

# **2010 STIP Fund Estimate**

Presentation of the Draft FE Results

Presented to the  
California Transportation Commission  
August 12, 2009



# Review of Key Issues

- Draft 2010 STIP FE based on enacted budget
- Impact to Commission's approved assumptions
  - PTA 6: Programmed PTA has priority over Home-to-School
  - TIF 3: Proposition 42 fully-funded
- Decrease to revenue sources
- SHA loans \$135M to GF in 2009-10

# Draft 2010 STIP FE Program Capacity

## Estimated Program Capacity Available, All Funds Fund Estimate Five-Year Period (\$ millions)

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
<b>2010 FE SHOPP Target Capacity (SHA)</b>	<b>\$1,910</b>	<b>\$1,610</b>	<b>\$1,610</b>	<b>\$1,600</b>	<b>\$1,590</b>	<b>\$1,590</b>	<b>\$8,000</b>	<b>\$9,910</b>
2008 SHOPP Program <sup>1</sup>	\$1,984	\$2,324	\$1,999	\$0	\$0	\$0	\$4,323	\$6,307
<b>Net Difference</b>	<b>(\$74)</b>	<b>(\$714)</b>	<b>(\$389)</b>	<b>\$1,600</b>	<b>\$1,590</b>	<b>\$1,590</b>	<b>\$3,677</b>	<b>\$3,603</b>
<b>Cumulative Difference</b>	<b>(\$74)</b>	<b>(\$788)</b>	<b>(\$1,177)</b>	<b>\$423</b>	<b>\$2,013</b>	<b>\$3,603</b>		
Estimated Capital Allocation Capacity	\$1,535	\$1,200	\$1,200	\$1,180	\$1,180	\$1,180		
<b>2010 FE STIP Target Capacity (SHA, TIF, PTA, TFA)</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>5-Year Total</b>	<b>6-Year Total</b>
SHA Program Capacity <sup>2</sup>	\$147	\$147	\$147	\$147	\$147	\$147	\$737	\$885
PTA Program Capacity	\$5	\$205	\$335	\$345	\$0	\$0	\$885	\$890
TIF Program Capacity	\$435	\$435	\$435	\$435	\$460	\$460	\$2,225	\$2,660
TFA Available Capacity <sup>3</sup>	\$528	\$0	\$0	\$0	\$0	\$0	\$0	\$528
<b>Total 2010 FE STIP Target Capacity</b>	<b>\$1,115</b>	<b>\$787</b>	<b>\$917</b>	<b>\$927</b>	<b>\$607</b>	<b>\$607</b>	<b>\$3,847</b>	<b>\$4,962</b>
2008 STIP Program	\$1,399	\$1,190	\$1,044	\$1,095	\$73	\$73	\$3,475	\$4,873
<b>Net Difference</b>	<b>(\$283)</b>	<b>(\$402)</b>	<b>(\$126)</b>	<b>(\$167)</b>	<b>\$535</b>	<b>\$535</b>	<b>\$373</b>	<b>\$89</b>
<b>Cumulative Difference</b>	<b>(\$283)</b>	<b>(\$686)</b>	<b>(\$812)</b>	<b>(\$980)</b>	<b>(\$445)</b>	<b>\$89</b>		
Estimated Capital Allocation Capacity	\$965	\$580	\$710	\$720	\$400	\$400		

### Notes:

General note: Program capacity above includes construction, right-of-way, and capital outlay support.

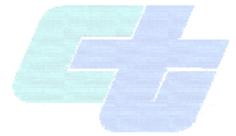
<sup>1</sup> 2008 SHOPP Program totals from Transportation Programming as of August 2009.

<sup>2</sup> Includes GARVEE debt service and Transportation Enhancement (TE) funding.

<sup>3</sup> TFA available capacity represents unallocated funding available for commitment to STIP projects.

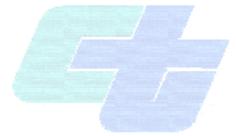
<sup>4</sup> 2008 STIP Program estimates as of June 30, 2009 (provided by Commission Staff).

- Target capacity includes commitments + new capacity
- Total SHOPP target capacity is \$8.0 billion over the FE period
- Total STIP target capacity is \$3.8 billion over the FE period



# Pending Issues

- Proposed bond sale – Fall
  - Impact use of Bonds
- Federal Resources
  - No Federal Highway Act
  - \$7B cash transfer for FFY 2009 to maintain solvency
- Price Letter
  - Impact to projected growth of State Operations costs



# Next Steps

- **Current Schedule:**
  - Adopt 2010 STIP FE at September Meeting
  
- **Commission Staff Recommendation:**
  - Discussion of Draft 2010 STIP FE at September Meeting
  - Adopt 2010 STIP FE at October Meeting

# Memorandum

**TAB 31**

**To:** CHAIR AND COMMISSIONERS

**CTC Meeting:** August 12, 2009

**Reference No.:** 4.4  
Action Item

**From:** CINDY McKIM  
Chief Financial Officer

**Prepared by:** Norma Ortega  
Division Chief  
Budgets

**Subject:** **DRAFT 2010 STIP FUND ESTIMATE**

## RECOMMENDATION:

The Department of Transportation (Department) requests that the California Transportation Commission (Commission) review and comment on the results of the Draft 2010 State Transportation Improvement Program (STIP) and Aeronautics Account Fund Estimates, with adoption at the September or October 2009 Commission meeting.

## ISSUE:

These estimated 2010 Fund Estimate program capacities are based on the assumptions approved by the Commission at the June 2009 meeting. After reviewing these Draft results, the Commission may choose to revisit the approved assumptions for possible changes or updates. The Department is requesting that the Commission communicate to Commission Staff any comments or suggested changes so that the Department may prepare the Final 2010 STIP Fund Estimate.

## BACKGROUND:

Section 14525 (a) of the Government Code requires the Commission to adopt the STIP Fund Estimate by August 15 of each odd-numbered year. However, at its July 8, 2009 meeting, the Commission exercised its option under state law to delay the adoption of the Fund Estimate beyond the statutory August 15 date because of a pending 2009-10 Budget (and its related amendments) and its unknown impacts to STIP funding.

The Legislature passed the 2009-10 Budget amendments and trailer bills on July 23 and 24, 2009. The Governor signed the budget amendments and trailer bills on July 28, 2009. Following the timeline in statute, the Department would have 30 days after the budget is passed and 15 days after the budget is signed to present a draft Fund Estimate to the Commission.

The current schedule for completion of the fund estimates is to present the Final 2010 STIP and Aeronautics Account Fund Estimates at the September 2009 Commission meeting. However, inasmuch as the Draft Fund Estimates are being transmitted at this time, the Commission may elect to delay discussion of the estimates to another meeting.

Attachments

## Draft 2010 STIP FE Summary of Results

Sections 14524 (a) and 14525 (a) of the Government Code (GC) require the Department to prepare a State Transportation Improvement Program (STIP) Fund Estimate (FE) on behalf of the California Transportation Commission (Commission) for adoption by August 15 of each odd-numbered year. The FE estimates all state and federal resources reasonably expected to be available for programming in the subsequent STIP period. Below are the results of the Draft 2010 STIP FE for the SHOPP and the STIP.

### Estimated Program Capacity Available, All Funds Fund Estimate Five-Year Period (\$ millions)

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
<b>2010 FE SHOPP Target Capacity (SHA)</b>	<b>\$1,910</b>	<b>\$1,610</b>	<b>\$1,610</b>	<b>\$1,600</b>	<b>\$1,590</b>	<b>\$1,590</b>	<b>\$8,000</b>	<b>\$9,910</b>
2008 SHOPP Program <sup>1</sup>	\$1,984	\$2,324	\$1,999	\$0	\$0	\$0	\$4,323	\$6,307
<b>Net Difference</b>	<b>(\$74)</b>	<b>(\$714)</b>	<b>(\$389)</b>	<b>\$1,600</b>	<b>\$1,590</b>	<b>\$1,590</b>	<b>\$3,677</b>	<b>\$3,603</b>
<b>Cumulative Difference</b>	<b>(\$74)</b>	<b>(\$788)</b>	<b>(\$1,177)</b>	<b>\$423</b>	<b>\$2,013</b>	<b>\$3,603</b>		
Estimated Capital Allocation Capacity	\$1,535	\$1,200	\$1,200	\$1,180	\$1,180	\$1,180		
<b>2010 FE STIP Target Capacity (SHA, TIF, PTA, TFA)</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>5-Year Total</b>	<b>6-Year Total</b>
SHA Program Capacity <sup>2</sup>	\$147	\$147	\$147	\$147	\$147	\$147	\$737	\$885
PTA Program Capacity	\$5	\$205	\$335	\$345	\$0	\$0	\$885	\$890
TIF Program Capacity	\$435	\$435	\$435	\$435	\$460	\$460	\$2,225	\$2,660
TFA Available Capacity <sup>3</sup>	\$528	\$0	\$0	\$0	\$0	\$0	\$0	\$528
<b>Total 2010 FE STIP Target Capacity</b>	<b>\$1,115</b>	<b>\$787</b>	<b>\$917</b>	<b>\$927</b>	<b>\$607</b>	<b>\$607</b>	<b>\$3,847</b>	<b>\$4,962</b>
2008 STIP Program	\$1,399	\$1,190	\$1,044	\$1,095	\$73	\$73	\$3,475	\$4,873
<b>Net Difference</b>	<b>(\$283)</b>	<b>(\$402)</b>	<b>(\$126)</b>	<b>(\$167)</b>	<b>\$535</b>	<b>\$535</b>	<b>\$373</b>	<b>\$89</b>
<b>Cumulative Difference</b>	<b>(\$283)</b>	<b>(\$686)</b>	<b>(\$812)</b>	<b>(\$980)</b>	<b>(\$445)</b>	<b>\$89</b>		
Estimated Capital Allocation Capacity	\$965	\$580	\$710	\$720	\$400	\$400		

**Notes:**

General note: Program capacity above includes construction, right-of-way, and capital outlay support.

<sup>1</sup> 2008 SHOPP Program totals from Transportation Programming as of August 2009.

<sup>2</sup> Includes GARVEE debt service and Transportation Enhancement (TE) funding.

<sup>3</sup> TFA available capacity represents unallocated funding available for commitment to STIP projects.

<sup>4</sup> 2008 STIP Program estimates as of June 30, 2009 (provided by Commission Staff).

**Draft STIP FE Results.** The Draft 2010 STIP FE estimates a STIP program capacity of \$3.8 billion over the FE period. This total is \$2.4 billion less than the STIP program capacity estimated in the 2008 STIP FE. The lower capacity can be attributed to Proposition 1B bond capacity in the 2008 FE versus the 2010 FE, lower projected revenues in the 2010 FE, and budgetary actions in the 2009-10 Budget to provide General Fund relief.

- State Highway Account (SHA) capacity for the STIP consists of the Transportation Enhancement (TE) funding it facilitates through the Federal Highway Trust Fund (FHTF). TE funding (\$75 million annually) is based on the total obligation authority assumed in the FE.
- Public Transportation Account (PTA) capacity is \$885 million over the FE period--\$115 million less than in the 2008 FE. Much of the PTA difference is the result of volatile revenues (spillover), revised revenue projections (diesel and Proposition 111), and several budgetary actions that redirected PTA resources towards General Fund transportation programs and debt service.

- Transportation Investment Fund (TIF) capacity totals \$2.225 billion over the FE period, and is more than \$1.1 billion lower than the previous FE. TIF revenues are projected to be \$500 million lower in the 2010 FE compared to the 2008 FE, and dropping dramatically after the temporary sales tax increase expires on July 1, 2011.
- Transportation Facilities Account (TFA) capacity in the base-year is the result of the state's inability to sell bonds to fund these STIP projects in 2008-09. The TFA does not provide any new capacity. The 2008-09 program and the associated capacity rolls into the 2009-10 base-year for allocations.

**2008 STIP Program Implications.** Based on current estimates of the 2008 STIP, the Draft 2010 STIP FE will be able to fund the current program over the entire FE period. The FE projects capacity shortfalls in the base-year and first three years of the FE. However, the new capacity over the last two years of the FE would offset the cumulative shortage, resulting in only \$89 million in new capacity in the Draft 2010 STIP FE. Consequently, current program (2008 STIP) would have to be re-spread over the 2010 FE period.

**Draft SHOPP FE Results.** The Draft 2010 STIP FE estimates a SHOPP program capacity of \$8.0 billion over the FE period. This total is \$2.5 billion less than the SHOPP capacity estimated in the 2008 STIP FE. The lower capacity is primarily attributed to lower revenues, but also budgetary actions to provide General Fund relief. Federal resources will be used to fund the vast majority of the SHOPP program over the FE period. However, this heavy reliance of the SHOPP on federal funding poses a risk to the program given the current challenges facing the FHTF.

**2008 SHOPP Program Implications.** The 2008 SHOPP program has a capacity shortfall in the base-year and over the first two years of the FE period, but capacity over the remaining three years offsets this shortfall and provides \$3.6 billion in new program capacity over the FE period. Like the 2008 STIP, 2008 SHOPP projects programmed in the first few years of the FE period will require re-spreading into later years, but new projects would begin in 2012-13.

**Next Steps.** At the Commission's July 8, 2009, meeting, the Commission exercised its option (Section 14525(d) of the GC) to delay the adoption of the Fund Estimate beyond the statutory August 15 date because of a pending 2009-10 State Budget and its unknown impacts to STIP funding. With the presentation of the Draft 2010 STIP FE results to the Commission at the August Meeting, the Commission may wish to:

- Proceed with the current schedule to adopt the Final FE at the September 8-9, 2009, Commission meeting, or
- Concur with the Commission staff's recommendation to hold a workshop in September to discuss the Draft 2010 STIP FE and STIP Guidelines, and then adopt the Final FE at the October 14-15, 2009, Commission meeting.

**Estimated Program Capacity Available, All Funds  
Fund Estimate Five-Year Period  
(\$ millions)**

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
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- <sup>4</sup> 2008 STIP Program estimates as of June 30, 2009 (provided by Commission Staff).

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

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$428							
Fuel Excise Taxes	\$1,939	\$1,896	\$1,872	\$1,866	\$1,877	\$1,905	\$9,416	\$11,355
Motor Vehicle Registration (Weight Fees)	\$969	\$985	\$1,002	\$1,019	\$1,036	\$1,054	\$5,095	\$6,064
Misc. Revenues	\$191	\$192	\$94	\$94	\$93	\$94	\$567	\$758
Net Transfers - Others	(\$289)	(\$59)	(\$128)	(\$26)	\$150	(\$162)	(\$225)	(\$513)
Expenditures - Other Agencies	(\$120)	(\$126)	(\$130)	(\$134)	(\$138)	(\$142)	(\$669)	(\$789)
<b>Subtotal - State Resources</b>	<b>\$2,689</b>	<b>\$2,889</b>	<b>\$2,710</b>	<b>\$2,819</b>	<b>\$3,018</b>	<b>\$2,749</b>	<b>\$14,185</b>	<b>\$16,874</b>
Toll Bridge Seismic Retrofit Program	(\$99)	(\$153)	(\$150)	(\$165)	(\$300)	\$0	(\$768)	(\$867)
<b>Total State Resources</b>	<b>\$3,019</b>	<b>\$2,736</b>	<b>\$2,560</b>	<b>\$2,654</b>	<b>\$2,718</b>	<b>\$2,749</b>	<b>\$13,417</b>	<b>\$16,436</b>
Federal Resources (Obligation Authority)	\$3,152	\$3,152	\$3,152	\$3,152	\$3,152	\$3,152	\$15,761	\$18,913
PTA Federal Expenditures and FTA Transfer	(\$94)	(\$97)	(\$100)	(\$104)	(\$107)	(\$110)	(\$519)	(\$613)
Local share of August Redistribution	(\$38)	(\$38)	(\$38)	(\$38)	(\$38)	(\$38)	(\$192)	(\$230)
Section 164 Penalties	(\$56)	(\$56)	(\$56)	(\$56)	(\$56)	(\$56)	(\$278)	(\$333)
Border Infrastructure Program	(\$27)	(\$27)	(\$27)	(\$27)	(\$27)	(\$27)	(\$136)	(\$163)
Recreational Trails	(\$5)	(\$5)	(\$5)	(\$5)	(\$5)	(\$5)	(\$24)	(\$29)
RSTP Exchange	\$48	\$48	\$48	\$48	\$48	\$48	\$239	\$287
<b>Net Federal Resources</b>	<b>\$2,980</b>	<b>\$2,977</b>	<b>\$2,974</b>	<b>\$2,970</b>	<b>\$2,967</b>	<b>\$2,963</b>	<b>\$14,851</b>	<b>\$17,831</b>
<b>TOTAL STATE &amp; FEDERAL RESOURCES</b>	<b>\$5,999</b>	<b>\$5,713</b>	<b>\$5,534</b>	<b>\$5,625</b>	<b>\$5,685</b>	<b>\$5,712</b>	<b>\$28,268</b>	<b>\$34,267</b>
<b>COMMITMENTS</b>								
<b>MAINTENANCE AND OPERATIONS</b>	<b>(\$1,348)</b>	<b>(\$1,520)</b>	<b>(\$1,568)</b>	<b>(\$1,618)</b>	<b>(\$1,670)</b>	<b>(\$1,723)</b>	<b>(\$8,100)</b>	<b>(\$9,447)</b>
<b>STATE OPERATIONS</b>	<b>(\$902)</b>	<b>(\$982)</b>	<b>(\$975)</b>	<b>(\$943)</b>	<b>(\$928)</b>	<b>(\$928)</b>	<b>(\$4,757)</b>	<b>(\$5,659)</b>
<b>SHOPP</b>								
SHOPP Construction Capital <sup>1</sup>	(\$296)	(\$160)	(\$60)	(\$21)	(\$6)	\$0	(\$247)	(\$544)
SHOPP Minor	(\$81)	(\$35)	(\$8)	(\$3)	\$0	\$0	(\$47)	(\$127)
SHOPP Right-of-Way Delivery	(\$16)	\$0	\$0	\$0	\$0	\$0	\$0	(\$16)
SHOPP Non-Programmed Right-of-Way	(\$15)	(\$1)	(\$1)	(\$1)	(\$1)	(\$1)	(\$7)	(\$21)
<b>SHOPP GARVEE Debt Service</b>	<b>(\$11)</b>	<b>(\$11)</b>	<b>(\$11)</b>	<b>(\$11)</b>	<b>(\$11)</b>	<b>(\$11)</b>	<b>(\$56)</b>	<b>(\$67)</b>
SHOPP Capital Outlay Support	(\$179)	(\$184)	(\$140)	(\$98)	(\$71)	(\$57)	(\$550)	(\$729)
<b>TOTAL SHOPP</b>	<b>(\$598)</b>	<b>(\$392)</b>	<b>(\$221)</b>	<b>(\$134)</b>	<b>(\$89)</b>	<b>(\$70)</b>	<b>(\$906)</b>	<b>(\$1,505)</b>
<b>LOCAL ASSISTANCE</b>								
Local Assistance Non-STIP (Federal)	(\$1,101)	(\$1,101)	(\$1,101)	(\$1,101)	(\$1,101)	(\$1,101)	(\$5,507)	(\$6,608)
Local Assistance Non-STIP (State)	(\$99)	(\$109)	(\$115)	(\$121)	(\$93)	(\$51)	(\$489)	(\$588)
Local Assistance Capital Outlay Support	(\$71)	(\$55)	(\$55)	(\$55)	(\$55)	(\$55)	(\$275)	(\$346)
Retrofit Soundwalls	(\$3)	(\$1)	(\$1)	(\$1)	(\$1)	(\$0)	(\$4)	(\$8)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$1,275)</b>	<b>(\$1,266)</b>	<b>(\$1,273)</b>	<b>(\$1,278)</b>	<b>(\$1,250)</b>	<b>(\$1,208)</b>	<b>(\$6,275)</b>	<b>(\$7,550)</b>
<b>STIP</b>								
STIP - State Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP - Local Roads	(\$0)	(\$0)	(\$0)	(\$0)	\$0	\$0	(\$0)	(\$0)
STIP - Rail	(\$3)	\$0	\$0	\$0	\$0	\$0	\$0	(\$3)
STIP - Mass Transit (30.10)	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)	(\$0)
<b>STIP GARVEE Debt Service</b>	<b>(\$73)</b>	<b>(\$73)</b>	<b>(\$73)</b>	<b>(\$73)</b>	<b>(\$73)</b>	<b>(\$73)</b>	<b>(\$364)</b>	<b>(\$437)</b>
<b>Transportation Enhancements (TE)</b>	<b>(\$75)</b>	<b>(\$75)</b>	<b>(\$75)</b>	<b>(\$75)</b>	<b>(\$75)</b>	<b>(\$75)</b>	<b>(\$373)</b>	<b>(\$447)</b>
STIP Right-of-Way Delivery	(\$17)	\$0	\$0	\$0	\$0	\$0	\$0	(\$17)
STIP Non-Programmed Right-of-Way	(\$2)	(\$1)	(\$1)	(\$1)	(\$0)	(\$0)	(\$3)	(\$4)
STIP Capital Outlay Support	(\$20)	(\$20)	(\$14)	(\$10)	(\$7)	(\$3)	(\$55)	(\$75)
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$189)</b>	<b>(\$168)</b>	<b>(\$163)</b>	<b>(\$158)</b>	<b>(\$155)</b>	<b>(\$151)</b>	<b>(\$795)</b>	<b>(\$985)</b>
<b>RESOURCES AVAILABLE FOR PROGRAMMING</b>	<b>\$1,687</b>	<b>\$1,385</b>	<b>\$1,334</b>	<b>\$1,492</b>	<b>\$1,592</b>	<b>\$1,631</b>	<b>\$7,435</b>	<b>\$9,122</b>
<b>SHA SHOPP TARGET CAPACITY</b>	<b>\$1,910</b>	<b>\$1,610</b>	<b>\$1,610</b>	<b>\$1,600</b>	<b>\$1,590</b>	<b>\$1,590</b>	<b>\$8,000</b>	<b>\$9,910</b>
<b>SHA STIP TARGET CAPACITY (TE/GARVEE)</b>	<b>\$147</b>	<b>\$147</b>	<b>\$147</b>	<b>\$147</b>	<b>\$147</b>	<b>\$147</b>	<b>\$737</b>	<b>\$885</b>

Notes:

Numbers may not add due to rounding.

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

**DRAFT 2010 STIP FUND ESTIMATE  
PUBLIC TRANSPORTATION ACCOUNT  
(\$ thousands)**

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$259,291							
General Fund Diversion of 2008-09 Spillover	(221,649)							
Adjusted Balance	\$37,642							
Sales Tax on Gasoline-Prop 111	\$64,098	\$62,688	\$61,881	\$61,650	\$61,982	\$62,881	\$311,082	\$375,180
Sales Tax on Diesel	\$245,029	\$256,545	\$268,603	\$281,227	\$294,445	\$308,284	\$1,409,104	\$1,654,133
Interest (SMIF)	4,021	233	\$5,127	\$6,955	\$5,758	\$3,138	\$21,212	\$25,233
Transfer from Aeronautics Account	\$30	\$30	\$30	\$30	\$30	\$30	\$150	\$180
Transfer from State Highway Account (S&HC 194)	\$23,341	\$24,071	\$24,824	\$25,602	\$26,405	\$27,233	\$128,135	\$151,476
Non Article XIX Transfer from SHA (S&HC 183.1)	\$70,567	\$71,015	\$75,321	\$75,892	\$75,530	\$73,957	\$371,715	\$442,282
Sales Tax on Gasoline-Spillover	-	-	-	-	\$200,000	\$200,000	\$400,000	\$400,000
General Fund Diversion of 2008-09 Spillover	-	-	-	-	(\$100,000)	(\$100,000)	(\$200,000)	(\$200,000)
General Fund Repayment of Transit GO Bonds	(225,044)	\$0	\$0	\$0	\$0	\$0	\$0	(\$225,044)
TCRF Loan Payback	\$0	(\$60,000)	\$0	\$0	\$0	\$78,000	\$18,000	\$18,000
Transfer from TIF	\$288,197	\$318,850	\$300,254	\$283,823	\$285,568	\$290,293	\$1,478,789	\$1,766,986
<b>TOTAL RESOURCES</b>	<b>\$507,881</b>	<b>\$673,432</b>	<b>\$736,040</b>	<b>\$735,180</b>	<b>\$849,719</b>	<b>\$943,817</b>	<b>\$3,938,187</b>	<b>\$4,446,068</b>
State Transit Assistance <sup>1</sup>	(51,000)	-	-	-	(\$459,056)	(\$469,969)	(\$929,026)	(\$980,026)
<b>SUB TOTAL AVAILABLE RESOURCES</b>	<b>\$456,881</b>	<b>\$673,432</b>	<b>\$736,040</b>	<b>\$735,180</b>	<b>\$390,662</b>	<b>\$473,848</b>	<b>\$3,009,161</b>	<b>\$3,466,042</b>
<b>STATE OPERATIONS</b>								
Rail and Mass Transportation Staff and Support	(\$19,455)	(\$22,137)	(\$22,846)	(\$23,577)	(\$24,331)	(\$25,110)	(\$118,001)	(\$137,456)
Planning Staff and Support	(\$18,797)	(\$21,312)	(\$21,994)	(\$22,698)	(\$23,424)	(\$24,174)	(\$113,601)	(\$132,398)
Administration and Technical Services	(\$5,084)	(\$5,465)	(\$5,640)	(\$5,821)	(\$6,007)	(\$6,199)	(\$29,133)	(\$34,217)
California Transportation Commission	(\$1,387)	(\$1,431)	(\$1,477)	(\$1,524)	(\$1,573)	(\$1,624)	(\$7,630)	(\$9,017)
High-Speed Rail Authority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Institute of Transportation Studies	(\$980)	(\$1,011)	(\$1,044)	(\$1,077)	(\$1,112)	(\$1,147)	(\$5,391)	(\$6,371)
Public Utilities Commission	(\$3,907)	(\$4,032)	(\$4,161)	(\$4,294)	(\$4,432)	(\$4,573)	(\$21,492)	(\$25,399)
State Controller's Office	(\$16)	(\$17)	(\$17)	(\$18)	(\$18)	(\$19)	(\$88)	(\$104)
Department of Education (Home-To-School)**	\$0	\$0	(\$2,033)	(\$2,033)	TBD	TBD	(\$4,066)	(\$4,066)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$49,626)</b>	<b>(\$55,406)</b>	<b>(\$59,212)</b>	<b>(\$61,042)</b>	<b>(\$60,897)</b>	<b>(\$62,846)</b>	<b>(\$299,402)</b>	<b>(\$349,028)</b>
<b>INTERCITY RAIL STATE OPERATIONS</b>								
Intercity Rail and Bus Operations - Base	(\$90,347)	(\$93,238)	(\$96,222)	(\$99,301)	(\$102,478)	(\$105,758)	(\$496,997)	(\$587,344)
Additional Services on Existing Routes	\$0	\$0	(\$15,000)	(\$15,500)	(\$22,500)	(\$35,100)	(\$88,100)	(\$88,100)
Extensions to Existing Routes	\$0	(\$4,800)	(\$5,400)	(\$5,400)	(\$10,900)	(\$14,500)	(\$41,000)	(\$41,000)
Intercity Rail - Heavy Equipment Overhaul	(\$23,200)	(\$20,900)	(\$16,100)	(\$18,400)	(\$14,400)	(\$11,900)	(\$81,700)	(\$104,900)
<b>TOTAL INTERCITY RAIL STATE OPERATIONS</b>	<b>(\$113,547)</b>	<b>(\$118,938)</b>	<b>(\$132,722)</b>	<b>(\$138,601)</b>	<b>(\$150,278)</b>	<b>(\$167,258)</b>	<b>(\$707,797)</b>	<b>(\$821,344)</b>
<b>LOCAL ASSISTANCE</b>								
Bay Area Ferry Operations/Waterborne	(\$3,026)	(\$3,056)	(\$3,087)	(\$3,118)	(\$3,149)	(\$3,180)	(\$15,590)	(\$18,616)
AB 3090 Cash Reimbursements	(\$5,000)	(\$5,000)	(\$1,500)	\$0	\$0	\$0	(\$6,500)	(\$11,500)
PTA Local Assistance	(\$394)	(\$728)	(\$637)	(\$728)	(\$182)	(\$91)	(\$2,365)	(\$2,759)
Department of Education (Home-To-School)**	\$0	\$0	(\$115,500)	(\$115,500)	TBD	TBD	(\$231,000)	(\$231,000)
Department of Developmental Services <sup>2</sup>	(\$161,275)	(\$138,275)	(\$138,275)	(\$138,275)	(\$138,275)	(\$138,275)	(\$691,375)	(\$852,650)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$169,695)</b>	<b>(\$147,059)</b>	<b>(\$258,999)</b>	<b>(\$257,620)</b>	<b>(\$141,606)</b>	<b>(\$141,546)</b>	<b>(\$946,830)</b>	<b>(\$1,116,525)</b>
<b>CAPITAL OUTLAY</b>								
STIP - Mass Transportation	(\$195,172)	(\$225,291)	(\$10,496)	(\$11,184)	(\$5,702)	\$0	(\$252,673)	(\$447,845)
STIP - Rail	(\$17,667)	(\$14,044)	(\$13,710)	(\$8,030)	(\$5,655)	(\$1,027)	(\$42,467)	(\$60,134)
Intercity Rail Track Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL CAPITAL OUTLAY</b>	<b>(\$212,839)</b>	<b>(\$239,335)</b>	<b>(\$24,207)</b>	<b>(\$19,214)</b>	<b>(\$11,357)</b>	<b>(\$1,027)</b>	<b>(\$295,140)</b>	<b>(\$507,979)</b>
<b>CASH AVAILABLE FOR PROGRAMMING**</b>	<b>(\$88,827)</b>	<b>\$112,694</b>	<b>\$260,901</b>	<b>\$258,703</b>	<b>\$26,524</b>	<b>\$101,171</b>	<b>\$759,992</b>	<b>\$671,166</b>
<b>PTA STIP TARGET CAPACITY</b>	<b>\$5,000</b>	<b>\$205,000</b>	<b>\$335,000</b>	<b>\$345,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$885,000</b>	<b>\$890,000</b>

\*\* Home-To-School expenditures are based on the balance of resources available each year after funding estimated program cash flows per Assumption PTA 6 and while maintaining a prudent cash balance of \$120 million per Assumption PTA 1.

The 2009-10 Governor's Budget redirected about \$225 million from the Department of Education Home-to-School program to the General Fund for repayment of transit General Obligation bonds.

<sup>1</sup> Reflects a fourth quarter 2008-09 transfer of \$51 million payable to State Transit Assistance in 2009-10.

<sup>2</sup> Includes a fourth quarter 2008-09 transfer of \$23 million payable to Department of Developmental Services in 2009-10.

**DRAFT 2010 STIP FUND ESTIMATE  
TRANSPORTATION INVESTMENT FUND  
(\$ millions)**

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Reserves:	\$ 312							
Revenues from the General Fund	\$ 1,441	\$ 1,594	\$ 1,501	\$ 1,419	\$ 1,428	\$ 1,451	\$ 7,394	\$ 8,835
<i>Less Transfers Out:</i>								
Local Street and Road Repairs	\$ (576)	\$ (638)	\$ (601)	\$ (568)	\$ (571)	\$ (581)	\$ (2,958)	\$ (3,534)
Public Transportation Account	\$ (288)	\$ (319)	\$ (300)	\$ (284)	\$ (286)	\$ (290)	\$ (1,479)	\$ (1,767)
<b>TOTAL RESOURCES</b>	\$ 888	\$ 638	\$ 601	\$ 568	\$ 571	\$ 581	\$ 2,958	\$ 3,846
<b>STIP</b>								
STIP - State Highway	\$ (255)	\$ (269)	\$ (148)	\$ (80)	\$ (27)	\$ -	\$ (525)	\$ (779)
STIP - Local Assistance	\$ (35)	\$ (45)	\$ (33)	\$ (27)	\$ (8)	\$ (4)	\$ (117)	\$ (152)
STIP - Mass Transportation	\$ (30)	\$ (11)	\$ (4)	\$ -	\$ -	\$ -	\$ (15)	\$ (45)
STIP - Right of Way Delivery	\$ (77)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (77)
STIP - Unprogrammed Right of Way	\$ (28)	\$ (16)	\$ (16)	\$ (16)	\$ (16)	\$ (16)	\$ (79)	\$ (107)
STIP - Non-Grandfather COS	\$ (233)	\$ (209)	\$ (161)	\$ (124)	\$ (92)	\$ (60)	\$ (646)	\$ (879)
STIP - Grandfather COS	\$ (24)	\$ (20)	\$ (15)	\$ (10)	\$ (7)	\$ (3)	\$ (55)	\$ (79)
STIP Legal 20.65	\$ (8)	\$ (8)	\$ (9)	\$ (9)	\$ (9)	\$ (9)	\$ (44)	\$ (52)
AB 3090 Cash Reimbursements	\$ (22)	\$ (64)	\$ -	\$ -	\$ -	\$ -	\$ (64)	\$ (86)
TE State Match	\$ (9)	\$ (9)	\$ (9)	\$ (9)	\$ (9)	\$ (9)	\$ (43)	\$ (51)
<b>TOTAL STIP COMMITMENTS</b>	\$ (719)	\$ (651)	\$ (394)	\$ (275)	\$ (167)	\$ (101)	\$ (1,587)	\$ (2,306)
<b>CASH AVAILABLE FOR PROGRAMMING</b>	\$ 169	\$ (13)	\$ 207	\$ 293	\$ 404	\$ 480	\$ 1,370	\$ 1,539
<b>TIF STIP TARGET CAPACITY</b>	\$ 435	\$ 435	\$ 435	\$ 435	\$ 460	\$ 460	\$ 2,225	\$ 2,660

Note: Numbers may not add due to rounding.

**HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY  
BOND ACT OF 2006**

**CORRIDOR MOBILITY IMPROVEMENT ACCOUNT  
Draft 2010 STIP Fund Estimate**

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 identified by Caltrans and regional or local transportation agencies and allocated by the California Transportation Commission. [Government Code Section 8879.23(a)(1)]

**REMAINING CAPACITY  
(\$ thousands)**

DESCRIPTION	CMIA TOTAL
<b>Resources:</b>	
Bond Authorization	\$ 4,500,000
Less Administrative Costs <sup>1</sup>	(90,000)
<b>Commitments<sup>2</sup>:</b>	<b>(1,762,161)</b>
<b>Total Commitments:</b>	<b>(1,852,161)</b>
<b>REMAINING CAPACITY:</b>	<b>\$ 2,647,839</b>

**ALLOCATIONS AND EXPENDITURES  
(\$ thousands)**

Description	2007-08	2008-09	Total
Committed Support	\$ 14,438	\$ 27,185	41,623
Committed Local Assistance	1,500	3,900	5,400
Committed Capital	477,855	1,237,283	1,715,138
<b>Total Commitments</b>	<b>493,793</b>	<b>1,268,368</b>	<b>1,762,161</b>
Less Expended <sup>3</sup>	(31,438)	(297,543)	(328,981)
<b>Unspent Commitments</b>	<b>\$ 462,355</b>	<b>\$ 970,825</b>	<b>1,433,180</b>

**Notes:**

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

<sup>1</sup> Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

**HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT  
SECURITY BOND ACT OF 2006  
TRADE CORRIDOR IMPROVEMENT FUND  
Draft 2010 STIP Fund Estimate**

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 California Transportation Commission. [Government Code Section 8879.23 (c)(1)(A)]

**REMAINING CAPACITY  
(\$ thousands)**

DESCRIPTION	TCIF TOTAL
<b>Resources:</b>	
Bond Authorization	\$ 1,000,000
Less Administrative Costs <sup>1</sup>	(40,000)
<b>Commitments<sup>2</sup>:</b>	(158,094)
<b>Total Commitments:</b>	(198,094)
<b>REMAINING CAPACITY:</b>	<b>\$ 801,906</b>

**ALLOCATIONS AND EXPENDITURES  
(\$ thousands)**

Description	2007-08	2008-09	Total
Committed Support	\$ -	\$ 3,511	3,511
Committed Local Assistance	-	26,000	26,000
Committed Capital	-	128,583	128,583
<b>Total Commitments</b>	-	<b>158,094</b>	<b>158,094</b>
Less Expended <sup>3</sup>	-	(53,519)	(53,519)
<b>Unspent Commitments</b>	<b>\$ -</b>	<b>\$ 104,575</b>	<b>104,575</b>

**Notes:**

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

<sup>1</sup> Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

## HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND ACT OF 2006

### Transportation Facilities Account Draft 2010 STIP Fund Estimate

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 California Transportation Commission in the same manner as funds allocated for STIP projects under existing law. [Government Code Section 8879.23(e)]

#### REMAINING CAPACITY (\$ thousands)

DESCRIPTION	TFA TOTAL
<b>Resources:</b>	
Bond Authorization	\$ 2,000,000
Less Administrative Costs <sup>1</sup>	(40,000)
<b>Commitments<sup>2</sup>:</b>	(1,432,090)
<b>Total Commitments:</b>	(1,472,090)
<b>REMAINING CAPACITY:</b>	<b>\$ 527,910</b>

#### ALLOCATIONS AND EXPENDITURES (\$ thousands)

Description	2007-08	2008-09	Total
Committed Support	\$ 64,955	\$ 56,356	121,311
Committed Local Assistance	7,131	143,130	150,261
Committed Capital	859,358	301,160	1,160,518
<b>Total Commitments</b>	<b>931,444</b>	<b>500,646</b>	<b>1,432,090</b>
Less Expended <sup>3</sup>	(56,044)	(271,669)	(327,713)
<b>Unspent Commitments</b>	<b>\$ 875,400</b>	<b>\$ 228,977</b>	<b>1,104,377</b>

**Notes:**

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

<sup>1</sup> Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

**HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND  
PORT SECURITY BOND ACT OF 2006**

**PUBLIC TRANSIT MODERNIZATION, IMPROVEMENT & SERVICE  
ENHANCEMENT ACCOUNT  
Draft 2010 STIP Fund Estimate**

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, or for rolling stock procurement, rehabilitation, or replacement. [Government Code Sections 8879.23(f)(1) & 8879.55-8879.56]

**REMAINING CAPACITY  
(\$ thousands)**

DESCRIPTION	PTMISEA TOTAL
<b>Resources:</b>	
Bond Authorization	\$ 400,000
Less Administrative Costs <sup>1</sup>	-
<b>Commitments<sup>2</sup>:</b>	(98,640)
<b>Total Commitments:</b>	(98,640)
<b>REMAINING CAPACITY:</b>	<b>\$ 301,360</b>

**ALLOCATIONS AND EXPENDITURES  
(\$ thousands)**

Description	2007-08	2008-09	Total
Committed Support	\$ 1,081	\$ 1,303	2,384
Committed Local Assistance	-	-	-
Committed Capital	55,756	40,500	96,256
<b>Total Commitments</b>	<b>56,837</b>	<b>41,803</b>	<b>98,640</b>
Less Expended <sup>3</sup>	(519)	(32,319)	(32,838)
<b>Unspent Commitments</b>	<b>\$ 56,318</b>	<b>\$ 9,484</b>	<b>65,802</b>

**Notes:**

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

<sup>1</sup> Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

**HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND  
PORT SECURITY BOND ACT OF 2006**

**STATE LOCAL PARTNERSHIP PROGRAM ACCOUNT  
Draft 2010 STIP Fund Estimate**

The State-Local Partnership Program Account (SLPP) provides dollar-for-dollar matching funds for eligible transportation projects nominated by applicant transportation agencies. [Government Code Sections 8879.23(g)]

**REMAINING CAPACITY  
(\$ thousands)**

DESCRIPTION	SLPP TOTAL
<b>Resources:</b>	
Bond Authorization	\$ 999,999
Less Administrative Costs <sup>1</sup>	(20,000)
<b>Commitments<sup>2</sup>:</b>	(40,496)
<b>Total Commitments:</b>	(60,496)
<b>REMAINING CAPACITY:</b>	<b>\$ 939,503</b>

**ALLOCATIONS AND EXPENDITURES  
(\$ thousands)**

Description	2007-08	2008-09	Total
Committed Support	\$ -	\$ 496	496
Committed Local Assistance	-	-	-
Committed Capital	-	40,000	40,000
<b>Total Commitments</b>	-	<b>40,496</b>	<b>40,496</b>
Less Expended <sup>3</sup>	-	(592)	(592)
<b>Unspent Commitments</b>	<b>\$ -</b>	<b>\$ 39,904</b>	<b>39,904</b>

**Notes:**

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

<sup>1</sup> Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

**HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND  
PORT SECURITY BOND ACT OF 2006**

**LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT  
Draft 2010 STIP Fund Estimate**

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 Caltrans. [Government Code Sections 8879.23(i)(1) & 8879.62]

**REMAINING CAPACITY  
(\$ thousands)**

<b>DESCRIPTION</b>	<b>LBSRA TOTAL</b>
<b>Resources:</b>	
Bond Authorization	\$ 125,000
Less Administrative Costs <sup>1</sup>	(3,000)
<b>Commitments<sup>2</sup>:</b>	(34,681)
<b>Total Commitments:</b>	(37,681)
<b>REMAINING CAPACITY:</b>	<b>\$ 87,319</b>

**ALLOCATIONS AND EXPENDITURES  
(\$ thousands)**

<b>Description</b>	<b>2007-08</b>	<b>2008-09</b>	<b>Total</b>
Committed Support	\$ 90	\$ 91	181
Committed Local Assistance	13,500	21,000	34,500
Committed Capital	-	-	-
<b>Total Commitments</b>	<b>13,590</b>	<b>21,091</b>	<b>34,681</b>
Less Expended <sup>3</sup>	(42)	(4,241)	(4,283)
<b>Unspent Commitments</b>	<b>\$ 13,548</b>	<b>\$ 16,850</b>	<b>30,398</b>

**Notes:**

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

<sup>1</sup> Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

**HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND  
PORT SECURITY BOND ACT OF 2006**

**HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT  
Draft 2010 STIP Fund Estimate**

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 Streets and Highways Code, except that a dollar-for-dollar matching of nonstate funds shall be provided for each project, and the limitation on maximum project cost in Streets and Highways Code Section 2454, subdivision (g) shall not be applicable to projects funded with this account. [Government Code Sections 8879.23(j)(1) & 8879.63]

**REMAINING CAPACITY  
(\$ thousands)**

DESCRIPTION	HRCSA TOTAL
<b>Resources:</b>	
Bond Authorization	\$ 250,000
Less Administrative Costs <sup>1</sup>	(5,000)
<b>Commitments<sup>2</sup>:</b>	<b>(7,181)</b>
<b>Total Commitments:</b>	<b>(12,181)</b>
<b>REMAINING CAPACITY:</b>	<b>\$ 237,819</b>

**ALLOCATIONS AND EXPENDITURES  
(\$ thousands)**

Description	2007-08	2008-09	Total
Committed Support	\$ 561	\$ 620	1,181
Committed Local Assistance	-	6,000	6,000
Committed Capital	-	-	-
<b>Total Commitments</b>	<b>561</b>	<b>6,620</b>	<b>7,181</b>
Less Expended <sup>3</sup>	(163)	(7,018)	(7,181)
<b>Unspent Commitments</b>	<b>\$ 398</b>	<b>\$ (398)</b>	-

**Notes:**

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

<sup>1</sup> Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

## HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND ACT OF 2006

### HIGHWAY SAFETY, REHABILITATION, AND PRESERVATION ACCOUNT Draft 2010 STIP Fund Estimate

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

#### REMAINING CAPACITY (\$ thousands)

DESCRIPTION	HSRPA TOTAL
<b>Resources:</b>	
Bond Authorization	\$ 750,000
Less Administrative Costs <sup>1</sup>	(10,000)
<b>Commitments<sup>2</sup>:</b>	(368,079)
<b>Total Commitments:</b>	(378,079)
<b>REMAINING CAPACITY:</b>	<b>\$ 371,921</b>

#### ALLOCATIONS AND EXPENDITURES (\$ thousands)

Description	2007-08	2008-09	Total
Committed Support	\$ 21,659	\$ 20,459	42,118
Committed Local Assistance	21,830	41,057	62,887
Committed Capital	259,552	3,522	263,074
<b>Total Commitments</b>	<b>303,041</b>	<b>65,038</b>	<b>368,079</b>
Less Expended <sup>3</sup>	(12,072)	(89,605)	(101,677)
<b>Unspent Commitments</b>	<b>\$ 290,969</b>	<b>\$ (24,567)</b>	<b>266,402</b>

**Notes:**

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

<sup>1</sup> Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

**HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT  
SECURITY BOND ACT OF 2006  
STATE ROUTE 99 CORRIDOR ACCOUNT  
Draft 2010 STIP Fund Estimate**

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. [Government Code Section 8879.51]

**REMAINING CAPACITY  
(\$ thousands)**

DESCRIPTION	SR 99 TOTAL
<b>Resources:</b>	
Bond Authorization	\$ 1,000,000
Less Administrative Costs <sup>1</sup>	(20,000)
<b>Commitments<sup>2</sup>:</b>	(21,024)
<b>Total Commitments:</b>	(41,024)
<b>REMAINING CAPACITY:</b>	<b>\$ 958,976</b>

**ALLOCATIONS AND EXPENDITURES  
(\$ thousands)**

Description	2007-08	2008-09	Total
Committed Support	\$ 8,566	\$ 4,984	13,550
Committed Local Assistance	-	-	-
Committed Capital	5,999	1,475	7,474
<b>Total Commitments</b>	<b>14,565</b>	<b>6,459</b>	<b>21,024</b>
Less Expended <sup>3</sup>	(4,085)	(16,939)	(21,024)
<b>Unspent Commitments</b>	<b>\$ 10,480</b>	<b>\$ (10,480)</b>	-

**Notes:**

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

<sup>1</sup> Estimated costs for bond issuance, Pooled Money Investment Account (PMIA) loan administration costs, arbitrage rebates, etc.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

**SAFE, RELIABLE, HIGH-SPEED, PASSENGER TRAIN BOND ACT FOR THE  
21ST CENTURY (2008)**

**INTERCITY RAIL  
Draft 2010 STIP Fund Estimate**

The Safe, Reliable, High-Speed, Passenger Train Bond Act for the 21st Century (Act) provides \$9.95 billion in general obligation bonds for the planning and construction of a high-speed train system. The Department will receive an appropriation of \$190 million in funding for intercity rail operation and maintaining rail facilities, rights-of-way, and equipment to provide direct connectivity to the high-speed train system. [Streets and Highways Code Section 2704.095(a)(2)]

**REMAINING CAPACITY  
(\$ thousands)**

DESCRIPTION	INTERCITY RAIL TOTAL
<b>Resources:</b>	
Bond Authorization	\$ 190,000
Less Administrative Costs <sup>1</sup>	(4,750)
<b>Commitments<sup>2</sup>:</b>	-
<b>Total Commitments:</b>	(4,750)
<b>REMAINING CAPACITY:</b>	<b>\$ 185,250</b>

**ALLOCATIONS AND EXPENDITURES  
(\$ thousands)**

Description	2007-08	2008-09	Total
Committed Support	\$ -	\$ -	-
Committed Local Assistance	-	-	-
Committed Capital	-	-	-
<b>Total Commitments</b>	-	-	-
Less Expended <sup>3</sup>	-	-	-
<b>Unspent Commitments</b>	<b>\$ -</b>	<b>\$ -</b>	-

**Notes:**

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

<sup>1</sup> 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.

<sup>2</sup> Commitments for Support, Local Assistance, and Capital Outlay as of June 30, 2009.

<sup>3</sup> The table displays actual expenditures for 2007-08 and estimated expenditures for 2008-09.

**DRAFT 2010 FUND ESTIMATE  
AERONAUTICS ACCOUNT  
(\$ in thousands)**

	2009-10	2010-11	2011-12	2012-13	3-Year Total
<b>RESOURCES</b>					
Beginning Balance	\$6,746	\$7,049			\$7,049
Aviation Gas Excise Tax <sup>1</sup>	\$4,510	\$4,394	\$4,280	\$4,169	\$12,842
Jet Fuel Excise Tax <sup>1</sup>	\$2,913	\$3,023	\$3,137	\$3,255	\$9,415
Interest (SMIF)	\$168	\$203	\$218	\$255	\$675
Federal Trust Funds	\$435	\$449	\$463	\$478	\$1,390
Sale of Documents	\$4	\$4	\$4	\$4	\$12
Transfer to General Fund, per PUC 21683.3(b) <sup>2</sup>	(\$4,000)	\$0	\$0	\$0	\$0
Transfer to PTA Account	(\$30)	(\$30)	(\$30)	(\$30)	(\$90)
<b>TOTAL RESOURCES</b>	<b>\$10,746</b>	<b>\$15,092</b>	<b>\$8,072</b>	<b>\$8,130</b>	<b>\$31,294</b>
<b>STATE OPERATIONS</b>					
State Operations	(\$3,697)	(\$4,272)	(\$4,409)	(\$4,550)	(\$13,232)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$3,697)</b>	<b>(\$4,272)</b>	<b>(\$4,409)</b>	<b>(\$4,550)</b>	<b>(\$13,232)</b>
<b>LOCAL ASSISTANCE</b>					
Grants to Local Agencies (Annual Credit Program)	\$0	(\$1,450)	(\$1,450)	(\$1,450)	(\$4,350)
Airport Improvement Program (AIP) Match	\$0	(\$1,650)	**	**	(\$1,650)
Acquisition & Development (A&D)	\$0	(\$900)	**	**	(\$900)
<b>TOTAL LOCAL ASSISTANCE<sup>2</sup></b>	<b>\$0</b>	<b>(\$4,000)</b>	<b>(\$1,450)</b>	<b>(\$1,450)</b>	<b>(\$6,900)</b>
<b>ENDING 2009-10 BALANCE</b>	<b>\$7,049</b>				
<b>CASH AVAILABLE DURING FE PERIOD</b>		<b>\$6,819</b>	<b>\$2,212</b>	<b>\$2,130</b>	<b>\$11,162</b>

Note: Numbers may not add due to rounding.

<sup>1</sup> Excise tax revenues are based on a projection of the 2008-09 receipts from the State Controller's Office and escalated annually from 2009-10 through 2012-13 per Assumption Aero 2.

<sup>2</sup> Assembly Bill 10 of the 4th Extraordinary Session of 2009-10 created Section 21683.3 of the Public Utilities Code, which requires a \$4.0 million transfer to the General Fund and suspends the Local Assistance programs in 2009-10 only.

\*\* AIP Match and A&D for 2011-12 and 2012-13 will be determined when federal budget funding has been approved. Past action by the Commission dictates that AIP Match receives priority for available funds.

## Draft 2010 STIP Fund Estimate County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 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 following tables display *draft* STIP TE targets for the 2010 STIP. Unlike recent Fund Estimates, the Draft 2010 STIP Fund Estimate only contains STIP targets for the new statewide Transportation Enhancement (TE) capacity (\$193 million through 2014-15). The Draft 2010 STIP Fund Estimate indicates that there is no new programming capacity in either the Public Transportation Account (PTA) or in the Flexible Fund sources (made up of the Transportation Investment Fund and the Transportation Facilities Account).

There is a small amount of negative program capacity in both the PTA (-\$19 million) and the Flexible Funds (-\$89 million). These amounts make up less than 3% of the total six-year program capacity for those funds, therefore programming targets for the PTA and for the Flexible Funds are not needed for the 2010 STIP cycle.

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

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

This table lists the net changes to program capacity from the 2010 STIP FE to the capacity used in the County and Interregional Shares. This table is currently based on the all Commission actions through June 30, 2009. The program capacity used in the adopted Fund Estimate will be updated to include all Commission's actions through the September 2009 Commission meeting.

### Table 2. Transportation Enhancement (TE) Targets

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

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

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

# DRAFT 2010 STIP FUND ESTIMATE

## Table 1 - Reconciliation to County and Interregional Shares

(\$ millions)

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2010 FE PTA Target Capacity	\$5	\$205	\$335	\$345	\$0	\$0	\$885	\$890
<b>Total 2010 STIP FE PTA Target Capacity</b>	<b>\$5</b>	<b>\$205</b>	<b>\$335</b>	<b>\$345</b>	<b>\$0</b>	<b>\$0</b>	<b>\$885</b>	<b>\$890</b>
<b>2008 STIP Program <sup>1</sup></b>	<b>\$75</b>	<b>\$319</b>	<b>\$243</b>	<b>\$251</b>	<b>\$0</b>	<b>\$0</b>	<b>\$813</b>	<b>\$887</b>
Extensions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Delivered But Not Allocated	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$22
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net PTA STIP Program</b>	<b>\$96</b>	<b>\$319</b>	<b>\$243</b>	<b>\$251</b>	<b>\$0</b>	<b>\$0</b>	<b>\$813</b>	<b>\$909</b>
<b>PTA Capacity for County Shares</b>	<b>(\$91)</b>	<b>(\$114)</b>	<b>\$92</b>	<b>\$94</b>	<b>\$0</b>	<b>\$0</b>	<b>\$72</b>	<b>(\$19)</b>
<b>Cumulative</b>	<b>(\$91)</b>	<b>(\$205)</b>	<b>(\$113)</b>	<b>(\$19)</b>	<b>(\$19)</b>	<b>(\$19)</b>		
<b>Flexible Funds (TIF, TFA)</b>								
2010 FE Non-PTA, Non-TE Target Capacity	\$1,036	\$508	\$508	\$508	\$533	\$533	\$2,590	\$3,625
2010 FE Non-PTA GARVEE Debt Service	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$73)	(\$365)	(\$437)
TE State Match (Estimated program totals)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$9)	(\$45)	(\$54)
<b>Total 2010 STIP FE Flexible Funds Capacity<sup>2</sup></b>	<b>\$954</b>	<b>\$426</b>	<b>\$426</b>	<b>\$426</b>	<b>\$451</b>	<b>\$451</b>	<b>\$2,180</b>	<b>\$3,134</b>
<b>2008 STIP Program <sup>1</sup></b>	<b>\$848</b>	<b>\$714</b>	<b>\$654</b>	<b>\$707</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,076</b>	<b>\$2,923</b>
Extensions	\$112	\$1	\$0	\$0	\$0	\$0	\$1	\$113
Delivered But Not Allocated	\$186	\$0	\$0	\$0	\$0	\$0	\$0	\$186
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net Flexible Funds STIP Program</b>	<b>\$1,146</b>	<b>\$715</b>	<b>\$654</b>	<b>\$707</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,077</b>	<b>\$3,222</b>
<b>Flexible Funds Capacity for County Shares</b>	<b>(\$192)</b>	<b>(\$289)</b>	<b>(\$228)</b>	<b>(\$281)</b>	<b>\$451</b>	<b>\$451</b>	<b>\$103</b>	<b>(\$89)</b>
<b>Cumulative</b>	<b>(\$192)</b>	<b>(\$481)</b>	<b>(\$709)</b>	<b>(\$991)</b>	<b>(\$540)</b>	<b>(\$89)</b>		
<b>Transportation Enhancements (TE)</b>								
2010 STIP FE TE Capacity (Federal)	\$74	\$74	\$74	\$74	\$74	\$74	\$371	\$445
TE State Match (Estimated program totals)	\$9	\$9	\$9	\$9	\$9	\$9	\$45	\$54
<b>Total 2010 STIP FE TE Capacity</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$83</b>	<b>\$416</b>	<b>\$499</b>
<b>2008 STIP Program <sup>1</sup></b>	<b>\$82</b>	<b>\$81</b>	<b>\$74</b>	<b>\$64</b>	<b>\$0</b>	<b>\$0</b>	<b>\$219</b>	<b>\$301</b>
Extensions	\$2	\$2	\$0	\$0	\$0	\$0	\$2	\$5
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net TE</b>	<b>\$84</b>	<b>\$83</b>	<b>\$74</b>	<b>\$64</b>	<b>\$0</b>	<b>\$0</b>	<b>\$221</b>	<b>\$305</b>
<b>TE Capacity for County Shares</b>	<b>(\$1)</b>	<b>(\$0)</b>	<b>\$9</b>	<b>\$19</b>	<b>\$83</b>	<b>\$83</b>	<b>\$194</b>	<b>\$193</b>
<b>Cumulative</b>	<b>(\$1)</b>	<b>(\$1)</b>	<b>\$8</b>	<b>\$27</b>	<b>\$110</b>	<b>\$193</b>		
<b>Total Capacity</b>	<b>(\$284)</b>	<b>(\$403)</b>	<b>(\$127)</b>	<b>(\$168)</b>	<b>\$534</b>	<b>\$534</b>	<b>\$370</b>	<b>\$86</b>

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2008 STIP from August 2009 "Orange Book"

<sup>2</sup> Includes TFA capacity of \$528 million in 2009-10.

# DRAFT 2010 STIP FUND ESTIMATE

## Table 2 - Transportation Enhancement (TE) Target

(\$1,000's)

2010 STIP TE Targets	
County	TE Target
Alameda	5,259
Alpine/Amador/Calaveras	890
Butte	1,004
Colusa	265
Contra Costa	3,408
Del Norte	256
El Dorado LTC	644
Fresno	3,634
Glenn	281
Humboldt	1,019
Imperial	1,730
Inyo	1,388
Kern	4,794
Kings	716
Lake	435
Lassen	647
Los Angeles	32,175
Madera	647
Marin	996
Mariposa	262
Mendocino	960
Merced	1,160
Modoc	342
Mono	1,030
Monterey	1,867
Napa	616
Nevada	537
Orange	9,723
Placer TPA	1,023
Plumas	391
Riverside	6,889
Sacramento	4,518
San Benito	337
San Bernardino	9,032
San Diego	10,653
San Francisco	2,687
San Joaquin	2,366
San Luis Obispo	1,911
San Mateo	2,801
Santa Barbara	2,176
Santa Clara	6,161
Santa Cruz	1,086
Shasta	1,102
Sierra	184
Siskiyou	763
Solano	1,611
Sonoma	1,992
Stanislaus	1,835
Sutter	414
Tahoe RPA	267
Tehama	554
Trinity	395
Tulare	2,248
Tuolumne	449
Ventura	3,192
Yolo	865
Yuba	317
<b>Statewide Regional</b>	<b>144,904</b>
Interregional	48,302
<b>TOTAL</b>	<b>193,206</b>

## DRAFT 2010 STIP FUND ESTIMATE

### Table 3 - Planning, Programming and Monitoring Limitations

(\$1,000's)

<b>5% PPM Limitation</b>				
<b>County</b>	<b>2008 STIP 2012/13</b>	<b>2010 STIP 12/13 - 14/15</b>	<b>Total 12/13 - 14/15</b>	<b>PPM Limitation</b>
Alameda	43,877	2,335	46,212	2,311
Alpine/Amador/Calaveras	7,412	395	7,807	390
Butte	8,400	446	8,846	442
Colusa	2,207	118	2,325	116
Contra Costa	28,427	1,513	29,940	1,497
Del Norte	2,125	113	2,238	112
El Dorado LTC	5,368	286	5,654	283
Fresno	30,409	1,614	32,023	1,601
Glenn	2,356	125	2,481	124
Humboldt	8,493	452	8,945	447
Imperial	14,207	768	14,975	749
Inyo	11,505	616	12,121	606
Kern	39,831	2,128	41,959	2,098
Kings	5,943	318	6,261	313
Lake	3,657	193	3,850	193
Lassen	5,384	287	5,671	284
Los Angeles	268,621	14,287	282,908	14,145
Madera	5,386	287	5,673	284
Marin	8,309	442	8,751	438
Mariposa	2,193	117	2,310	116
Mendocino	7,997	426	8,423	421
Merced	9,677	515	10,192	510
Modoc	2,859	152	3,011	151
Mono	8,526	458	8,984	449
Monterey	15,563	829	16,392	820
Napa	5,154	274	5,428	271
Nevada	4,545	239	4,784	239
Orange	81,023	4,317	85,340	4,267
Placer TPA	8,539	455	8,994	450
Plumas	3,250	173	3,423	171
Riverside	58,047	3,059	61,106	3,055
Sacramento	37,682	2,006	39,688	1,984
San Benito	2,818	150	2,968	148
San Bernardino	75,436	4,011	79,447	3,972
San Diego	88,798	4,731	93,529	4,676
San Francisco	22,448	1,194	23,642	1,182
San Joaquin	19,724	1,051	20,775	1,039
San Luis Obispo	15,852	849	16,701	835
San Mateo	23,296	1,244	24,540	1,227
Santa Barbara	18,037	967	19,004	950
Santa Clara	51,388	2,736	54,124	2,706
Santa Cruz	8,954	482	9,436	472
Shasta	9,193	489	9,682	484
Sierra	1,525	81	1,606	80
Siskiyou	6,349	338	6,687	334
Solano	13,454	716	14,170	709
Sonoma	16,387	885	17,272	864
Stanislaus	15,283	814	16,097	805
Sutter	3,451	184	3,635	182
Tahoe RPA	2,255	118	2,373	119
Tehama	4,626	246	4,872	244
Trinity	3,300	176	3,476	174
Tulare	18,693	998	19,691	985
Tuolumne	3,736	199	3,935	197
Ventura	26,543	1,418	27,961	1,398
Yolo	7,373	384	7,757	388
Yuba	2,641	141	2,782	139
<b>Statewide</b>	<b>1,208,532</b>	<b>64,345</b>	<b>1,272,877</b>	<b>63,644</b>

**Note:** Limitation amounts include amounts already programmed.