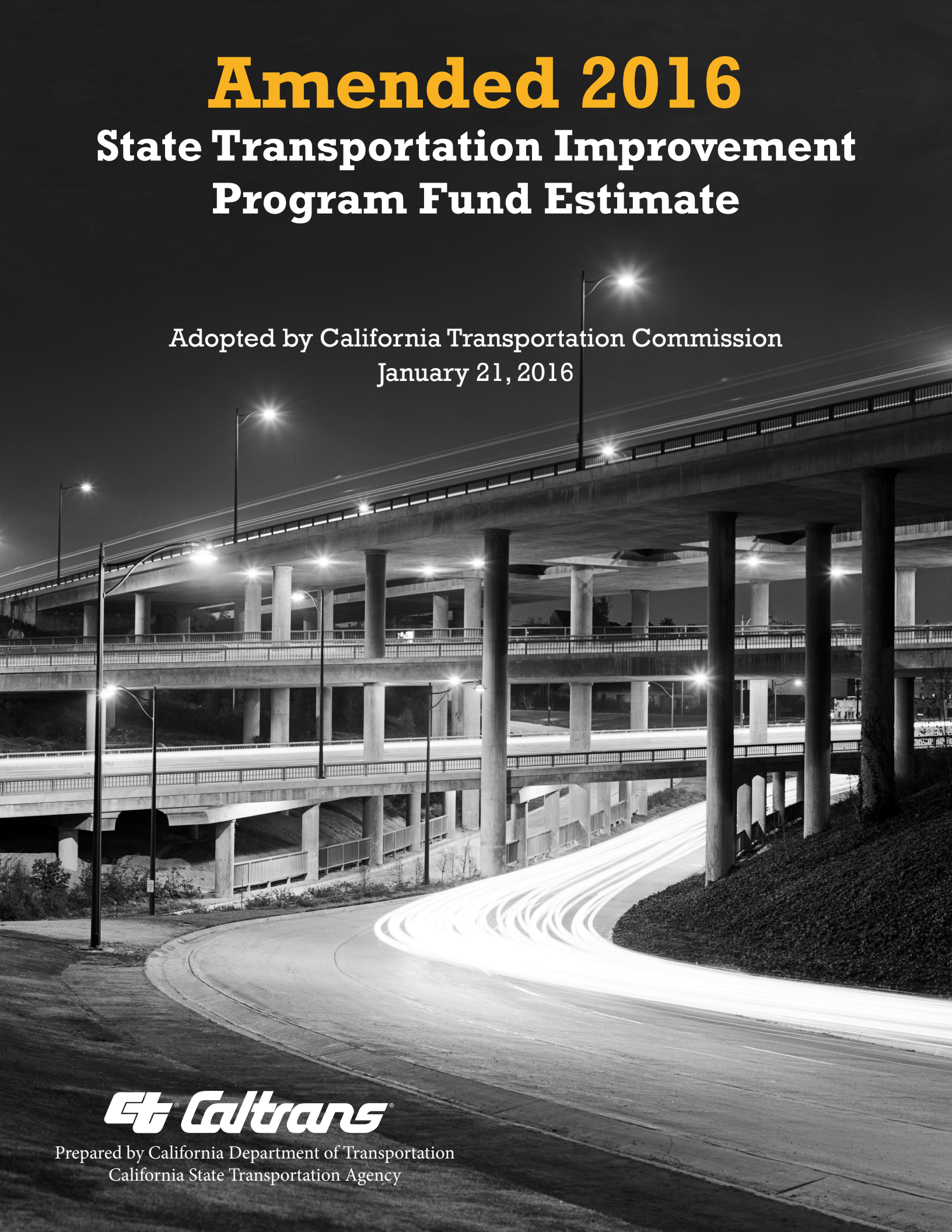
Amended 2016

State Transportation Improvement Program Fund Estimate

Adopted by California Transportation Commission
January 21, 2016



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Prepared by California Department of Transportation
California State Transportation Agency

AMENDED 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

This document outlines changes made to the Fund Estimate since adoption, and is intended to supplement the Adopted 2016 STIP Fund Estimate

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The Amended 2016 State Transportation Improvement Program Fund Estimate Book was prepared by the California Department of Transportation, Division of Budgets, Revenue Forecasting and Financial Analysis Branch, and is available online at http://www.dot.ca.gov/hq/transprog/ctcliaison.htm

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ABX	Assembly Bill of an Extraordinary Session
Commission	California Transportation Commission
Controller	State Controller's Office
Department	California Department of Transportation
FE	Fund Estimate
FTF	Federal Trust Fund
GF	General Fund
MAP-21	Moving Ahead for Progress in the 21st Century Act
OA	Obligation Authority
PTA	Public Transportation Account
R/W	Right-of-Way
RTIP	Regional Transportation Improvement Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SHA	State Highway Account
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TDSF	Transportation Debt Service Fund
TIF	Transportation Investment Fund

EXECUTIVE SUMMARY

This document outlines changes made to the Fund Estimate since adoption, and is intended to supplement the Adopted 2016 STIP Fund Estimate

On January 21, 2016, the California Transportation Commission (Commission) adopted the Amended 2016 State Transportation Improvement Program (STIP) Fund Estimate (FE), which amended the 2016 STIP FE adopted on August 27, 2015. 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 2016 STIP FE period covers state fiscal years 2016-17 through 2020-21, with 2015-16 included as the base year.

Amended STIP Capacity

STIP projects add capacity to the state's transportation infrastructure. The Amended 2016 STIP FE includes a total estimate of approximately $1.6 billion in program capacity over the five-year FE period, a decrease of $801 million when compared to the Adopted 2016 STIP FE. Amended STIP capacity was derived from an updated revenue assumption for the price-based excise tax rate. The revised assumption was approved by the Commission on January 21, 2016.

2016 STIP Fund Estimate
($ in millions)

STIP Target Capacity	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
Amended 2016 STIP FE	$378	$240	$265	$315	$360	$395	$1,575	$1,953
Adopted 2016 STIP FE	378	405	420	470	540	540	2,375	2,753
Net Difference	**$0**	**($165)**	**($155)**	**($155)**	**($180)**	**($145)**	**($801)**	**($801)**
Cumulative Difference	**$0**	**($165)**	**($320)**	**($475)**	**($655)**	**($801)**		

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

Program capacity represents the total value of projects that can be funded each year. The Amended 2016 STIP FE projects negative $754 million in STIP capacity over the FE period. As a result of the negative capacity, projects currently programmed in the STIP will need to be delayed.

Amended 2016 STIP FE
STIP Program Capacity
($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 STIP FE Target Capacity	**$378**	**$240**	**$265**	**$315**	**$360**	**$395**	**$1,574**	**$1,953**
2014 STIP Program	554	798	682	673	0	0	2,152	2,707
New STIP Program Capacity	**($176)**	**($558)**	**($417)**	**($357)**	**$360**	**$395**	**($578)**	**($754)**
Cumulative Difference	**($176)**	**($734)**	**($1,151)**	**($1,508)**	**($1,149)**	**($754)**		

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

INTRODUCTION

Biennially, the California Department of Transportation (Department) is required by Government Code Sections 14524 and 14525 to develop a State Transportation Improvement Program (STIP) Fund Estimate (FE). The FE provides an estimate, in annual increments, of all federal and state funds reasonably expected to be available for programming in the subsequent STIP, and a plan to manage these funds over the five year STIP period. The 2016 STIP FE covers the period from 2016-17 through 2020-21, with the 2015-16 year included as the base year.

The Department is required to present a FE to the California Transportation Commission (Commission) by July 15, and the Commission to adopt a FE by August 15 of each odd-numbered year. After exercising its option to delay the adoption of the FE on January 22, 2015, the 2016 STIP FE was adopted by the Commission on August 27, 2015.

Section 14525(d) of the Government Code states that the Commission may amend the FE prior to March 1 of each even-numbered year to account for unexpected revenues or other unforeseen circumstances. On January 7, 2016, the 2016-17 Governor's Budget was released, reflecting a lower projected 2016-17 price-based excise tax rate than was previously estimated by the Department of Finance. In response to the decreased rate, the Department worked with Commission staff to develop an updated price-based excise tax rate revenue Assumption, which was presented to the Commission on January 20, 2016, and approved on January 21, 2016.

The 2016 STIP FE was amended to reflect the approved Assumption, and was adopted by the Commission on January 21, 2016. The Amended 2016 STIP FE reflects a decrease in total STIP capacity of approximately $801 million, when compared to the adopted 2016 STIP FE. This decrease results in negative STIP capacity over the FE period.

STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

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

The STIP and the SHOPP comprise the major portion of the state's transportation infrastructure programs. The primary source of funding for the STIP is a portion of the price-based excise tax on gasoline (12 cents per gallon for 2015-16). The primary sources of funding for the SHOPP are state excise taxes on fuel and federal excise taxes on motor vehicle fuels. Article XIX of the California Constitution currently protects both state excise tax on fuel and resources in the PTA that fund transit STIP, from diversions for non-transportation purposes.

- **State Highway Account and Federal Trust Fund -** The SHA and FTF are the sole funding sources for the constrained SHOPP, which is the Department's highest priority. The two accounts also fund STIP highway projects.

    - **SHOPP funding** – SHA revenues dedicated to SHOPP are derived from the state excise tax on gasoline consumption statewide. The base portion of the excise tax is 18 cents per gallon and the SHA receives approximately 64 percent of the total revenue generated. The price-based portion of the excise tax is 12 cents per gallon, but is statutorily required to be adjusted each year based on revenue neutrality with state sales tax on gasoline. From the price-based excise tax, the SHA first receives a backfill amount equal to projected weight fees. After miscellaneous General Fund (GF) transfers, the SHA also receives 12 percent of the remaining balance (see Appendix A for further detail). In addition, the SHA receives a portion of the state excise tax on diesel fuel (13 cents per gallon for 2015-16), which is also adjusted each year based on revenue neutrality with state sales tax on diesel.

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

- **STIP funding** – After accounting for the weight fee backfill and miscellaneous transfers to the GF, SHA revenues dedicated to the STIP are primarily generated from a 44 percent apportionment of the state price-based excise tax on gasoline (adjusted each year based on consistency with state sales tax on gasoline).

- **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.

2016 STIP FE Program Capacity (Target Capacity)

Amended STIP Program Capacity. The table below displays the total and annual program capacities available for the Amended 2016 STIP, including SHA and FTF capacity, and PTA capacity. Target Capacity represents the total value of projects, including construction, right of way (R/W), and support, that can be funded each year. The 2014 STIP Program line represents the annual amount of projects programmed each year in the 2014 STIP. "New STIP Program Capacity" is the difference between the Amended 2016 STIP FE Target Capacity and the 2014 STIP, which also identifies the shortage of capacity to fund the current program.

Amended 2016 STIP FE
STIP Program Capacity
($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 STIP FE Target Capacity	**$378**	**$240**	**$265**	**$315**	**$360**	**$395**	**$1,574**	**$1,953**
2014 STIP Program	554	798	682	673	0	0	2,152	2,707
New STIP Program Capacity	**($176)**	**($558)**	**($417)**	**($357)**	**$360**	**$395**	**($578)**	**($754)**
Cumulative Difference	**($176)**	**($734)**	**($1,151)**	**($1,508)**	**($1,149)**	**($754)**		

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

Amended STIP Highlights

Amended STIP capacity was derived from an updated revenue assumption for the price-based excise tax rate that occurred after adoption of the 2016 STIP FE in August, 2015. The updated assumption adjusted the 2016-17 rate of 14.1 cents per gallon to 10 cents per gallon, followed by annual rate increases of two cents each year over the FE period.

- The rate scenario mirrors the previously adopted assumption that price-based excise tax rates reach 18 cents prior to the end of the FE period, while reflecting lower rates in early years when compared to the original scenario. The linear approach to fiscal year rate adjustments reflect the adopted assumption of an incremental increase in each year of the FE. Rates based on the Recommended Projection represent a middle-ground between other scenarios, and are projected to reduce STIP revenue by

approximately $801 million, and total revenue by approximately $1 billion, when compared to the original scenario.

SHOPP Program Capacity. The table below displays the total and annual SHOPP capacities over the FE period, and are unchanged from the Adopted 2016 STIP FE. Target Capacity represents the total value of SHOPP projects, including construction, R/W, and support, that can be funded each year after funding existing and ongoing commitments. The 2014 SHOPP Program line represents the SHOPP projects currently programmed each year in the four-year 2014 program. "New SHOPP Program Capacity" is the difference between the 2016 STIP FE Target Capacity and the 2014 SHOPP, and identifies any excess or shortage of program capacity to fund the current program.

Amended 2016 STIP FE
SHOPP Program Capacity
($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 STIP FE SHOPP Target Capacity	**$2,300**	**$2,300**	**$2,400**	**$2,400**	**$2,400**	**$2,500**	**$12,000**	**$14,300**
2014 SHOPP Program	2,507	2,440	2,440	0	0	0	4,880	7,387
New SHOPP Program Capacity	**($207)**	**($140)**	**($40)**	**$2,400**	**$2,400**	**$2,500**	**$7,120**	**$6,913**
Cumulative Difference	**($207)**	**($347)**	**($387)**	**$2,013**	**$4,413**	**$6,913**		

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

COUNTY AND INTERREGIONAL SHARE ESTIMATES

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

The Amended 2016 STIP FE indicates that there are negative program capacities for both the SHA and PTA. This means that the Amended 2016 STIP is fully programmed, and projects currently programmed in the STIP will have to be delayed to the two new years of the five-year period. There are no programming targets in the Amended 2016 STIP due to the lack of new capacity. As a result, County and Interregional shares tables are not included in this FE.

The following table (Table 1 – Reconciliation to County and Interregional Shares) lists the net changes to program capacity from the Amended 2016 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and non-PTA (the SHA and FTF). The table is based on Commission actions through June 30, 2015.

Table 1 - Reconciliation to County and Interregional Shares

($ millions)

Public Transportation Account (PTA)	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**5-Year Total**	**6-Year Total**
2016 FE PTA Target Capacity	$50	$40	$40	$40	$40	$40	$200	$250
Total 2016 STIP FE PTA Target Capacity	**$50**	**$40**	**$40**	**$40**	**$40**	**$40**	**$200**	**$250**
2014 STIP Program [1]	**$86**	**$83**	**$129**	**$118**	**$0**	**$0**	**$330**	**$416**
Net PTA STIP Program	**$86**	**$83**	**$129**	**$118**	**$0**	**$0**	**$330**	**$416**
PTA Capacity for County Shares	**($36)**	**($43)**	**($89)**	**($78)**	**$40**	**$40**	**($130)**	**($166)**
Cumulative	**($36)**	**($79)**	**($168)**	**($246)**	**($206)**	**($166)**		

State Highway Account (SHA)	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**5-Year Total**	**6-Year Total**
2016 FE Non-PTA Target Capacity	$328	$200	$225	$275	$320	$355	$1,375	$1,703
Total 2016 STIP FE Non-PTA Capacity	**$328**	**$200**	**$225**	**$275**	**$320**	**$355**	**$1,375**	**$1,703**
2014 STIP Program - hwy [1]	**$451**	**$685**	**$539**	**$550**	**$0**	**$0**	**$1,774**	**$2,225**
2014 STIP Program - bike/ped [1]	**$16**	**$30**	**$14**	**$5**	**$0**	**$0**	**$48**	**$65**
Net Non-PTA STIP Program	**$468**	**$715**	**$553**	**$554**	**$0**	**$0**	**$1,822**	**$2,290**
Non-PTA Capacity for County Shares	**($140)**	**($515)**	**($328)**	**($279)**	**$320**	**$355**	**($447)**	**($587)**
Cumulative	**($140)**	**($655)**	**($983)**	**($1,262)**	**($942)**	**($587)**		
Total Capacity	**($176)**	**($558)**	**($417)**	**($358)**	**$360**	**$395**	**($577)**	**($754)**

Notes:

General note: Numbers may not add due to rounding.

[1] 2015 Orange Book

APPENDIX A – STATE HIGHWAY ACCOUNT AND FEDERAL TRUST FUND

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

In order to replace this loss of funding, AB 105 also requires the State Controller's Office (Controller) to allocate a portion from the price-based excise tax on gasoline (12 cents per gallon for 2015-16) to backfill the diversion of weight fees. These funds are allocated to the SHA for the maintenance program and the SHOPP. In addition, after accounting for the weight fee backfill and miscellaneous transfers to the GF, 12 percent of the remaining price-based excise tax revenues are transferred to the SHA for the maintenance program and the SHOPP.

The enactment of Assembly Bill 6 of the Eighth Extraordinary Session (ABX8) 6 and 9 eliminated the state portion of sales tax on gasoline and swapped it with an increase to excise tax on gasoline. This legislation eliminated the only revenue source for the Transportation Investment Fund (TIF) that had been used to fund the highway and transit STIP. However, ABX8 9 and AB 105, required that after accounting for the annual estimate of weight fee backfill and miscellaneous transfers to the GF, 44 percent of the increase to excise tax on gasoline would be transferred to the SHA for highway STIP, thus mitigating the impact of the loss of the state portion of sales tax on gasoline. 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 SHS. In addition, federal resources are dedicated to pay for existing Grant Anticipation Revenue Vehicle(s) (GARVEE) debt service payments programmed in the SHOPP.

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

Resources Available for Programming

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

Amended 2016 STIP FE
SHOPP Program Capacity
($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 STIP FE SHOPP Target Capacity	**$2,300**	**$2,300**	**$2,400**	**$2,400**	**$2,400**	**$2,500**	**$12,000**	**$14,300**
2014 SHOPP Program	2,507	2,440	2,440	0	0	0	4,880	7,387
New SHOPP Program Capacity	**($207)**	**($140)**	**($40)**	**$2,400**	**$2,400**	**$2,500**	**$7,120**	**$6,913**
Cumulative Difference	**($207)**	**($347)**	**($387)**	**$2,013**	**$4,413**	**$6,913**		

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

Amended 2016 STIP FE
STIP Program Capacity
($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 STIP FE - SHA & FTF Target Capacity	**$328**	**$200**	**$225**	**$275**	**$320**	**$355**	**$1,374**	**$1,703**
2016 STIP FE - PTA Target Capacity	**50**	**40**	**40**	**40**	**40**	**40**	**200**	**250**
2014 STIP Program	554	798	682	673	0	0	2,152	2,707
New STIP Program Capacity	**($176)**	**($558)**	**($417)**	**($357)**	**$360**	**$395**	**($578)**	**($754)**
Cumulative Difference	**($176)**	**($734)**	**($1,151)**	**($1,508)**	**($1,149)**	**($754)**		

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

The SHA and FTF table on page nine displays $12 billion in SHOPP capacity, which funds the 2014 SHOPP and adds approximately $7.1 billion in new SHOPP target capacity. The STIP table includes approximately $1.4 billion in SHA and FTF capacity, and $200 million in PTA capacity, the sum of which is insufficient to cover the 2014 STIP Program. Detailed resource and expenditure information for the SHA and FTF are included on pages 10-11.

AMENDED 2016 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS
($ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$1,158							$1,158
Fuel Excise Taxes (Base)	$1,894	$1,894	$1,894	$1,894	$1,894	$1,894	$9,469	$11,362
Fuel Excise Taxes (Price-Based)	1,393	1,260	1,437	1,615	1,778	1,947	8,037	9,430
Net Weight Fees	0	0	0	0	0	0	0	0
Miscellaneous Revenues	85	80	81	82	80	80	402	487
Transportation Loans	0	78	54	0	0	0	132	132
Net Transfers - Others	2	(236)	(213)	(160)	(160)	(160)	(928)	(926)
Expenditures - Other Agencies	(130)	(138)	(135)	(138)	(140)	(141)	(691)	(821)
Total State Resources	$4,402	$2,938	$3,118	$3,293	$3,452	$3,620	$16,420	$20,823
Obligation Authority (OA)	$3,242	$3,287	$3,333	$3,380	$3,427	$3,475	$16,903	$20,145
August Redistribution	147	147	147	147	147	147	735	882
Other Federal Resources	(177)	(177)	(177)	(177)	(177)	(177)	(884)	(1,061)
Total Federal Resources	$3,212	$3,257	$3,303	$3,350	$3,397	$3,445	$16,753	$19,965
TOTAL STATE & FED RESOURCES	**$7,614**	**$6,195**	**$6,422**	**$6,643**	**$6,849**	**$7,065**	**$33,174**	**$40,788**
COMMITMENTS								
STATE OPERATIONS	**($978)**	**($1,005)**	**($1,032)**	**($1,059)**	**($1,087)**	**($1,116)**	**($5,299)**	**($6,278)**
MAINTENANCE	**($1,307)**	**($1,335)**	**($1,365)**	**($1,395)**	**($1,426)**	**($1,457)**	**($6,977)**	**($8,284)**
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	($108)	($102)	($89)	($82)	($80)	($79)	($432)	($540)
State & Federal LA	(1,242)	(1,258)	(1,276)	(1,288)	(1,303)	(1,320)	(6,445)	(7,688)
TOTAL LA	**($1,350)**	**($1,360)**	**($1,364)**	**($1,370)**	**($1,384)**	**($1,399)**	**($6,877)**	**($8,227)**
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	($602)	($564)	($264)	($105)	($59)	($30)	($1,022)	($1,624)
SHOPP Minor	(56)	(56)	(56)	(56)	(56)	(56)	(279)	(335)
Stormwater	(48)	(48)	(48)	(48)	(48)	(48)	(240)	(288)
TOTAL SHOPP COS	**($705)**	**($668)**	**($368)**	**($209)**	**($163)**	**($134)**	**($1,541)**	**($2,247)**
SHOPP CAPITAL OUTLAY								
Major capital	($1,665)	($135)	($52)	($15)	($6)	$0	($208)	($1,873)
Minor capital	(86)	(77)	(68)	(68)	(68)	(68)	(350)	(435)
R/W Project Delivery	(49)	(43)	(28)	(17)	(10)	(8)	(106)	(155)
Unprogrammed R/W	(2)	(7)	(10)	(10)	(10)	(10)	(47)	(49)
GARVEE Debt Service	(11)	(11)	(11)	(11)	(11)	0	(46)	(57)
TOTAL SHOPP CAPITAL OUTLAY	**($1,813)**	**($273)**	**($170)**	**($122)**	**($105)**	**($86)**	**($756)**	**($2,570)**
TOTAL NON-STIP COMMITMENTS	**($6,154)**	**($4,641)**	**($4,299)**	**($4,155)**	**($4,164)**	**($4,193)**	**($21,452)**	**($27,606)**
STIP LA								
STIP Off-System	($35)	($30)	($25)	($10)	($1)	($1)	($67)	($102)
Oversight (Partnership)	(21)	(19)	(17)	(16)	(15)	(15)	(83)	(103)
TOTAL STIP LA	**($56)**	**($49)**	**($42)**	**($26)**	**($17)**	**($16)**	**($150)**	**($205)**
STIP COS	**($181)**	**($99)**	**($69)**	**($30)**	**($17)**	**($12)**	**($227)**	**($408)**
STIP CAPITAL OUTLAY								
STIP On-System	($536)	($387)	($192)	($74)	($15)	$0	($668)	($1,204)
R/W Project Delivery	(86)	(83)	(23)	(21)	(15)	(12)	(154)	(240)
Unprogrammed R/W	(7)	(9)	(4)	(4)	(3)	(3)	(23)	(30)
TOTAL STIP CAPITAL OUTLAY	**($629)**	**($479)**	**($219)**	**($99)**	**($33)**	**($15)**	**($845)**	**($1,474)**
TOTAL STIP COMMITMENTS	**($866)**	**($627)**	**($330)**	**($156)**	**($67)**	**($43)**	**($1,222)**	**($2,088)**

TOTAL RESOURCES AVAILABLE	**$595**	**$927**	**$1,793**	**$2,332**	**$2,618**	**$2,830**	**$10,500**	**$11,095**
SHOPP TARGET CAPACITY	**$2,300**	**$2,300**	**$2,400**	**$2,400**	**$2,400**	**$2,500**	**$12,000**	**$14,300**
STIP TARGET CAPACITY	**$328**	**$200**	**$225**	**$275**	**$320**	**$355**	**$1,375**	**$1,703**

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

AMENDED 2016 STIP FUND ESTIMATE

STATE HIGHWAY ACCOUNT & FEDERAL TRUST FUND DETAILS

($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
RESOURCES								
BEGINNING BALANCE	$1,158							$1,158
FUEL EXCISE TAXES								
State Base Excise Taxes on Fuel	$1,894	$1,894	$1,894	$1,894	$1,894	$1,894	$9,469	$11,362
Price-Based Excise Taxes on Gasoline	1,096	1,111	1,184	1,257	1,303	1,358	6,214	7,311
Price-Based Excise Taxes on Gasoline (STIP)	297	149	253	357	474	589	1,822	2,120
Total Fuel Excise Taxes	**$3,287**	**$3,154**	**$3,331**	**$3,509**	**$3,671**	**$3,841**	**$17,505**	**$20,792**
NET WEIGHT FEES								
Weight Fees	$1,015	$1,071	$1,115	$1,160	$1,174	$1,197	$5,717	$6,732
Less Weight Fee Debt Service	(1,015)	(1,071)	(1,115)	(1,160)	(1,174)	(1,197)	(5,717)	(6,732)
Net Weight Fees	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
MISCELLANEOUS REVENUES								
SMIF	$2	$2	$2	$2	$0	$0	$5	$7
Other Regulatory Licenses & Permits	12	11	11	11	11	11	55	67
Rentals of State Property	46	45	46	46	46	46	230	276
Misc. Revenues	25	22	22	23	23	23	112	137
Total Miscellaneous Revenues	**$85**	**$80**	**$81**	**$82**	**$80**	**$80**	**$402**	**$487**
Loans and Loan Repayments								
From Pre-Proposition 42 (Tribal Gaming)	$0	$78	$54	$0	$0	$0	$132	$132
Total Loans and Loan Repayments	**$0**	**$78**	**$54**	**$0**	**$0**	**$0**	**$132**	**$132**
NET TRANSFERS - OTHERS								
Public Transportation Account per Sec 194 of the S&HC	($25)	($25)	($25)	($25)	($25)	($25)	($125)	($150)
Transportation Debt Service Fund per Sec 183 of the S&HC	(83)	(78)	(79)	(80)	(80)	(80)	(397)	(480)
Transportation Debt Service Fund per Sec 63048.67 of the GC	0	(78)	(54)	0	0	0	(132)	(132)
RSTP Exchange	(58)	(58)	(58)	(58)	(58)	(58)	(289)	(347)
MVA per Sec 16475 of the GC	0	0	0	0	0	0	1	1
MVA per Sec 42273 of the MVC	10	10	10	10	10	10	50	60
Environmental Enhancement & Mitigation	(7)	(7)	(7)	(7)	(7)	(7)	(35)	(42)
Transportation Investment Fund Closure	165	0	0	0	0	0	0	165
Total Net Transfers - Others	**$2**	**($236)**	**($213)**	**($160)**	**($160)**	**($160)**	**($928)**	**($926)**
OTHER DEPARTMENT EXPENDITURES								
Active Transportation Program Set-Aside	($34)	($34)	($34)	($34)	($34)	($34)	($171)	($205)
DMV State Operations - Weight Fee Collection	(11)	(11)	(12)	(12)	(12)	(12)	(59)	(70)
CHP State Operations	(73)	(75)	(76)	(78)	(80)	(82)	(391)	(464)
State Controller	0	(3)	(2)	(2)	(1)	(1)	(9)	(9)
California Transportation Commission	(1)	(1)	(1)	(1)	(1)	(1)	(4)	(6)
Fi$Cal	(5)	(9)	(4)	(6)	(6)	(6)	(31)	(36)
Miscellaneous Departments	(5)	(5)	(5)	(5)	(5)	(5)	(25)	(30)
Total Expenditures (Other Departments)	**($130)**	**($138)**	**($135)**	**($138)**	**($140)**	**($141)**	**($691)**	**($821)**
TOTAL STATE RESOURCES	**$4,402**	**$2,938**	**$3,118**	**$3,293**	**$3,452**	**$3,620**	**$16,420**	**$20,823**
OBLIGATION AUTHORITY	**$3,242**	**$3,287**	**$3,333**	**$3,380**	**$3,427**	**$3,475**	**$16,903**	**$20,145**
AUGUST REDISTRIBUTION	**$147**	**$147**	**$147**	**$147**	**$147**	**$147**	**$735**	**$882**
OTHER FEDERAL RESOURCES								
Active Transportation Program	($86)	($86)	($86)	($86)	($86)	($86)	($428)	($513)
Section 164 Penalties	(47)	(47)	(47)	(47)	(47)	(47)	(235)	(281)
FTA Metro Planning	(44)	(44)	(44)	(44)	(44)	(44)	(222)	(267)
Total Other Federal Resources	**($177)**	**($177)**	**($177)**	**($177)**	**($177)**	**($177)**	**($884)**	**($1,061)**
TOTAL FEDERAL RESOURCES	**$3,212**	**$3,257**	**$3,303**	**$3,350**	**$3,397**	**$3,445**	**$16,753**	**$19,965**
TOTAL STATE & FEDERAL RESOURCES	**$7,614**	**$6,195**	**$6,422**	**$6,643**	**$6,849**	**$7,065**	**$33,174**	**$40,788**

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

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
COMMITMENTS								
STATE OPERATIONS								
State Planning and Research	($48)	($49)	($50)	($52)	($53)	($54)	($258)	($306)
Traffic Operations	(184)	(188)	(192)	(196)	(200)	(205)	(981)	(1,165)
Local Assistance	(35)	(36)	(36)	(37)	(38)	(39)	(186)	(220)
Program Development	(30)	(30)	(31)	(32)	(32)	(33)	(158)	(188)
Legal	(115)	(118)	(120)	(123)	(126)	(129)	(616)	(731)
Mass Transportation	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Rail	(1)	(1)	(1)	(1)	(1)	(1)	(3)	(4)
Transportation Planning	(52)	(53)	(54)	(55)	(56)	(58)	(276)	(328)
Administration	(503)	(514)	(525)	(537)	(548)	(560)	(2,684)	(3,187)
BCP Reservation	0	(5)	(10)	(15)	(20)	(25)	(75)	(75)
PIDS	(12)	(12)	(12)	(12)	(13)	(13)	(62)	(74)
Total State Operations	**($978)**	**($1,005)**	**($1,032)**	**($1,059)**	**($1,087)**	**($1,116)**	**($5,299)**	**($6,278)**
MAINTENANCE								
State Maintenance	($1,188)	($1,214)	($1,241)	($1,268)	($1,296)	($1,324)	($6,343)	($7,531)
Federal Maintenance and Bridge	(119)	(121)	(124)	(127)	(130)	(132)	(634)	(753)
Total Maintenance	**($1,307)**	**($1,335)**	**($1,365)**	**($1,395)**	**($1,426)**	**($1,457)**	**($6,977)**	**($8,284)**
LOCAL ASSISTANCE (LA)								
State LA	($163)	($161)	($143)	($131)	($127)	($125)	($687)	($850)
Federal LA	(1,245)	(1,257)	(1,279)	(1,297)	(1,314)	(1,332)	(6,479)	(7,725)
RSTP Exchange	58	58	58	58	58	58	289	347
Total LA State	**($1,350)**	**($1,360)**	**($1,364)**	**($1,370)**	**($1,384)**	**($1,399)**	**($6,877)**	**($8,227)**
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	($153)	($137)	($60)	($24)	($15)	($9)	($245)	($397)
SHOPP Minor	(56)	(56)	(56)	(56)	(56)	(56)	(279)	(335)
SHOPP Stormwater	(48)	(48)	(48)	(48)	(48)	(48)	(240)	(288)
Federal	(449)	(427)	(204)	(81)	(44)	(21)	(778)	(1,227)
Total SHOPP COS	**($705)**	**($668)**	**($368)**	**($209)**	**($163)**	**($134)**	**($1,541)**	**($2,247)**
SHOPP CAPITAL OUTLAY								
State R/W Project Delivery	($28)	($21)	($15)	($9)	($6)	($5)	($56)	($84)
Unprogrammed R/W	(2)	(7)	(10)	(10)	(10)	(10)	(47)	(49)
Federal Right-of-Way (Project Delivery)	(21)	(22)	(13)	(8)	(4)	(3)	(50)	(71)
Fed SHOPP GARVEE Debt Service	(11)	(11)	(11)	(11)	(11)	0	(46)	(57)
State Minor Capital	(72)	(65)	(57)	(57)	(57)	(57)	(292)	(364)
State Major Capital	(248)	(135)	(52)	(15)	(6)	0	(208)	(456)
Federal Minor Capital	(14)	(11)	(11)	(11)	(11)	(11)	(57)	(71)
Federal Major Capital	(1,417)	0	0	0	0	0	0	(1,417)
Total SHOPP Capital Outlay	**($1,813)**	**($273)**	**($170)**	**($122)**	**($105)**	**($86)**	**($756)**	**($2,570)**
TOTAL NON-STIP COMMITMENTS	**($6,154)**	**($4,641)**	**($4,299)**	**($4,155)**	**($4,164)**	**($4,193)**	**($21,452)**	**($27,606)**
STIP LA								
Oversight (Partnership)	($21)	($19)	($17)	($16)	($15)	($15)	($83)	($103)
STIP Off-System	(35)	(30)	(25)	(10)	(1)	(1)	(67)	(102)
Total STIP LA	**($56)**	**($49)**	**($42)**	**($26)**	**($17)**	**($16)**	**($150)**	**($205)**
STIP COS	**($181)**	**($99)**	**($69)**	**($30)**	**($17)**	**($12)**	**($227)**	**($408)**
STIP CAPITAL OUTLAY								
State R/W Project Delivery	($58)	($69)	($19)	($17)	($13)	($10)	($128)	($186)
Unprogrammed R/W	(7)	(9)	(4)	(4)	(3)	(3)	(23)	(30)
Federal R/W Project Delivery	(28)	(14)	(4)	(4)	(2)	(2)	(26)	(54)
STIP On-System	(536)	(387)	(192)	(74)	(15)	0	(668)	(1,204)
Total STIP Capital Outlay	**($629)**	**($479)**	**($219)**	**($99)**	**($33)**	**($15)**	**($845)**	**($1,474)**
TOTAL STIP COMMITMENTS	**($866)**	**($627)**	**($330)**	**($156)**	**($67)**	**($43)**	**($1,222)**	**($2,088)**
TOTAL CASH AVAILABLE	**$595**	**$927**	**$1,793**	**$2,332**	**$2,618**	**$2,830**	**$10,500**	**$11,095**

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

APPENDIX B - PUBLIC TRANSPORTATION ACCOUNT

Appendix B tables are unchanged from the Adopted 2016 STIP FE, but are included because PTA target capacity is a component of total STIP Program Capacity

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

Resources Available for Programming

The table below lists the total and annual transit STIP capacities available for the 2016 STIP. After funding planning, operations, and program commitments, the PTA will not be able to fund $166 million of programming identified in the 2014 PTA STIP for the six-year period covering 2015-16 through 2020-21. Further details of the resources and expenditures are presented in the PTA FE table on page 13.

2016 STIP FE
PTA Capacity - Included in Overall STIP Program Capacity
($ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 STIP FE PTA Target Capacity	**$50**	**$40**	**$40**	**$40**	**$40**	**$40**	**$200**	**$250**
2014 PTA STIP Program	86	83	129	118	0	0	330	416
New PTA STIP Capacity	**($36)**	**($43)**	**($89)**	**($78)**	**$40**	**$40**	**($130)**	**($166)**
Cumulative Difference	**($36)**	**($79)**	**($168)**	**($246)**	**($206)**	**($166)**		

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

2016 STIP FUND ESTIMATE
PUBLIC TRANSPORTATION ACCOUNT
($ in thousands)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$498,261							$498,261
Adjustment for STA Transfer Timing	(99,232)							(99,232)
Sales Tax on Diesel	559,420	565,014	570,664	576,371	582,135	587,956	2,882,140	3,441,560
SMIF Interest Earned	1,164	926	709	545	393	296	2,869	4,033
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Loan Repayment from General Fund	0	0	0	0	0	29,081	29,081	29,081
TOTAL RESOURCES	**$984,689**	**$591,016**	**$596,449**	**$601,992**	**$607,604**	**$642,409**	**$3,039,470**	**$4,024,159**
State Transit Assistance (STA)	(351,316)	(354,829)	(358,377)	(361,961)	(365,581)	(369,236)	(1,809,984)	(2,161,300)
SUBTOTAL AVAILABLE RESOURCES	**$633,373**	**$236,187**	**$238,072**	**$240,031**	**$242,023**	**$273,173**	**$1,229,486**	**$1,862,859**
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	($31,126)	($31,811)	($32,511)	($33,226)	($33,957)	($34,704)	($166,208)	($197,334)
Planning Staff and Support	(22,673)	(23,172)	(23,682)	(24,203)	(24,735)	(25,279)	(121,070)	(143,743)
California Transportation Commission	(1,713)	(1,751)	(1,789)	(1,829)	(1,869)	(1,910)	(9,147)	(10,860)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(5,991)	(6,123)	(6,258)	(6,395)	(6,536)	(6,680)	(31,991)	(37,982)
State Controller's Office	(19)	(19)	(20)	(20)	(21)	(21)	(101)	(120)
Secretary for Transportation Agency	(6)	(6)	(6)	(6)	(6)	(6)	(30)	(36)
TOTAL STATE OPERATIONS	**($62,508)**	**($63,861)**	**($65,245)**	**($66,658)**	**($68,103)**	**($69,580)**	**($333,418)**	**($395,920)**
INTERCITY RAIL								
Intercity Rail and Bus Operations	($119,487)	($123,072)	($126,764)	($130,567)	($134,484)	($138,518)	($653,404)	($772,891)
Amtrak Funding Adjustment	(8,500)	(8,755)	(9,018)	(9,288)	(9,567)	(9,854)	(46,481)	(54,981)
Amtrak Adjustment (Release of Rented Equipment)	0	0	1,514	12,093	12,456	12,830	38,893	38,893
San Joaquin Service Change: 7th Round Trip	(4,600)	(6,100)	(6,283)	(6,471)	(6,666)	(6,866)	(32,386)	(36,986)
San Joaquin Service Change: 8th Round Trip	0	0	0	0	(7,725)	(7,957)	(15,682)	(15,682)
San Joaquin Service: High Speed Rail Integration	0	0	0	0	0	(24,800)	(24,800)	(24,800)
Pacific Surfliner Service Change: 12th Round Trip	0	0	0	(5,500)	(5,665)	(5,835)	(17,000)	(17,000)
Heavy Equipment Overhaul: Existing	(15,800)	(16,274)	(16,762)	(17,265)	(17,783)	(18,317)	(86,401)	(102,201)
Equipment Overhaul: New Railcars and Locomotives	0	0	0	0	(635)	(1,144)	(1,779)	(1,779)
TOTAL INTERCITY RAIL	**($148,387)**	**($154,201)**	**($157,313)**	**($156,998)**	**($170,068)**	**($200,460)**	**($839,040)**	**($987,427)**
LOCAL ASSISTANCE								
Bay Area Ferry Operations/Waterborne	($3,211)	($3,243)	($3,276)	($3,308)	($3,341)	($3,375)	($16,543)	($19,754)
TOTAL LOCAL ASSISTANCE	**($3,211)**	**($3,243)**	**($3,276)**	**($3,308)**	**($3,341)**	**($3,375)**	**($16,543)**	**($19,754)**
CAPITAL PROJECTS								
STIP - Mass Transportation*	($58,990)	($55,497)	($15,947)	($7,414)	($3,430)	($348)	($82,636)	($141,626)
STIP - Rail*	(19,156)	(38,972)	(27,989)	(24,980)	(7,166)	(1,828)	(100,936)	(120,092)
TOTAL CAPITAL PROJECTS	**($78,146)**	**($94,469)**	**($43,936)**	**($32,394)**	**($10,596)**	**($2,176)**	**($183,572)**	**($261,718)**
CASH AVAILABLE FOR PROGRAMMING	**$341,121**	**($79,587)**	**($31,697)**	**($19,328)**	**($10,086)**	**($2,418)**	**($143,086)**	**$198,005**
PTA STIP TARGET CAPACITY	**$50,000**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$200,000**	**$250,000**

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

APPENDIX C – RESOLUTION TO ADOPT THE AMENDED 2016 STIP FUND ESTIMATE

PASSED BY

CTC

JAN 21 2016

CALIFORNIA
TRANSPORTATION COMMISSION

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the Amended 2016 STIP Fund Estimate

Resolution G-16-01
Amending Resolution G-15-19

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

1.1. WHEREAS, on January 22, 2015, the Department presented an overview of the fund estimate process and schedule; and

1.3 WHEREAS, on May 28, 2015, the Department presented, and the Commission approved the 2016 Fund Estimate assumptions; and

1.4 WHEREAS, on June 25, 2015, the Department presented to the Commission the Draft 2016 Fund Estimate; and

1.5 WHEREAS, on July 23, 2015, the Commission held a workshop on the Proposed 2016 Fund Estimate to consider public comment, and indicated that the adoption of the 2016 Fund Estimate would be scheduled for August 27, 2015; and

1.6 WHEREAS, on August 27, 2015, the Department presented to the Commission an updated, Proposed 2016 Fund Estimate; and

1.7 WHEREAS, on August 27, 2015, the Commission resolved to adopt the 2016 Fund Estimate per Resolution G-15-19; and

1.8 WHEREAS, on January 20, 2016, the Department presented, and the Commission approved a revised revenue assumption for the 2016 Fund Estimate; and

1.9 WHEREAS, on January 20, 2016, the Department presented to the Commission an Amended 2016 Fund Estimate; and

1.10 WHEREAS, the Amended 2016 Fund Estimate identifies total STIP program capacity of approximately $1.6 billion over the fund estimate period, which is a decrease of $801 million in comparison to the 2016 Fund Estimate adopted on August 27, 2015.

2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the Amended 2016 STIP Fund Estimate, as presented by the Department on January 20, 2016, with programming in the 2016 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 Amended 2016 Fund Estimate to each regional agency and county transportation commission.

Front and Back Cover
A first for California: the innovative Four Level Interchange in Downtown Los Angeles (1954)

Caltrans

Mission

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Vision

A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork

Values

Integrity • Commitment • Teamwork • Innovation

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California State Transportation Agency
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