**	**$0**	**($502)**	**($597)**

Note: Numbers may not add due to rounding.

PTA Highlights

- Per assumption PTA 2., consumption of diesel fuel will increase by 2.8 percent per year and the retail price of diesel will increase by 1.0 percent per year from 2013 through 2016-17.

- Expenditures for Intercity Rail operations are based on estimates from the Division of Rail and include Amtrak shared operating and capital costs.

- AB 3090 cash reimbursements for PTA-eligible projects are included in the PTA FE table.

- AB 115 postponed the repayment of a $29 million PTA loan to the General Fund (GF) from June 30, 2014 to June 30, 2021.

AB 105

On March 24, 2011, AB 105 of 2011 re-enacted the fuel tax swap, and also implemented a new sales tax on diesel in addition to the 4.75 percent sales tax levied on each gallon of diesel fuel as follows:

- 1.87 percent in 2011-12
- 2.17 percent in 2012-13
- 1.94 percent in 2013-14
- 1.75 percent in 2014-15 and thereafter

Instead of requiring the transfer of proceeds from the new sales tax on diesel to the PTA, AB 105 will redirect the revenues for deposit in STA. As a result, STA receives almost 75 percent (including half of the 4.75 percent sales tax on diesel) of the sales tax on diesel revenues over the FE period. The PTA only retains about 25 percent of the total revenues from the sales tax on diesel (one-half of the 4.75 percent sales tax on diesel).

2012 STIP FUND ESTIMATE
PUBLIC TRANSPORTATION ACCOUNT
($ in thousands)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$245,000							$245,000
Sales Tax on Diesel	545,978	$569,872	$572,771	$579,964	$601,612	$624,072	$2,948,290	3,494,268
SMIF Interest Earned	992	896	968	787	660	587	3,898	4,890
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Loan Repayment from SHA	0	135,000	0	0	0	0	135,000	135,000
Transfer from SHA (S&HC 194)	26,278	26,793	27,318	27,854	28,401	28,958	139,324	165,602
TOTAL RESOURCES	**$818,278**	**$732,590**	**$601,087**	**$608,635**	**$630,703**	**$653,647**	**$3,226,662**	**$4,044,940**
State Transit Assistance	(373,102)	(374,287)	(369,433)	(368,054)	(381,792)	(396,045)	(1,889,612)	(2,262,714)
SUBTOTAL AVAILABLE RESOURCES	**$445,175**	**$358,303**	**$231,654**	**$240,581**	**$248,911**	**$257,601**	**$1,337,051**	**$1,782,226**
STATE OPERATIONS								
Rail and Mass Transportation Support	($35,878)	($36,596)	($37,327)	($38,074)	($38,836)	($39,612)	($190,445)	($226,323)
Planning Staff and Support	(22,170)	(22,613)	(23,066)	(23,527)	(23,998)	(24,477)	(117,681)	(139,851)
California Transportation Commission	(1,371)	(1,398)	(1,426)	(1,455)	(1,484)	(1,514)	(7,277)	(8,648)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(4,055)	(4,136)	(4,219)	(4,303)	(4,389)	(4,477)	(21,524)	(25,579)
State Controller's Office	(362)	(369)	(377)	(384)	(392)	(400)	(1,922)	(2,284)
TOTAL STATE OPERATIONS	**($64,816)**	**($66,093)**	**($67,395)**	**($68,723)**	**($70,078)**	**($71,460)**	**($343,749)**	**($408,565)**
INTERCITY RAIL								
Intercity Rail and Bus Operations	($90,300)	($101,900)	($111,800)	($115,154)	($118,609)	($122,167)	($569,629)	($659,929)
Section 209 Capital Costs	0	(7,900)	(16,300)	(16,789)	(17,293)	(17,811)	(76,093)	(76,093)
Additional Services on Existing Routes	0	(14,800)	(4,400)	(6,400)	(17,946)	(16,091)	(59,637)	(59,637)
Extensions to Existing Routes	0	(5,400)	(5,400)	(10,900)	(14,500)	(18,200)	(54,400)	(54,400)
Heavy Equipment Overhaul	(16,100)	(18,400)	(14,400)	(11,900)	(11,900)	(21,000)	(77,600)	(93,700)
TOTAL INTERCITY RAIL	**($106,400)**	**($148,400)**	**($152,300)**	**($161,143)**	**($180,247)**	**($195,270)**	**($837,360)**	**($943,760)**
LOCAL ASSISTANCE								
Bay Area Ferry Operations/Waterborne	($3,087)	($3,117)	($3,149)	($3,180)	($3,212)	($3,244)	($15,902)	($18,989)
AB 3090 Cash Reimbursements	(1,500)	0	0	0	0	0	0	(1,500)
TOTAL LOCAL ASSISTANCE	**($4,587)**	**($3,117)**	**($3,149)**	**($3,180)**	**($3,212)**	**($3,244)**	**($15,902)**	**($20,489)**
CAPITAL PROJECTS								
STIP - Mass Transportation	($105,693)	($59,869)	($12,927)	($20,304)	($3,748)	($1,854)	($98,701)	($204,395)
STIP - Rail	(17,238)	(19,109)	(27,918)	(24,432)	(2,954)	(2,171)	(76,584)	(93,822)
TOTAL CAPITAL PROJECTS	**($122,931)**	**($78,978)**	**($40,845)**	**($44,736)**	**($6,702)**	**($4,025)**	**($175,286)**	**($298,217)**
CASH AVAILABLE FOR PROGRAMMING	**$146,441**	**$61,715**	**($32,034)**	**($37,202)**	**($11,328)**	**($16,397)**	**($35,246)**	**$111,195**
PTA STIP TARGET CAPACITY	**$25,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$25,000**

Note: Numbers may not total due to rounding.

APPENDIX C – TRANSPORTATION INVESTMENT FUND

The Transportation Investment Fund (TIF) was established by the Traffic Congestion Relief Act of 2000 (Chapter 91, Statutes of 2000; and Chapter 656, Statutes of 2000). The TIF was created to facilitate General Fund (GF) transfers of the state portion of sales tax on gasoline distributed to fund the Traffic Congestion Relief Program (TCRP) and to have the State Controller's Office (Controller) move the remaining funds to transportation programs. This included retaining 40 percent of the remaining funds in the TIF for flexible (highway and transit) STIP projects.

The enactment of Assembly Bill 6 of the eighth extraordinary session of 2009-10 (ABX8 6) on March 24, 2010, eliminated the state sales tax on gasoline, which had provided the only revenue source to fund the TIF as mentioned above. The enactment of ABX8 9 of 2009-10 on March 24, 2010, required that all remaining obligations of the TIF that cannot be funded with remaining resources shall become obligations of the State Highway Account (SHA).

Although the TIF has no resources available for programming, a table is illustrated below.

TRANSPORTATION INVESTMENT FUND

($ in millions)

	2011-12	2012-13	2013-14	2014-15	4 Year Total
RESOURCES					
Beginning Reserves:	$238				$238
TOTAL RESOURCES	$238	$0	$0	$0	$238
STIP					
STIP - State Highway	($100)	($34)	($24)	$0	($159)
STIP - Off-System	(12)	(15)	0	0	(27)
STIP - Mass Transportation	(16)	(15)	(10)	(7)	(47)
TOTAL STIP COMMITMENTS	($128)	($64)	($34)	($7)	($233)
TOTAL CASH AVAILABLE	**$110**	**($64)**	**($34)**	**($7)**	**$6**

Notes:

Numbers may not add due to rounding.

The Transportation Investment Fund will have a fund balance of about $6 million after all commitments are met.

APPENDIX D – TRANSPORTATION DEFERRED INVESTMENT FUND

The Transportation Deferred Investment Fund (TDIF) was established by Assembly Bill (AB) 1751 (Chapter 224, Statutes of 2003), in response to the suspension of the General Fund (GF) transfer to the Transportation Investment Fund (TIF) in 2003-04. The TDIF was created to facilitate the repayment of TIF funds not transferred from the GF.

Senate Bill (SB) 1098 (Chapter 212, Statutes of 2004) added Section 7106 to the Revenue & Taxation Code (R&TC), which established a repayment schedule of the suspension from the GF to TIF in 2004-05. SB 79 (Chapter 173, Statutes of 2007) amended Section 7106 of the R&TC to require repayment in the form of equal, annual installments with payback due by June 30, 2016. The Controller will initiate transfers to move the remaining $83 million in annual repayments from the GF to the TDIF and then to the Traffic Congestion Relief Fund (TCRF).

Although the TDIF has no resources available for programming, a table is illustrated below.

2012 STIP FUND ESTIMATE
TRANSPORTATION DEFERRED INVESTMENT FUND
($ in millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	5-Year Total
RESOURCES						
Beginning Balance	$69					**$69**
Proposition 42 Loan Repayment	83	83	83	83	83	**417**
TOTAL RESOURCES	**$152**	**$83**	**$83**	**$83**	**$83**	**$486**
EXPENDITURES						
Capital	($26)	($20)	$0	$0	$0	**($46)**
Local Assistance	(4)	(6)	0	0	0	**(10)**
Transfer to Traffic Congestion Relief Fund	(83)	(83)	(83)	(83)	(83)	**(417)**
TOTAL EXPENDITURES	($114)	($109)	($83)	($83)	($83)	**($473)**
TOTAL CASH AVAILABLE	**$38**	**($26)**	**$0**	**$0**	**$0**	**$13**

Notes:

Numbers may not add due to rounding.

The Transportation Deferred Investment Fund will have a fund balance of about $13 million remaining after all commitments are met.

APPENDIX E – PROPOSITION 1A & 1B BONDS

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

Proposition 1A, approved by voters in November 2008 (unaffiliated with Proposition 1A of 2006), authorized the issuance of $9.95 billion in general obligation (GO) bonds as the Safe, Reliable, High-Speed, Passenger Train Bond Act for the 21st Century. The GO bond proceeds will fund the construction of a high-speed train system that connects the state's major rail terminals and links the state's major population centers. Of the $9.95 billion in proceeds, $9.00 billion will fund the planning and engineering for the high-speed train system, and capital costs to be funded according to the High-Speed Rail Authority's certified environmental impact reports.

The remaining $950 million (less bond administration costs) will be allocated by the Commission to eligible recipients for capital improvements to intercity and commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train (Section 2704.095 of the Streets and Highways Code [S&HC]).

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		INTERCITY RAIL TOTAL
Resources:		
Bond Authorization		$950,000
Less Administrative Costs[1]	(23,750)	
Commitments[2]:	(206,566)	
Total Commitments:		(230,316)
REMAINING CAPACITY:		**$719,684**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2008-09	2009-10	2010-11	Total
Expended Support	$0	$0	$0	$0
Allocated Local Assistance	0	0	15,700	15,700
Allocated Capital	0	0	62,490	62,490
Total Allocations[3]	**$0**	**$0**	**$78,190**	**$78,190**
Less Total Expended[4]	0	0	0	0
Unexpended Al1ocations	**$0**	**$0**	**$78,190**	**$78,190**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

[1] Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc., per Section 2704.08(h) of the Streets and Highways Code.

[2] Programmed amounts through June 30, 2011, per the Division of Rail.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2008-09 through 2010-11.

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

Proposition 1B, approved by voters in November 2006, authorized the issuance of $19.925 billion in state general obligation bonds under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of this amount, the Department and Commission are authorized to administrate and allocate a total of $12.025 billion in funding. The objectives of Proposition 1B are to improve transportation, air quality, and port security through the creation of new transportation accounts and programs, and by providing new funding for existing programs.

Pages 38-46 display the status through June 30, 2011, of the following Proposition 1B accounts:

- Corridor Mobility Improvement Account
- Trade Corridor Improvement Fund
- Transportation Facilities Account
- Public Transit Modernization, Improvement & Service Enhancement Account
- State Local Partnership Program Account
- Local Bridge Seismic Retrofit Account
- Highway-Railroad Crossing Safety Account
- Highway Safety, Rehabilitation, and Preservation Account
- State Route 99 Corridor Account

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

The Corridor Mobility Improvement Account (CMIA) was established to fund performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors. Projects are to be identified by the Department, and regional or local transportation agencies and allocated by the Commission (Section 8879.23(a)(1) of the GC).

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		CMIA TOTAL
Resources:		
Bond Authorization		$4,500,000
Less Administrative Costs[1]	(90,000)	
Commitments[2]:	(4,410,000)	
Total Commitments:		(4,500,000)
REMAINING CAPACITY:		**$0**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2007-08	2008-09	2009-10	2010-11	Total
Expended Support	$4,118	$24,885	$30,379	$30,603	$89,984
Allocated Local Assistance	1,500	3,900	(530)	0	4,870
Allocated Capital	662,395	1,052,743	371,682	47,075	2,133,895
Total Allocations[3]	**$668,013**	**$1,081,528**	**$401,531**	**$77,678**	**$2,228,749**
Less Total Expended[4]	(31,143)	(205,187)	(263,859)	(241,309)	(741,498)
Unexpended Al1ocations	**$636,870**	**$876,341**	**$137,672**	**($163,631)**	**$1,487,251**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

[1] Estimated costs for bond issuance, PMIA loan administration costs, arbitrage rebates, etc.

[2] Programmed amounts through June 30, 2011, per Commission staff.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2007-08 through 2010-11.

TRADE CORRIDOR IMPROVEMENT FUND

The Trade Corridors Improvement Fund (TCIF) was established to fund infrastructure improvements along federally-designated "Trade Corridors of National Significance" in the state, and along other corridors within the state that have a high volume of freight movement, as determined by the Commission (Section 8879.23(c)(1)(A) of the GC).

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		TCIF TOTAL
Resources:		
Bond Authorization		$2,000,000
Less Administrative Costs[1]	(40,000)	
Commitments[2]:	(1,960,000)	
Total Commitments:		(2,000,000)
REMAINING CAPACITY:		**$0**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2007-08	2008-09	2009-10	2010-11	Total
Expended Support	$0	$752	$769	$2,315	$3,837
Allocated Local Assistance	0	26,000	25,266	93,146	144,412
Allocated Capital	0	128,583	40,949	28,941	198,473
Total Allocations[3]	**$0**	**$155,335**	**$66,984**	**$124,402**	**$346,722**
Less Total Expended[4]	0	(915)	(910)	(17,467)	(19,292)
Unexpended Al1ocations	**$0**	**$154,420**	**$66,074**	**$106,935**	**$327,430**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

[1] Estimated costs for bond issuance, PMIA loan administration costs, arbitrage rebates, etc.

[2] Programmed amounts through June 30, 2011 per Commission staff.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2007-08 through 2010-11.

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. This act provided $2 billion for projects in the State Transportation Improvement Program (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 (Section 8879.23(e) of the GC).

The 2010 STIP Fund Estimate assumed all capacity from the TFA would be allocated by the end of 2009-10. However, due to a struggling economy and a less than ideal credit market, the State Treasurer's Office (STO) delayed the sale of general obligation bonds for new projects. If the STO does not sell bonds, this would cause the Commission to move the $395 million in allocation capacity identified in 2011-12 to a later year in the FE period.

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		TFA TOTAL
Resources:		
Bond Authorization		$2,000,000
Less Administrative Costs[1]	(40,000)	
Commitments[2]:	(1,510,710)	
Total Commitments:		(1,550,710)
REMAINING CAPACITY:		**$449,290**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2007-08	2008-09	2009-10	2010-11	Total
Expended Support	$17,506	$52,264	$55,489	$42,174	$167,433
Allocated Local Assistance	4,131	146,130	38,269	6,889	195,419
Allocated Capital	772,525	348,249	(20,041)	47,125	1,147,858
Total Allocations[3]	**$794,162**	**$546,643**	**$73,717**	**$96,188**	**$1,510,710**
Less Total Expended[4]	(55,222)	(355,634)	(342,177)	(320,372)	(1,073,405)
Unexpended Al1ocations	**$738,940**	**$191,009**	**($268,460)**	**($224,184)**	**$437,305**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

[1] Estimated costs for bond issuance, PMIA loan administration costs, arbitrage rebates, etc.

[2] Net allocated amounts through June 30, 2011 per the Division of Budgets.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2007-08 through 2010-11.

PUBLIC TRANSIT MODERNIZATION, IMPROVEMENT & SERVICE ENHANCEMENT ACCOUNT

The Public Transportation Modernization, Improvement and Service Enhancement Account (PTIMSEA) was established to fund intercity rail projects and commuter or urban rail operators, bus operators, waterborne transit operators, and other transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, and for rolling stock procurement, rehabilitation, and replacement (Sections 8879.23(f)(1) & 8879.55-8879.56 of the GC).

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		PTMISEA TOTAL
Resources:		
Bond Authorization		$400,000
Less Administrative Costs[1]	(7,843)	
Commitments[2]:	(392,157)	
Total Commitments:		(400,000)
REMAINING CAPACITY:		**$0**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2007-08	2008-09	2009-10	2010-11	Total
Expended Support	$519	$940	$1,093	$973	$3,526
Allocated Local Assistance	0	0	0	0	0
Allocated Capital	55,756	40,500	3,146	(5,000)	94,402
Total Allocations[3]	**$56,275**	**$41,440**	**$4,239**	**($4,027)**	**$97,928**
Less Total Expended[4]	(521)	(952)	(23,972)	(14,393)	(39,838)
Unexpended Al1ocations	**$55,754**	**$40,488**	**($19,733)**	**($18,420)**	**$58,090**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

Table only displays PTMISEA funds administered by the Department.

[1] Estimated costs for bond issuance, PMIA loan administration costs, arbitrage rebates, etc.

[2] Programmed amounts through June 30, 2011 per the Division of Rail.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2007-08 through 2010-11.

STATE LOCAL PARTNERSHIP PROGRAM ACCOUNT

The State Local Partnership Program Account (SLPP) provides dollar-for-dollar matching funds for eligible transportation projects nominated by applicant transportation agencies (Section 8879.23(g) of the GC).

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		SLPP TOTAL
Resources:		
Bond Authorization		$1,000,000
Less Administrative Costs[1]	(20,000)	
Commitments[2]:	(526,887)	
Total Commitments:		(546,887)
REMAINING CAPACITY:		**$453,113**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2007-08	2008-09	2009-10	2010-11	Total
Expended Support	$0	$238	$280	$412	$930
Allocated Local Assistance	0	0	75,890	155,242	231,132
Allocated Capital	0	40,000	7,214	23,000	70,214
Total Allocations[3]	**$0**	**$40,238**	**$83,384**	**$178,654**	**$302,276**
Less Total Expended[4]	0	(269)	(331)	(4,353)	(4,953)
Unexpended Al1ocations	**$0**	**$39,969**	**$83,053**	**$174,301**	**$297,323**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

[1] Estimated costs for bond issuance, PMIA loan administration costs, arbitrage rebates, etc.

[2] Programmed amounts through June 30, 2011, per Commission staff.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2007-08 through 2010-11.

LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT

The Local Bridge Seismic Retrofit Account (LSBRA) was established to provide the required match for Federal Highway Bridge Replacement and Repair funds available to the state for seismic work on local bridges, ramps, and overpasses, as identified by the Department (Sections 8879.23(i)(1) & 8879.62 of the GC).

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		LBSRA TOTAL
Resources:		
Bond Authorization		$125,000
Less Administrative Costs[1]	(2,500)	
Commitments[2]:	(122,500)	
Total Commitments:		(125,000)
REMAINING CAPACITY:		**$0**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2007-08	2008-09	2009-10	2010-11	Total
Expended Support	$43	$83	$96	$1,285	$1,507
Allocated Local Assistance	13,500	21,000	12,200	(16,750)	29,950
Allocated Capital	0	0	0	0	0
Total Allocations[3]	**$13,543**	**$21,083**	**$12,296**	**($15,465)**	**$31,457**
Less Total Expended[4]	(43)	(1,787)	(3,061)	(6,554)	(11,445)
Unexpended Al1ocations	**$13,500**	**$19,296**	**$9,235**	**($22,019)**	**$20,012**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

[1] Estimated costs for bond issuance, PMIA loan administration costs, arbitrage rebates, etc.

[2] Programmed amounts through June 30, 2011, per the Division of Local Assistance.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2007-08 through 2010-11.

HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT

The Highway-Railroad Crossing Safety Account (HRCSA) was established to fund the completion of high-priority grade separation and railroad crossing safety improvements pursuant to Chapter 10 (Sections 2450 through 2461) of Division Three of the S&HC, except that a dollar-for-dollar matching of non-state funds shall be provided for each project. The limitation on maximum project cost in Section 2454(g) of the S&HC shall not be applicable to projects funded with this account (Sections 8879.23(j)(1) & 8879.63 of the GC).

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		HRCSA TOTAL
Resources:		
Bond Authorization		$250,000
Less Administrative Costs[1]	(5,000)	
Commitments[2]:	(231,727)	
Total Commitments:		(236,727)
REMAINING CAPACITY:		**$13,273**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2007-08	2008-09	2009-10	2010-11	Total
Expended Support	$158	$304	$470	$493	$1,425
Allocated Local Assistance	0	6,000	146,549	(1,173)	151,376
Allocated Capital	0	0	0	0	0
Total Allocations[3]	**$158**	**$6,304**	**$147,019**	**($680)**	**$152,801**
Less Total Expended[4]	(158)	(323)	(3,342)	(13,713)	(17,536)
Unexpended Al1ocations	**$0**	**$5,981**	**$143,677**	**($14,393)**	**$135,265**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

Remaining capacity includes capital outlay support and local assistance.

[1] Estimated costs for bond issuance, PMIA loan administration costs, arbitrage rebates, etc.

[2] Programmed amounts through June 30, 2011, per Commission staff.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2007-08 through 2010-11.

HIGHWAY SAFETY, REHABILITATION, AND PRESERVATION ACCOUNT

The Highway Safety, Rehabilitation, and Preservation Account (HSRPA) was established to fund the State Highway Operation and Protection Program (SHOPP) under Section 14526.5 of the GC, traffic light synchronization, and other technology-based projects, to improve safety, operations, and the effective capacity of local streets and roads (Sections 8879.23(k)(1) & 8879.64 of the GC).

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		HSRPA TOTAL
Resources:		
Bond Authorization		$750,000
Less Administrative Costs[1]	(15,000)	
Commitments[2]:	(735,000)	
Total Commitments:		(750,000)
REMAINING CAPACITY:		**$0**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2007-08	2008-09	2009-10	2010-11	Total
Expended Support	$11,730	$18,286	$16,376	$12,276	$58,668
Allocated Local Assistance	0	62,887	34,578	61,941	159,406
Allocated Capital	254,484	17,694	9,864	14,300	296,342
Total Allocations[3]	**$266,214**	**$98,867**	**$60,818**	**$88,516**	**$514,415**
Less Total Expended[4]	(12,479)	(71,952)	(117,100)	(69,403)	(270,934)
Unexpended Al1ocations	**$253,735**	**$26,915**	**($56,282)**	**$19,113**	**$243,481**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

[1] Estimated costs for bond issuance, PMIA loan administration costs, arbitrage rebates, etc.

[2] Programmed amounts through June 30, 2011, per Commission staff and the Division of Programming.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2007-08 through 2010-11.

STATE ROUTE 99 CORRIDOR ACCOUNT

The State Route 99 Account (SR 99) was established to provide funding for safety, operational enhancements, rehabilitation, or capacity improvements for the SR 99 corridor that traverses approximately 400 miles of the central valley of this state (Section 8879.51 of the GC).

REMAINING CAPACITY
($ in thousands)

DESCRIPTION		SR 99 TOTAL
Resources:		
Bond Authorization		$1,000,000
Less Administrative Costs[1]	(20,000)	
Commitments[2]:	(980,000)	
Total Commitments:		(1,000,000)
REMAINING CAPACITY:		**$0**

ALLOCATIONS AND EXPENDITURES
($ in thousands)

Description	2007-08	2008-09	2009-10	2010-11	Total
Expended Support	$4,076	$4,643	$3,404	$8,341	$20,465
Allocated Local Assistance	0	0	0	0	0
Allocated Capital	100	7,374	172,304	20,953	200,731
Total Allocations[3]	**$4,176**	**$12,017**	**$175,708**	**$29,294**	**$221,196**
Less Total Expended[4]	(4,083)	(5,151)	(4,748)	(30,347)	(44,329)
Unexpended Al1ocations	**$93**	**$6,866**	**$170,960**	**($1,053)**	**$176,867**

Notes:
Numbers may not add due to rounding.

Remaining capacity includes capital outlay support, local assistance, and capital outlay.

[1] Estimated costs for bond issuance, PMIA loan administration costs, arbitrage rebates, etc.

[2] Programmed amounts through June 30, 2011, per Commission staff.

[3] The table displays allocations through June 30, 2011.

[4] This row displays actual expenditures for 2007-08 through 2010-11.

APPENDIX F – TOLL BRIDGE SEISMIC RETROFIT PROGRAM

The Legislature enacted Assembly Bill (AB) 144 in 2005 (Chapter 71, Statutes of 2005), which provided additional funding to meet the new program cost for the Toll Bridge Seismic Retrofit Program (TBSRP) of $8.685 billion, including the $5.105 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 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
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 TBSRP. The table below shows the current schedule of remaining contributions over the FE period as adopted in the Commission's plan.

Remaining TBSRP Contributions

($ in millions)

Source	Description	2011-12	2012-13	2013-14	2014-15	5-Year Total
AB 1171	HBRR Contribution (SHA)	$0	$0	$0	$0	**$0**
	Contingency (SHA)	100	148	300	0	**448**
AB 144	Efficiency Savings	50	17	0	0	**17**
	Total	**$150**	**$165**	**$300**	**$0**	**$465**

APPENDIX G – 2012 STIP FUND ESTIMATE ASSUMPTIONS BY FUND

The Commission adopted the assumptions used in the development of the 2012 STIP FE on May 11, 2011. A summary of the adopted assumptions are listed below. Any modifications to the approved assumptions are included in brackets and in italic font.

State Highway Account (SHA):

Operating Cash Balance

SHA 1. Based on an updated analysis of monthly SHA receipts less expenditures, a minimum level of operating cash of $370 million would sufficiently cover 95 percent of the monthly volatility in the SHA.

SHA Revenues & Transfers

SHA 2. Assume no growth of consumption levels from 2010-11 through 2012. Starting in 2013 and continuing through 2016-17, consumption of gasoline and diesel fuels will increase by about 1.8 percent and 2.8 percent each year, respectively.

SHA 3. Assume no growth of weight fee revenues from 2010-11 through 2012. Starting in 2013 and continuing through 2016-17, weight fee revenues will increase by their 10-year growth rate of 2.3 percent from 2013 through 2016-17.

SHA 4. Revenues from Other Regulatory Licenses and Permits will remain stagnant from 2009-10 through 2013-14 and increase by 2.0 percent per year in 2014-15 through 2016-17. This results in total revenues of $42 million over the FE period.

SHA 5. Section 194 transfers are based on PTA state operations expenditures, which are subject to the Department of Finance's (Finance's) price letter. The transfers total approximately $139 million over the FE period.

SHA 6. The Commission's December 2005 adopted plan scheduled transfers from the SHA to the Toll Bridge Seismic Retrofit Account (TBSRA) and contributions to the program, which total $465 million over the FE period.

SHA 7. Assume the Legislature will not appropriate Section 183.1 transfers and prior year revenues will remain in the SHA. This will result in no Section 183.1 transfers over the FE period and miscellaneous revenues will be used to fund SHA commitments.

SHA 8. Assume the Controller will transfer $10 million from the Motor Vehicle Account to the SHA each year from 2014-15 through 2016-17.

Loan Repayments

SHA 9. The 2012 FE will display that no Pre-Proposition 42 loan repayments will occur over the FE period based on the 2011-12 Governor's Budget Summary and Assembly Bill 115 of 2011.

SHA 10. The 2012 FE will display that loan repayments will occur in the year consistent with state statute.

Federal Revenues

SHA 11. Assume Obligation Authority (OA) is equal to the 2008-09 actual level of $3.0 billion, the last year of SAFETEA-LU, and held constant each year over the FE period. This would result in $15.2 billion in OA over the five-year FE period.

SHA 12. The 2012 FE assumes an August Redistribution of $109 million per year based on the average amount received by California from 2007-08 through 2009-10. The state will retain $66 million (61 percent) and locals will receive a $43 million apportionment (39 percent).

Advanced Construction (AC)

SHA 13. The Department will gradually accumulate an AC level that is equivalent to one year's OA by the end of the FE period. AC will be used as a cash management tool and as a reservation of federal eligible projects to hedge against changes to federal resources.

Advanced Project Development Element (APDE)

SHA 14. The APDE will not be displayed as the 2012 STIP FE is expected to show the need for reprogramming STIP projects.

State Expenditures

SHA 15. The 2012 FE will display a total budget change proposal reservation of $110 million over the five-year FE period.

SHA 16. Maintenance and Operations expenditures for Transportation Management Systems (TMS) includes an annual inventory escalation factor of 3.0 percent, which will total $208 million over the FE period.

Local Assistance

SHA 17. State expenditures assume allocation for the Railroad Crossing Protection Maintenance Program at $2 million per year over the FE period, consistent with Commission Resolution G-06-15.

SHA 18. The 2012 STIP FE will include a $10 million transfer per year to the Environmental Enhancement Mitigation fund as intended per Section 164.56(a) of the Streets & Highway Code (S&HC).

Prior STIP Commitments

SHA 19. Capital outlay support (COS) expenditures are based on programmed STIP projects allocated prior to 2007-08 and in 2010-11, construction engineering for programmed 2011-12 STIP projects, and pre-construction engineering and R/W support for projects currently programmed to begin in 2011-12. A reservation will also be included for support cost increases consistent with SB 45 of 1997-98 based on historical expenditures. [*No reservation for cost increases allowed by SB 45 were included as part of the methodology for the 2012 STIP FE. It is recommended for the Commission to account for this allowance when programming the 2012 STIP*.]

SHA 20. Capital expenditures are based on a continuation of all existing SHA STIP project allocations prior to 2007-08, allocations in 2010-11, projects programmed to begin in 2011-12, and STIP Grant Anticipation Revenue Vehicles (GARVEE) debt service payments.

SHA 21. Prior right-of-way (R/W) is defined as all R/W projects in the 2010 STIP that are programmed for 2011-12 and prior years.

SHA 22. Non-programmed SHA STIP R/W includes an annual estimate based on forecasted R/W lump sum allocations of non-programmed R/W components for post-certification, and project development costs.

Grant Anticipation Revenue Vehicle(s) (GARVEE)

SHA 23. The 2012 FE displays GARVEE debt service payments of about $219 million for STIP and $57 million for SHOPP for the entire FE period. GARVEE debt service payments for STIP proceeds will end in 2014-15. GARVEE debt service payments for SHOPP proceeds will end in 2019-20, which is outside of the 2012 FE period.

SHOPP

SHA 24. COS expenditures are based on SHOPP projects allocated during 2010-11 and prior, construction engineering for programmed 2011-12 SHOPP projects, and pre-construction engineering and R/W support for projects currently programmed to begin in 2011-12.

SHA 25. Prior R/W commitments are defined as R/W projects in the SHOPP that are programmed for 2011-12 and prior years.

SHA 26. Non-programmed SHOPP R/W includes an annual estimate based on forecasted R/W lump sum allocations of non-programmed R/W components for inverse condemnation and post-certification costs.

SHA 27. Capital expenditures are based on a continuation of all SHOPP projects allocated in 2010-11 and prior, all programmed 2011-12 SHOPP projects, and SHOPP GARVEE debt service payments.

SHA 28. Total program capacity of the 2012 FE SHOPP will be based on total SHA resources remaining after existing commitments.

Public Transportation Account (PTA):

Operating Cash Balance

PTA 1. Based on historical data and projected expenditures from updated analysis of monthly PTA receipts less expenditures, a minimum level of operating cash of $100 million would sufficiently cover 95 percent of the monthly volatility in the PTA.

Revenues

PTA 2. Consistent with Assumption SHA 2, consumption of diesel will experience no growth from 2009-10 through 2012. In 2013 through 2016-17, diesel consumption will increase by 2.8 percent each year. The 2012 FE will display that retail diesel prices will increase by 1 percent each year over the FE period. This assumption results in sales tax on diesel revenues of about $2.9 billion over the FE period.

Transfers

PTA 3. Section 21682.5 of the Public Utilities Code requires an annual transfer of $30,000 from the Aeronautics Account.

PTA 4. STA will receive $1.8 billion in transfers from the PTA over the FE period. [*STA will receive $1.9 billion in transfers from the PTA over the FE period. The additional increase is from the enactment of AB 105 (Statutes of 2010-11).*]

State Operations

PTA 5. Assume no reservations for budget change proposals or finance letters is included over the FE period.

PTA 6. Intercity Rail is part of state operations expenditures in the PTA.

A. Intercity Rail and bus operations base expenditures will total $570 million over the FE period. This includes state-shared Amtrak operations.
B. State-shared Amtrak capital costs will total $76 million over the FE period.
C. The Department's estimated need for heavy equipment maintenance and overhaul over the FE period is $78 million.
D. The 2012 STIP FE will display a total of $60 million for additional services on existing routes consistent with the most recent California State Rail Plan.
E. The 2012 STIP FE will display a total of $54 million for extensions to existing routes consistent with the most recent California State Rail Plan.

Local Assistance

PTA 7. Bay Area Ferry operations expenditures will escalate by one percent per year based on historical expenditures.

PTA 8. Capital expenditures are based on a continuation of all STIP projects allocated in 2010-11 and prior, all PTA programmed 2011-12 STIP projects, and non-highway AB 3090s.

Transportation Investment Fund (TIF):

TIF Expenditures

TIF 1. COS expenditures are based on STIP projects, construction engineering, and pre-construction engineering, and R/W support allocated during 2009-10 and prior.

TIF 2. Prior R/W commitments are defined as all R/W projects programmed in the 2010 STIP through 2009-10.

TIF 3. Non-programmed R/W includes an annual estimate based on forecasted R/W lump sum allocations of non-programmed R/W components for inverse condemnation, post-certification, and project development costs.

TIF 4. Capital expenditures will be based on a continuation of all STIP projects allocated in 2009-10 and prior, and non-PTA funded AB 3090s programmed in the 2010 STIP that occur before July 2012.

Bonds

Allocations

Bond 1. The 2012 FE will display remaining capacity and a history of allocations and expenditures for all Proposition 1A and Proposition 1B general obligation bond funds administered by the Department. Funding will be dependent on the State Treasurer's Office's ability to sell sufficient bonds in the current economic climate.

APPENDIX H – 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 Sections14526 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 I – RESOLUTION TO ADOPT THE 2012 STIP FUND ESTIMATE

PASSED BY

CTC

AUG 1 0 2011

CAUFORNIA
'TRANSPORTATION COMMISSION

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE 2012 FUND ESTIMATE

RESOLUTION G-11-07

1.1. WHEREAS, Sections 14524 and 14525 of the Government Code require the Department of Transportation (Department) to present, and the California Transportation Commission (Commission) to adopt, a biennial fund estimate to include and estimate all State and federal Funds reasonably expected to be available for the biennial State Transportation Improvement Program (STIP), including the amount that may be programmed in each county for regional improvement programs; and

1.2. WHEREAS, on January 19, 2011, the Department presented an overview of the fund estimate process and schedule; and

1.3 WHEREAS, on May 11, 2011, the Department presented, and the Commission approved the 2012 Fund Estimate assumptions; and

1.4 WHEREAS, on June 22, 2011, the Department presented to the Commission the Draft 2012 Fund Estimate; and

1.5 WHEREAS, on July 27, 2011, the Commission held a workshop on the Proposed 2012 Fund Estimate to consider public comment, and indicated that the adoption of the 2012 Fund Estimate would be scheduled for August 9-10, 2011; and

1.6 WHEREAS, on August 9-10, 2011, the Department presented to the Commission an updated, Proposed 2012 Fund Estimate; and

1.7 WHEREAS, the proposed 2012 Fund Estimate identifies new program capacity of approximately $167 million for federal Transportation Enhancement funds, $1.9 billion in new highway STIP capacity, and over-programming of approximately $597 million in the Public Transportation Account for the six-year period covering 2011-12 through 2016-17; and

1.8 WHEREAS, the Proposed 2012 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 30, 2011.

2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2012 STIP Fund Estimate, as presented by the Department on August 9-10, 2011, with programming in the 2012 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 2012 Fund Estimate to each regional agency and county transportation commission.

Caltrans

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