PASSED BY

CTC

AUG - 6 2013

CALIFORNIA
TRANSPORTATION COMMISSION

RESOLUTION G-13-08

APPENDIX G – RESOLUTION TO ADOPT THE 2014 STIP FUND ESTIMATE

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE 2014 FUND ESTIMATE

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

1.2. WHEREAS, on January 8, 2013, the Department presented an overview of the fund estimate process and schedule; and

1.3 WHEREAS, on May 7, 2013, the Department presented, and the Commission approved the 2014 Fund Estimate assumptions; and

1.4 WHEREAS, on June 11, 2013, the Department presented to the Commission the Draft 2014 Fund Estimate; and

1.5 WHEREAS, on July 18, 2013, the Commission held a workshop on the Proposed 2014 Fund Estimate to consider public comment, and indicated that the adoption of the 2014 Fund Estimate would be scheduled for August 6, 2013; and

1.6 WHEREAS, on August 6, 2013, the Department will present to the Commission an updated, proposed 2014 Fund Estimate; and

1.7 WHEREAS, the proposed 2014 Fund Estimate identifies new program capacity of approximately $1.2 billion in new highway STIP capacity, and over-programming of approximately $379 million in the Public Transportation Account for the six-year period covering 2013-14 through 2018-19; and

1.8 WHEREAS, the Proposed 2014 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2013.

2.1 NOW THEREFORE BE IT RESOLVED, that the California Transportation Commission does hereby adopt the 2014 STIP Fund Estimate, as presented by the Department on August 6, 2013, with programming in the 2014 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 2014 Fund Estimate to each regional agency and county transportation commission.

SUMMARY OF THE PROPOSED 2014 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

Edmund G. Brown, Jr.
Governor
STATE OF CALIFORNIA

Brian P. Kelly
Secretary
California State Transportation Agency

Malcolm Dougherty
Director
Department of Transportation

The 2014 State Transportation Improvement Program Fund Estimate Book is available online at
http://www.dot.ca.gov/hq/transprog/ctcliaison.htm

EXECUTIVE SUMMARY

On August 6, 2013, the California Transportation Commission (Commission) adopted the 2014 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2014 STIP FE period covers state fiscal years 2014-15 through 2018-19.

STIP Capacity

STIP projects add capacity to the state's transportation infrastructure. The 2014 STIP FE includes a total estimate of $3.4 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, and includes construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. The 2014 STIP FE displays a new, estimated STIP program capacity of almost $1.2 billion over the FE period. For comparison, the 2012 STIP FE displayed a forecast of $1.5 billion in new STIP program capacity over the same five-year period. As a result of the new STIP program capacity forecasted in the 2014 STIP FE, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

- STIP capacity **does not** include federal commitments for Transportation Enhancements (TE) because Moving Ahead for Progress in the 21st Century (MAP-21) eliminated dedicated funding for TE.

- STIP capacity in the future will continue to depend primarily on retail prices and consumption of gasoline and diesel. Both of these sources are difficult to forecast with any certainty due to the current economic climate.

SHOPP Capacity

SHOPP projects consist of major rehabilitation work on the State Highway System. The 2014 STIP FE forecasts SHOPP program capacity of $11.4 billion over the five-year FE period. Similar to the STIP, SHOPP program capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. New SHOPP capacity of over $7.3 billion is estimated over the FE period. In comparison, the 2012 STIP FE displayed a forecast of $6.0 billion in new SHOPP program capacity.

- The State Highway Account (SHA), which is the primary funding source of the SHOPP, has a fund balance that is highly volatile in nature. The cash balance in this account fluctuates daily.

- The SHOPP is constrained over the entire FE period. While the 2014 STIP FE forecasts an average of $2.3 billion of SHOPP program capacity each year over the FE period, the annual SHOPP goal-constrained need is roughly $8.2 billion as identified in the 2013 Ten-Year SHOPP Plan. As a result of the approximately $5.9 billion annual shortfall, potential impacts may include delays of needed projects, an inability to fix new and/or ongoing deterioration of the highways, and cost increases over the FE period.

ESTIMATED CAPACITY BY PROGRAM
Fund Estimate Five-Year Period

2014 STIP FE
SHOPP Program Capacity
($ in millions)

	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 STIP FE SHOPP Target Capacity	$2,000	$2,200	$2,300	$2,300	$2,300	$2,300	$11,400	$13,400
2012 SHOPP Program	2,325	2,032	2,063	0	0	0	4,095	6,420
New SHOPP Program Capacity	($325)	$168	$237	$2,300	$2,300	$2,300	$7,305	$6,980
Cumulative Difference	($325)	($157)	$80	$2,380	$4,680	$6,980		

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

2014 STIP FE
STIP Program Capacity
($ in millions)

	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 STIP FE Target Capacity	$739	$690	$680	$675	$675	$670	$3,390	$4,129
2012 STIP Program	$739	$732	$741	$720	0	0	2,193	2,932
New STIP Program Capacity	$0	($42)	($61)	($45)	$675	$670	$1,197	$1,197
Cumulative Difference	$0	($42)	($103)	($148)	$527	$1,197		

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

2014 STIP FE
PTA STIP Program Capacity*
($ in millions)

	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 STIP FE PTA Target Capacity	$25	$0	$0	$0	$0	$0	$0	$25
2012 PTA STIP Program	79	127	101	97	0	0	325	404
New PTA STIP Capacity	($54)	($127)	($101)	($97)	$0	$0	($325)	($379)

Note: Individual numbers may not add to total due to independent rounding.
*Included in the overall STIP Program Capacity above.

2014 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS
($ millions)

	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$445							$445
Fuel Excise Taxes (Base)	$1,777	$1,781	$1,784	$1,785	$1,783	$1,783	$8,916	$10,693
Fuel Excise Taxes (Price-Based)	2,045	1,952	1,933	1,967	1,998	2,007	9,858	11,903
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	80	79	78	79	80	78	393	472
Loan Repayments from General Fund	50	135	100	0	0	0	235	285
Transportation Loans	250	(135)	(100)	0	0	0	(235)	15
Net Transfers - Others	(174)	(163)	(163)	(165)	(166)	(165)	(820)	(994)
Expenditures - Other Agencies	(97)	(94)	(101)	(103)	(102)	(105)	(504)	(602)
Subtotal - State Resources	$4,375	$3,555	$3,532	$3,564	$3,593	$3,598	$17,842	$22,217
Toll Bridge Seismic Retrofit Program	($300)	$0	$0	$0	$0	$0	$0	($300)
Total State Resources	$4,075	$3,555	$3,532	$3,564	$3,593	$3,598	$17,842	$21,917
Obligation Authority (OA)	$3,157	$3,157	$3,157	$3,157	$3,157	$3,157	$15,785	$18,942
August Redistribution	118	118	118	118	118	118	592	710
Other Federal Resources	(186)	(186)	(186)	(186)	(186)	(186)	(930)	(1,116)
Total Federal Resources	$3,089	$3,089	$3,089	$3,089	$3,089	$3,089	$15,446	$18,536
TOTAL STATE & FED RESOURCES	**$7,165**	**$6,644**	**$6,621**	**$6,653**	**$6,682**	**$6,687**	**$33,288**	**$40,453**
COMMITMENTS								
STATE OPERATIONS	**($917)**	**($942)**	**($967)**	**($993)**	**($1,020)**	**($1,047)**	**($4,969)**	**($5,886)**
MAINTENANCE	**($1,269)**	**($1,297)**	**($1,325)**	**($1,354)**	**($1,384)**	**($1,415)**	**($6,775)**	**($8,043)**
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	($122)	($127)	($123)	($120)	($118)	($115)	($603)	($725)
State & Federal LA	(1,258)	(1,249)	(1,246)	(1,247)	(1,245)	(1,244)	(6,233)	(7,490)
TOTAL LA	**($1,380)**	**($1,377)**	**($1,370)**	**($1,367)**	**($1,363)**	**($1,359)**	**($6,836)**	**($8,216)**
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	($568)	($439)	($245)	($125)	($74)	($29)	($911)	($1,480)
SHOPP Minor	(38)	(40)	(40)	(40)	(40)	(40)	(201)	(240)
Stormwater	(46)	(46)	(46)	(46)	(46)	(46)	(230)	(276)
TOTAL SHOPP COS	**($653)**	**($525)**	**($331)**	**($211)**	**($160)**	**($115)**	**($1,342)**	**($1,995)**
SHOPP CAPITAL OUTLAY								
Major capital	($1,538)	($151)	($58)	($15)	($6)	$0	($229)	($1,767)
Minor capital	(63)	(63)	(69)	(67)	(67)	(67)	(333)	(396)
R/W Project Delivery	(37)	(30)	(30)	(7)	(7)	(7)	(81)	(118)
Unprogrammed R/W	(18)	(18)	(18)	(18)	(18)	(18)	(90)	(108)
GARVEE Debt Service	(11)	(11)	(11)	(11)	(11)	(11)	(57)	(68)
TOTAL SHOPP CAPITAL OUTLAY	**(1,668)**	**(273)**	**(186)**	**(118)**	**(109)**	**(103)**	**(789)**	**(2,457)**
TOTAL SHOPP COMMITMENTS	**($5,886)**	**($4,413)**	**($4,180)**	**($4,044)**	**($4,036)**	**($4,039)**	**($20,711)**	**($26,597)**
STIP LA								
STIP Off-System	($45)	($48)	($24)	($15)	($12)	($6)	($105)	($149)
Oversight (Partnership)	(36)	(37)	(36)	(35)	(34)	(33)	(176)	(211)
TOTAL STIP LA	**($80)**	**($86)**	**($60)**	**($49)**	**($46)**	**($39)**	**($280)**	**($361)**
STIP COS	**($126)**	**($97)**	**($99)**	**($72)**	**($39)**	**($17)**	**($324)**	**($451)**
STIP CAPITAL OUTLAY								
STIP On-System	($414)	($333)	($166)	($69)	($18)	$0	($585)	($999)
R/W Project Delivery	(129)	(111)	(57)	(34)	(8)	(8)	(218)	(347)
Unprogrammed R/W	(11)	(11)	(11)	(13)	(12)	(12)	(59)	(70)
GARVEE Debt Service	(73)	(73)	0	0	0	0	(73)	(146)
TOTAL STIP CAPITAL OUTLAY	**($626)**	**($528)**	**($234)**	**($116)**	**($38)**	**($20)**	**($935)**	**($1,561)**
TOTAL STIP COMMITMENTS	**($833)**	**($710)**	**($393)**	**($237)**	**($123)**	**($76)**	**($1,539)**	**($2,372)**
TOTAL RESOURCES AVAILABLE	**$445**	**$1,521**	**$2,049**	**$2,372**	**$2,524**	**$2,573**	**$11,037**	**$11,483**
SHOPP TARGET CAPACITY	**$2,000**	**$2,200**	**$2,300**	**$2,300**	**2,300**	**2,300**	**$11,400**	**$13,400**
STIP TARGET CAPACITY	**$714**	**$690**	**$680**	**$675**	**$675**	**$670**	**$3,390**	**$4,104**

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

2014 STIP FUND ESTIMATE
PUBLIC TRANSPORTATION ACCOUNT
($ in thousands)

	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$391,169							$391,169
Sales Tax on Diesel	610,777	601,344	601,753	602,162	602,572	602,982	3,010,813	3,621,590
SMIF Interest Earned	230	191	275	275	275	275	1,291	1,521
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Loan Repayment from SHA	0	135,000	0	0	0	0	135,000	135,000
Loan Repayment from TDIF	2,054	0	0	0	0	0	0	2,054
Loan to High-Speed Rail (HSR)	(26,199)	0	0	0	0	0	0	(26,199)
Transfer from SHA (S&HC 194)	26,304	26,872	27,451	28,044	28,649	29,268	140,284	166,589
TOTAL RESOURCES	**$1,004,366**	**$763,437**	**$629,509**	**$630,511**	**$631,526**	**$632,555**	**$3,287,538**	**$4,291,904**
State Transit Assistance	(391,972)	(379,779)	(380,040)	(380,298)	(380,557)	(380,816)	(1,901,491)	(2,293,463)
SUBTOTAL AVAILABLE RESOURCES	**$612,394**	**$383,658**	**$249,469**	**$250,213**	**$250,969**	**$251,739**	**$1,386,047**	**$1,998,441**
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	($28,511)	($29,138)	($29,779)	($30,434)	($31,104)	($31,788)	($152,244)	($180,755)
Planning Staff and Support	(21,858)	(22,339)	(22,830)	(23,333)	(23,846)	(24,371)	(116,718)	(138,576)
California Transportation Commission	(1,403)	(1,434)	(1,465)	(1,498)	(1,531)	(1,564)	(7,492)	(8,895)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(5,434)	(5,554)	(5,676)	(5,801)	(5,928)	(6,059)	(29,017)	(34,451)
State Controller's Office	(19)	(19)	(20)	(20)	(21)	(21)	(101)	(120)
TOTAL STATE OPERATIONS	**($58,205)**	**($59,464)**	**($60,751)**	**($62,066)**	**($63,409)**	**($64,783)**	**($310,472)**	**($368,677)**
INTERCITY RAIL								
Intercity Rail and Bus Operations	($90,347)	($93,057)	($95,849)	($98,725)	($101,686)	($104,737)	($494,055)	($584,402)
Amtrak Funding Adjustment	($18,600)	(31,000)	(24,800)	(24,800)	(24,800)	(24,800)	($130,200)	($148,800)
San Joaquin Service Improvements (HSR Integration)	0	0	0	0	(27,210)	(28,026)	(55,236)	(55,236)
Coast Daylight - New Train Service	0	0	(5,000)	(5,150)	(5,305)	(5,464)	(20,918)	(20,918)
Capital Corridor - Service Change	0	0	0	0	0	0	0	0
Pacific Surfliner - Service Change	0	0	0	0	0	0	0	0
Heavy Equipment Overhaul	(16,800)	(16,800)	(16,800)	(16,800)	(17,800)	(17,800)	(86,000)	(102,800)
TOTAL INTERCITY RAIL	**($125,747)**	**($140,857)**	**($142,449)**	**($145,475)**	**($176,801)**	**($180,827)**	**($786,409)**	**($912,156)**
LOCAL ASSISTANCE								
Bay Area Ferry Operations/Waterborne	($3,148)	($3,179)	($3,211)	($3,243)	($3,276)	($3,309)	($16,219)	($19,367)
TOTAL LOCAL ASSISTANCE	**($3,148)**	**($3,179)**	**($3,211)**	**($3,243)**	**($3,276)**	**($3,309)**	**($16,219)**	**($19,367)**
CAPITAL OUTLAY								
STIP - Mass Transportation	($18,734)	($31,241)	($39,208)	($51,159)	($25,501)	($5,471)	($152,580)	($171,314)
STIP - Rail	(13,346)	(28,934)	(24,078)	(21,732)	(13,888)	(2,490)	(91,121)	(104,467)
TOTAL CAPITAL OUTLAY	**($32,081)**	**($60,175)**	**($63,286)**	**($72,891)**	**($39,389)**	**($7,961)**	**($243,701)**	**($275,781)**
CASH AVAILABLE FOR PROGRAMMING	**$393,213**	**$119,982**	**($20,227)**	**($33,462)**	**($31,906)**	**($5,140)**	**$29,247**	**$422,460**
PTA STIP TARGET CAPACITY	**$25,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$25,000**

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

2014 FUND ESTIMATE
AERONAUTICS ACCOUNT
($ in thousands)

	2013-14	2014-15	2015-16	2016-17	3-Year Total
RESOURCES					
Beginning Balance	$7,370	$1,268	$984	$707	
Adjustment for Prior Commitments[1]	(5,822)				
ADJUSTED BEGINNING BALANCE	**$1,548**	**$1,268**	**$984**	**$707**	**$2,959**
Aviation Gas Excise Tax[2]	2,836	2,744	2,654	2,568	7,966
Jet Fuel Excise Tax[2]	2,618	2,771	2,933	3,105	8,809
Interest (SMIF)	22	22	21	20	62
Federal Trust Funds	436	446	455	465	1,366
Sale of Documents	1	1	1	1	4
Transfer to PTA Account	(30)	(30)	(30)	(30)	(90)
TOTAL RESOURCES	**$7,432**	**$7,221**	**$7,019**	**$6,836**	**$21,076**
STATE OPERATIONS					
State Operations	($3,663)	($3,736)	($3,811)	($3,887)	($11,434)
State Controller (0840)	(8)	(8)	(8)	(9)	(25)
Financial Information System for California (8880)	(3)	(3)	(3)	(3)	(9)
TOTAL STATE OPERATIONS	**($3,674)**	**($3,748)**	**($3,822)**	**($3,899)**	**($11,469)**
LOCAL ASSISTANCE					
Grants to Local Agencies (Annual Credit Program)	($1,490)	($1,490)	($1,490)	($1,490)	($4,470)
Airport Improvement Program (AIP) Match	(1,000)	(1,000)	(1,000)	(1,000)	(3,000)
Acquisition & Development (A&D)	0	0	**	**	0
TOTAL LOCAL ASSISTANCE	**($2,490)**	**($2,490)**	**($2,490)**	**($2,490)**	**($7,470)**
CASH AVAILABLE DURING FE PERIOD	**$1,268**	**$984**	**$707**	**$447**	

Note: Numbers may not add due to rounding.

[1] Includes outstanding encumbrances.

[2] Excise tax revenues are based on the 2013-14 projection from the 2013-14 Governor's Budget and escalated each year from 2013-14 through 2016-17 per assumption Aero 2.

** A&D for 2015-16 and 2016-17 will be determined when federal budget funding has been approved. Past action by the Commission dictates that AIP Match receives priority for available funds.

COUNTY AND INTERREGIONAL SHARE ESTIMATES

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

The 2014 STIP Fund Estimate (FE) indicates that there are negative program capacities for the Public Transportation Account (PTA) and the federal Transportation Enhancement Program (TE); therefore, programming targets for the PTA and TE are not needed for the 2014 STIP cycle. PTA funds in the STIP are severely limited and will remain so in the future, and the TE program has been eliminated in the new federal transportation act (MAP-21, Moving Ahead for Progress in the 21st Century Act) signed by the President on July 6, 2012. This means that many of the transit and TE projects currently programmed in the STIP will either have to be delivered with other funds (if the projects are eligible for other STIP fund types) or be unprogrammed. In particular, TE reserve amounts must be unprogrammed.

The following tables display STIP county and interregional shares and targets for the 2014 STIP.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2014 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA, non-PTA (the State Highway Account, Federal Trust Fund, and the Transportation Facilities Account), and Transportation Enhancements (TE) capacity. The table is based on Commission actions through June 30, 2013.

Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2013 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2018-19. The calculation of this target is shown in Table 3.

- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 4.

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

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 23, 2013 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2014 STIP Target Through 2018-19: This section calculates the total target. The total target is the formula distribution of new capacity available through 2018-19 adjusted for carryover balances and lapses.
    - Formula Distribution: This is the 2014 STIP share through 2018-19. It is the formula distribution of program capacity available through 2018-19. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
    - Add Back Lapses 11-12/12-13: This identifies the amount of projects lapsed in 2011-12 and 2012-13. These amounts are credited back in the 2014 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2016-17.
    - Net Share (Total Target): This is the 2014 STIP target through 2018-19. The Net Share (Total Target) is calculated by adding to the Formula Distribution the lapses and the Unprogrammed Balance or Balance Advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
    - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2018-19) is insufficient to cover prior advances.

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

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 23, 2013 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2014 STIP Share Through 2019-20: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2019-20 adjusted for carryover balances and lapses.
    - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2019-20. It is the formula distribution of estimated program capacity available through the county share period ending in 2019-20. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
    - Add Back Lapses 11-12/12-13: This identifies the amount of projects lapsed in 2011-12 and 2012-13. These amounts are credited back in the 2014 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2016-17.
    - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2019-20. This represents the maximum

amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the Formula Distribution the lapses and the Unprogrammed Balance or Balance Advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.

- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2019-20) is insufficient to cover prior advances.

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

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

- Total: This section identifies the shares for the 2016-17 through 2018-19 share period, based upon the 2012, and 2014 Fund Estimates. These are the amounts against which the 5% is applied.

- 5% PPM Limitation: These are the PPM limitations for the 2016-17 through 2018-19 share period. The PPM limitations for the 2012-13 through 2015-16 are not shown here. They have not changed since the 2012 STIP.

2014 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares

($ millions)

Public Transportation Account (PTA)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 FE PTA Target Capacity	$25	$0	$0	$0	$0	$0	$0	$25
Total 2014 STIP FE PTA Target Capacity	$25	$0	$0	$0	$0	$0	$0	$25
2012 STIP Program [1]	$68	$84	$101	$97	$0	$0	$282	$350
Extensions	$11	$43	$0	$0	$0	$0	$43	$54
Delivered But Not Allocated	$0	$0	$0	$0	$0	$0	$0	$0
Advances	$0	$0	$0	$0	$0	$0	$0	$0
Net PTA STIP Program	$79	$127	$101	$97	$0	$0	$325	$404
PTA Capacity for County Shares	($54)	($127)	($101)	($97)	$0	$0	($325)	($379)
Cumulative	($54)	($181)	($282)	($379)	($379)	($379)		

SHA	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 FE Non-PTA Target Capacity	$798	$774	$691	$686	$686	$681	$3,518	$4,316
2014 FE Non-PTA GARVEE Debt Service	($84)	($84)	($11)	($11)	($11)	($11)	($128)	($212)
TE State Match (Estimated program totals)	$0	$0	$0	$0	$0	$0	$0	$0
Total 2014 STIP FE Non-PTA Capacity	$714	$690	$680	$675	$675	$670	$3,390	$4,104
2012 STIP Program [1]	$462	$516	$569	$531	$0	$0	$1,616	$2,078
Extensions	$120	$2	$0	$0	$0	$0	$2	$122
Delivered But Not Allocated	$0	$0	$0	$0	$0	$0	$0	$0
Advances	$0	($5)	$0	$0	$0	$0	($5)	($5)
Net Non-PTA STIP Program	$581	$512	$569	$531	$0	$0	$1,613	$2,194
Non-PTA Capacity for County Shares	$133	$178	$111	$144	$675	$670	$1,777	$1,910
Cumulative	$133	$310	$421	$565	$1,240	$1,910		

Transportation Enhancements (TE)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	5-Year Total	6-Year Total
2014 STIP FE TE Capacity (Federal)	$0	$0	$0	$0	$0	$0	$0	$0
TE State Match (Estimated program totals)	$0	$0	$0	$0	$0	$0	$0	$0
Total 2014 STIP FE TE Capacity	$0	$0	$0	$0	$0	$0	$0	$0
2012 STIP Program [1]	$81	$95	$72	$94	$0	$0	$260	$341
Extensions	$4	$1	$0	$0	$0	$0	$1	$5
Advances	($6)	($3)	($1)	($1)	$0	$0	($6)	($12)
Net TE	$79	$92	$70	$92	$0	$0	$255	$334
TE Capacity for County Shares	($79)	($92)	($70)	($92)	$0	$0	($255)	($334)
Cumulative	($79)	($171)	($241)	($334)	($334)	($334)		
Total Capacity	$0	($42)	($61)	($45)	$675	$670	$1,197	$1,197

Notes:

General note: Numbers may not add due to rounding.

[1] 2013 Orange Book

2014 STIP Fund Estimate
County and Interregional Shares
Table 2. Summary of Targets and Shares
(,000)

County	2014 STIP Programming		
	Total Target	Maximum	TE Target
	Target through 2018-19	Estimated Share through 2019-20	Target through 2018-19
Alameda	32,031	49,551	0
Alpine	2,147	2,668	0
Amador	2,377	3,559	0
Butte	18,480	21,976	0
Calaveras	2,415	3,823	0
Colusa	2,407	3,343	0
Contra Costa	25,552	37,542	0
Del Norte	0	0	0
El Dorado LTC	0	0	0
Fresno	15,872	29,067	0
Glenn	3,483	4,463	0
Humboldt	423	3,946	0
Imperial	17,405	23,626	0
Inyo	18,461	23,303	0
Kern	28,350	46,137	0
Kings	0	0	0
Lake	7,520	9,050	0
Lassen	5,391	7,631	0
Los Angeles	167,168	273,126	0
Madera	0	0	0
Marin	0	0	0
Mariposa	3,111	4,027	0
Mendocino	6,720	10,009	0
Merced	19,080	23,412	0
Modoc	3,653	4,849	0
Mono	14,770	18,367	0
Monterey	14,102	20,338	0
Napa	6,606	8,763	0
Nevada	0	916	0
Orange	62,339	95,004	0
Placer TPA	0	0	0
Plumas	5,214	6,550	0
Riverside	66,804	95,687	0
Sacramento	46,577	63,174	0
San Benito	0	0	0
San Bernardino	51,066	84,274	0
San Diego	34,490	71,613	0
San Francisco	12,414	21,306	0
San Joaquin	23,713	32,708	0
San Luis Obispo	7,372	13,995	0
San Mateo	20,239	29,287	0
Santa Barbara	1,927	9,386	0
Santa Clara	17,074	37,888	0
Santa Cruz	5,534	9,118	0
Shasta	14,204	18,041	0
Sierra	2,251	2,885	0
Siskiyou	7,286	9,916	0
Solano	10,564	15,995	0
Sonoma	0	0	0
Stanislaus	14,697	21,351	0
Sutter	3,955	5,489	0
Tahoe RPA	2,981	3,795	0
Tehama	6,244	8,194	0
Trinity	3,016	4,399	0
Tulare	8,316	16,535	0
Tuolumne	11,245	12,774	0
Ventura	29,858	40,956	0
Yolo	13,148	16,353	0
Yuba	5,116	6,290	0
Statewide Regional	905,168	1,386,455	0
Interregional	292,229	460,942	0
TOTAL	**1,197,397**	**1,847,397**	**0**

	New Capacity
Statewide Flexible Capacity	**1,909,730**
Statewide PTA Capacity	**(378,695)**
Statewide TE Capacity	**(333,638)**
Total STIP Capacity	**1,197,397**

2014 Fund Estimate
County and Interregional Shares
Table 3. Calculation of New Programming Targets and Shares - Total
($1,000's)

County	Net Carryover		2014 STIP Share through 2018-19			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12/13	Net Share (Total Target)	Net Advance
Alameda	2,000	0	30,031	0	32,031	0
Alpine	1,255	0	892	0	2,147	0
Amador	350	0	2,027	0	2,377	0
Butte	12,488	0	5,992	0	18,480	0
Calaveras	0	0	2,415	0	2,415	0
Colusa	673	0	1,604	130	2,407	0
Contra Costa	5,000	0	20,552	0	25,552	0
Del Norte	0	(11,560)	1,497	0	0	(10,063)
El Dorado LTC	0	(9,478)	4,203	0	0	(5,275)
Fresno	0	(8,176)	22,618	1,430	15,872	0
Glenn	1,802	0	1,680	1	3,483	0
Humboldt	0	(5,655)	6,038	40	423	0
Imperial	6,741	0	10,664	0	17,405	0
Inyo	9,824	0	8,299	338	18,461	0
Kern	0	(2,711)	30,488	573	28,350	0
Kings	0	(17,941)	4,474	0	0	(13,467)
Lake	4,665	0	2,623	232	7,520	0
Lassen	652	0	3,839	900	5,391	0
Los Angeles	0	(17,809)	181,619	3,358	167,168	0
Madera	0	(14,078)	4,162	0	0	(9,916)
Marin	0	(39,820)	5,617	245	0	(33,958)
Mariposa	1,541	0	1,570	0	3,111	0
Mendocino	1,081	0	5,639	0	6,720	0
Merced	11,655	0	7,425	0	19,080	0
Modoc	1,373	0	2,048	232	3,653	0
Mono	8,439	0	6,166	165	14,770	0
Monterey	0	(6,844)	10,690	10,256	14,102	0
Napa	2,678	0	3,698	230	6,606	0
Nevada	0	(4,118)	3,179	0	0	(939)
Orange	0	(1,653)	55,992	8,000	62,339	0
Placer TPA	0	(45,878)	7,625	0	0	(38,253)
Plumas	2,925	0	2,289	0	5,214	0
Riverside	15,380	0	49,508	1,916	66,804	0
Sacramento	17,630	0	28,447	500	46,577	0
San Benito	0	(6,819)	1,969	0	0	(4,850)
San Bernardino	0	(5,969)	56,920	115	51,066	0
San Diego	0	(29,142)	63,632	0	34,490	0
San Francisco	0	(2,827)	15,241	0	12,414	0
San Joaquin	7,957	0	15,418	338	23,713	0
San Luis Obispo	0	(4,624)	11,354	642	7,372	0
San Mateo	3,728	0	15,511	1,000	20,239	0
Santa Barbara	0	(12,288)	12,785	1,430	1,927	0
Santa Clara	0	(19,262)	35,676	660	17,074	0
Santa Cruz	0	(611)	6,145	0	5,534	0
Shasta	7,628	0	6,576	0	14,204	0
Sierra	1,043	0	1,087	121	2,251	0
Siskiyou	2,470	0	4,509	307	7,286	0
Solano	1,256	0	9,308	0	10,564	0
Sonoma	0	(21,840)	11,444	1,204	0	(9,192)
Stanislaus	3,292	0	11,405	0	14,697	0
Sutter	1,327	0	2,628	0	3,955	0
Tahoe RPA	1,585	0	1,396	0	2,981	0
Tehama	2,422	0	3,343	479	6,244	0
Trinity	586	0	2,370	60	3,016	0
Tulare	0	(6,022)	14,088	250	8,316	0
Tuolumne	8,626	0	2,619	0	11,245	0
Ventura	9,335	0	19,023	1,500	29,858	0
Yolo	6,739	0	5,494	915	13,148	0
Yuba	3,004	0	2,012	100	5,116	0
Statewide Regional	169,150	(295,125)	867,563	37,667	905,168	(125,913)
Interregional	0	(13,246)	289,188	16,287	292,229	0
TOTAL	169,150	(308,371)	1,156,751	53,954	1,197,397	(125,913)

Statewide Flexible Capacity	1,909,730
Statewide PTA Capacity	(378,695)
Statewide TE Capacity	(333,638)
Total	1,197,397

2014 Fund Estimate
County and Interregional Shares
Table 4. Calculation of New Programming Targets and Shares - Maximum
($1,000's)

County	Net Carryover		2014 STIP Share through 2019-20			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12-13	Net Share (Maximum)	Net Advance
Alameda	2,000	0	47,551	0	49,551	0
Alpine	1,255	0	1,413	0	2,668	0
Amador	350	0	3,209	0	3,559	0
Butte	12,488	0	9,488	0	21,976	0
Calaveras	0	0	3,823	0	3,823	0
Colusa	673	0	2,540	130	3,343	0
Contra Costa	5,000	0	32,542	0	37,542	0
Del Norte	0	(11,560)	2,371	0	0	(9,189)
El Dorado LTC	0	(9,478)	6,655	0	0	(2,823)
Fresno	0	(8,176)	35,813	1,430	29,067	0
Glenn	1,802	0	2,660	1	4,463	0
Humboldt	0	(5,655)	9,561	40	3,946	0
Imperial	6,741	0	16,885	0	23,626	0
Inyo	9,824	0	13,141	338	23,303	0
Kern	0	(2,711)	48,275	573	46,137	0
Kings	0	(17,941)	7,084	0	0	(10,857)
Lake	4,665	0	4,153	232	9,050	0
Lassen	652	0	6,079	900	7,631	0
Los Angeles	0	(17,809)	287,577	3,358	273,126	0
Madera	0	(14,078)	6,590	0	0	(7,488)
Marin	0	(39,820)	8,894	245	0	(30,681)
Mariposa	1,541	0	2,486	0	4,027	0
Mendocino	1,081	0	8,928	0	10,009	0
Merced	11,655	0	11,757	0	23,412	0
Modoc	1,373	0	3,244	232	4,849	0
Mono	8,439	0	9,763	165	18,367	0
Monterey	0	(6,844)	16,926	10,256	20,338	0
Napa	2,678	0	5,855	230	8,763	0
Nevada	0	(4,118)	5,034	0	916	0
Orange	0	(1,653)	88,657	8,000	95,004	0
Placer TPA	0	(45,878)	12,073	0	0	(33,805)
Plumas	2,925	0	3,625	0	6,550	0
Riverside	15,380	0	78,391	1,916	95,687	0
Sacramento	17,630	0	45,044	500	63,174	0
San Benito	0	(6,819)	3,117	0	0	(3,702)
San Bernardino	0	(5,969)	90,128	115	84,274	0
San Diego	0	(29,142)	100,755	0	71,613	0
San Francisco	0	(2,827)	24,133	0	21,306	0
San Joaquin	7,957	0	24,413	338	32,708	0
San Luis Obispo	0	(4,624)	17,977	642	13,995	0
San Mateo	3,728	0	24,559	1,000	29,287	0
Santa Barbara	0	(12,288)	20,244	1,430	9,386	0
Santa Clara	0	(19,262)	56,490	660	37,888	0
Santa Cruz	0	(611)	9,729	0	9,118	0
Shasta	7,628	0	10,413	0	18,041	0
Sierra	1,043	0	1,721	121	2,885	0
Siskiyou	2,470	0	7,139	307	9,916	0
Solano	1,256	0	14,739	0	15,995	0
Sonoma	0	(21,840)	18,121	1,204	0	(2,515)
Stanislaus	3,292	0	18,059	0	21,351	0
Sutter	1,327	0	4,162	0	5,489	0
Tahoe RPA	1,585	0	2,210	0	3,795	0
Tehama	2,422	0	5,293	479	8,194	0
Trinity	586	0	3,753	60	4,399	0
Tulare	0	(6,022)	22,307	250	16,535	0
Tuolumne	8,626	0	4,148	0	12,774	0
Ventura	9,335	0	30,121	1,500	40,956	0
Yolo	6,739	0	8,699	915	16,353	0
Yuba	3,004	0	3,186	100	6,290	0
Statewide Regional	169,150	(295,125)	1,373,703	37,667	1,386,455	(101,060)
Interregional	0	(13,246)	457,901	16,287	460,942	0
TOTAL	169,150	(308,371)	1,831,604	53,954	1,847,397	(101,060)

Statewide Flexible Capacity	2,559,730
Statewide PTA Capacity	(378,695)
Statewide TE Capacity	(333,638)
Total	1,847,397

2014 STIP FUND ESTIMATE

County and Interregional Shares

Table 5 - Planning, Programming and Monitoring (PPM) Limitations

($1,000's)

	Total			5% PPM Limitation
County	2012 STIP FY 2016/17	2014 STIP 16/17-18/19	Total 16/17-18/19	FY 2016/17-2018-19
Alameda	20,348	30,031	50,379	2,519
Alpine	602	892	1,494	75
Amador	1,383	2,027	3,410	171
Butte	4,031	5,992	10,023	501
Calaveras	1,623	2,415	4,038	202
Colusa	1,081	1,604	2,685	134
Contra Costa	13,881	20,552	34,433	1,722
Del Norte	1,011	1,497	2,508	125
El Dorado LTC	2,806	4,203	7,009	350
Fresno	15,366	22,618	37,984	1,899
Glenn	1,132	1,680	2,812	141
Humboldt	4,066	6,038	10,104	505
Imperial	7,218	10,664	17,882	894
Inyo	5,617	8,299	13,916	696
Kern	20,698	30,488	51,186	2,559
Kings	3,035	4,474	7,509	375
Lake	1,769	2,623	4,392	220
Lassen	2,585	3,839	6,424	321
Los Angeles	122,728	181,619	304,347	15,217
Madera	2,810	4,162	6,972	349
Marin	3,792	5,617	9,409	470
Mariposa	1,058	1,570	2,628	131
Mendocino	3,799	5,639	9,438	472
Merced	5,004	7,425	12,429	621
Modoc	1,379	2,048	3,427	171
Mono	4,180	6,166	10,346	517
Monterey	7,227	10,690	17,917	896
Napa	2,497	3,698	6,195	310
Nevada	2,146	3,179	5,325	266
Orange	37,971	55,992	93,963	4,698
Placer TPA	5,140	7,625	12,765	638
Plumas	1,542	2,289	3,831	192
Riverside	33,370	49,508	82,878	4,144
Sacramento	19,227	28,447	47,674	2,384
San Benito	1,328	1,969	3,297	165
San Bernardino	38,336	56,920	95,256	4,763
San Diego	43,126	63,632	106,758	5,338
San Francisco	10,283	15,241	25,524	1,276
San Joaquin	10,407	15,418	25,825	1,291
San Luis Obispo	7,729	11,354	19,083	954
San Mateo	10,617	15,511	26,128	1,306
Santa Barbara	8,644	12,785	21,429	1,071
Santa Clara	24,115	35,676	59,791	2,990
Santa Cruz	4,164	6,145	10,309	515
Shasta	4,436	6,576	11,012	551
Sierra	732	1,087	1,819	91
Siskiyou	3,036	4,509	7,545	377
Solano	6,277	9,308	15,585	779
Sonoma	7,819	11,444	19,263	963
Stanislaus	7,718	11,405	19,123	956
Sutter	1,775	2,628	4,403	220
Tahoe RPA	942	1,396	2,338	117
Tehama	2,269	3,343	5,612	281
Trinity	1,595	2,370	3,965	198
Tulare	9,531	14,088	23,619	1,181
Tuolumne	1,780	2,619	4,399	220
Ventura	12,867	19,023	31,890	1,595
Yolo	3,691	5,494	9,185	459
Yuba	1,357	2,012	3,369	168
Statewide	586,696	867,563	1,454,259	72,713

Note: Limitation amounts include amounts already programmed.